

TALSMANDENS GRUPPE  
SPRECHERGRUPPE  
SPOKESMAN'S GROUP  
GROUPE DU PORTE-PAROLE  
GRUPPO DEL PORTAVOCE  
BUREAU VAN DE WOORDVOERDER

**INFORMATION  
INFORMATORISCHE AUFZEICHNUNG  
INFORMATION MEMO**

**NOTE D'INFORMATION  
NOTA D'INFORMAZIONE  
TER DOCUMENTIE**

Brussels, November 1977

PRIORITIES PROPOSED FOR TRANSPORT POLICY 1978-1980 (1)

The Commission has approved and sent to the Council a programme of priority action in the field of transport for the period 1978-1980. This list has been drawn up by the Commission following the exchange of views of transport ministers last June on objectives and priorities for Community transport action and to help the Council in deciding its work programme over the next three years. It is proposed that the Council adopts this priority programme by a resolution at its December meeting.

This programme for priority measures has been established within the framework of the existing common transport policy as set out in the Commission's communication of October 1973. The present Commission communication to the Council should not, therefore, be regarded as a new or alternative common transport policy, but as a basis for the Council to carry through effectively the agreed aims of the 1973 policy programme between now and the end of 1980.

The priority programme is aimed essentially at progressively building up a Community infrastructure network and at providing services in the transport markets which are highly adaptable to the needs of the users and at the same time impose the least financial burden possible on users and taxpayers. The improved economic health of the railways in the Community is clearly a vital element in this pattern. The role of transport of all kinds, road, rail, water and air, in the Community's relations with its neighbours and in international organisations is bound to be an increasingly important and demanding element in Community action.

The priority actions

The full list of the proposed priority actions is annexed to this note. Among them are:

Infrastructure development: The Commission wishes the Council to act soon on its proposal for improved consultations between Member States on infrastructure development programmes with a Community dimension. Likewise it seeks approval for the complementary proposal for Community financial support for projects of high Community interest in transport infrastructure, e.g. projects to help remove bottlenecks in the Community's traffic but which cannot receive sufficient funds at national level.

Transport Service markets: Further extension of scope for intra-Community transport services responsive to market forces but with safeguards; in particular development of combined transport should be encouraged, an effective market observation system would assist economically sound decision-making in transport services.

Railways: Pressing ahead with a programme to improve the commercial health of the railways and their cooperation between themselves and with other modes of transport.

Summer Time: It is hoped that the Council will adopt before the end of 1977 or by Spring 1978 a uniform period for summer time from 1979 throughout the whole Community. The advantage for travellers and transport companies of such a harmonised period

(which does not mean every country has to have the same time) are obvious compared to the situation this year when changes from standard to summer time and back again took place on five occasions.

Shipping: The examination already under way between Member States and the Commission to pin-point fields where Community action is called for, should be pushed ahead. Matters which require attention include: the question of Community's participation in the United Nations Convention for a code of conduct in linear conferences, the problem of flag discrimination generally, the Community response to the impact of state-trading countries' shipping practices; the threat posed to safety by sub-standard ships; mutual acceptance of qualifications; the appropriate definition of competition rules.

Air transport: The Council's working party on transport questions (specially constituted for the study of air transport matters) should, in accordance with the new mandate, concentrate, with the help of the Commission, on defining and studying priority areas for Community action. Relations with relevant international organizations will be strengthened; application of Community competition rules should be defined for air transport.

Social aspects of transport: The Council will need to follow up its recent legislation in the social field concerning drivers' hours, etc. with complementary measures and also take action on the Commission's proposal for the improvement of social conditions in inland waterway transport.

Driving licences: It is hoped that the Council will shortly approve the proposal for the gradual introduction of a Community driving licence which would benefit Community citizens living and working in other Community countries, improve safety and symbolise the reality of the Community for its citizens.

Inland waterways: Changes should be introduced in the present system of free international access to the Rhine (Mannheim Convention) by an amending protocol and the Rhine vessels temporary laying-up fund should be established.

ANNEX

PRIORITY LIST AND TIMETABLE  
OF DECISIONS TO BE TAKEN BY THE COUNCIL

(the list of points in each period has not been drawn up in  
any particular order of priority)

PART ABetween now and end 1978

- system for consultation on transport infrastructure programmes and support for projects of especial Community interest
- first directive on commercial vehicle taxation system
- adopt uniform principles for calculation of railways' costs
- summer time
- reference tariffs railways and inland navigation
- enlargement of Community quotas and first road haulage directive
- system of observation of inland transport markets
- establishment of Rhine laying-up fund
- additional protocol to the Act of Mannheim
- measures relating to liner trade problems resulting from the code of conduct for maritime conferences
- policy on impact of state-trading countries' shipping practices
- reinforced relations with international organisations in air transport

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- further development of combined transport
- further progress in adaptation of road haulage capacity regime, including safeguards against grave disturbance of the markets and uneconomic behaviour
- policy on impact of state-trading countries' road transport practices
- direct tariffs for railways
- action on sub-standard ships
- mutual acceptability of seafarers' qualifications

- modalities for application of competition rules to air transport
- road vehicle weights and dimensions

1980

- practical measures on application of taxes to international road haulage
- measures on access to inland waterways transport markets, including safeguards against grave disturbance of the market and uneconomic behaviour
- setting the deadlines for and conditions of railways' financial balance

PART B

Matters to be dealt with at the appropriate time during the period up to the end of 1980

- balance of action on social regulations for road transport working conditions
  - to be pressed ahead as soon as possible
- social regulations for inland waterways working conditions - to be given priority within the period up to 1980
- drivers' licences - as soon as possible
- further administrative simplification and greater scope for international road passenger services
- other steps in pursuit of 1975 railways decision, notably in cooperation between railways
- modalities for the application of competition rules in maritime transport

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Bruxelles, novembre 1977

PRIORITES PROPOSEES DANS LE DOMAINE DE LA POLITIQUE DES  
TRANSPORTS POUR LA PERIODE 1978-1980 (1)

La Commission a approuvé et adressé au Conseil un programme d'actions prioritaires dans le domaine des transports pour la période 1978-1980. Cette liste a été établie par la Commission à la suite de l'échange de vues qu'ont eu les ministres des Transports au mois de juin dernier sur les objectifs et les actions prioritaires de la Communauté dans le domaine des transports; elle est destinée à aider le Conseil à arrêter son programme de travail pour les trois années à venir. Il est proposé que le Conseil adopte ce programme d'actions prioritaires par une résolution au cours de sa réunion de décembre.

Ce programme de mesures prioritaires a été établi dans le cadre de la politique commune des transports existante, telle qu'elle est définie dans la communication de la Commission d'octobre 1973. En conséquence, la présente communication de la Commission au Conseil ne devrait pas être considérée comme présentant une politique commune des transports nouvelle ou différente, mais comme une base permettant au Conseil de réaliser effectivement d'ici 1980 les objectifs adoptés dans le programme politique de 1973.

Le programme d'actions prioritaires vise essentiellement à établir progressivement un réseau d'infrastructures communautaires et à assurer sur les marchés de transports des services qui s'adaptent avec une grande souplesse aux besoins des usagers, tout en pesant le moins possible financièrement sur les usagers et les contribuables. L'amélioration de la situation économique des chemins de fer dans la Communauté constitue incontestablement un élément vital de ce programme. Le rôle des transports de toutes natures, routiers, ferroviaires, maritimes et aériens, dans des relations entre la Communauté et ses voisins et au niveau des organisations internationales constituera un élément de plus en plus important et exigeant de l'action communautaire.

Les actions prioritaires

La liste complète des actions prioritaires proposées est jointe en annexe à la présente note. Parmi ces actions figurent :

Le développement des infrastructures : La Commission souhaite que le Conseil s'occupe rapidement de sa proposition visant à améliorer les consultations entre Etats membres concernant les programmes de développement de l'infrastructure présentant une dimension communautaire. De la même manière, elle demande que soit approuvée la proposition complémentaire relative à un soutien financier communautaire des projets présentant un grand intérêt pour la Communauté en matière d'infrastructures des transports, tels que les projets en vue de supprimer les goulots d'étranglement dans le trafic communautaire, qui ne reçoivent pas de fonds suffisants au niveau national.

Marchés des services de transports : Nouvel élargissement des services intracommunautaires de transports réagissant aux mouvements des marchés libres mais avec clauses de sauvegarde; tout particulièrement le développement du transport combiné devrait être encouragé, un système efficace de surveillance aiderait à rationaliser les décisions économiques en matière de services de transports.

Chemins de fer : Programme visant à améliorer la situation commerciale des chemins de fer et à promouvoir la coopération entre eux et avec d'autres modes de transport.

Heure d'été : Il est à espérer que le Conseil adoptera avant la fin de 1977 ou d'ici le printemps 1978 une période d'heure d'été uniforme applicable à partir de 1979 dans toute la Communauté. Les avantages que les voyageurs et les entreprises de transport peuvent tirer d'une période ainsi harmonisée (ce qui ne veut pas dire que tous les pays doivent adopter la même heure) sont évidents si on les compare à la situation de cette année, où des changements de l'heure ~~normale~~ à l'heure d'été et vice-versa sont intervenus à cinq reprises.

Transports maritimes : Les travaux actuellement en cours entre les Etats Membres et la Commission pour déterminer avec précision les domaines dans lesquels il est nécessaire que la Communauté prenne des mesures devraient être accélérés. Les questions nécessitant une attention particulière sont :

la participation de la Communauté à la convention des Nations unies pour un code de conduite des conférences maritimes, l'ensemble du problème de la discrimination sur la base du pavillon, la réaction de la Communauté face à l'impacte des pratiques des pays à commerce d'Etat en matière de transports maritimes; la menace que font peser sur la sécurité les navires inférieurs aux normes; la reconnaissance mutuelle des diplômes; la définition appropriée de règles de concurrence.

Transports aériens : Le groupe de travail du Conseil Question de transport (spécialement créé pour étudier les problèmes des transports aériens) devrait concentrer ses travaux conformément au nouveau mandat, et avec l'aide de la Commission, sur la définition et l'étude de domaines prioritaires de l'action communautaire. Les relations avec les organisations internationales concernées seront renforcées; l'application aux transports aériens de règles de concurrence communautaires devrait être précisée.

Aspects sociaux du secteur des transports : Le Conseil devra compléter sa récente législation dans le domaine des heures de conduite et donner suite à la proposition de la Commission visant à améliorer les conditions sociales dans le domaine de la navigation intérieure.

Permis de conduire : Il faut espérer que le Conseil approuvera rapidement la proposition visant à introduire progressivement un permis de conduire communautaire qui serait limité à des citoyens de la Communauté vivant et travaillant dans les autres pays de la Communauté, qui améliorerait la sécurité et qui serait le symbole de la réalité de la Communauté pour l'individu.

Navigation intérieure : Des changements devraient être introduits qui modifieraient, par voie d'un protocole, le système actuellement en vigueur de libre accès au Rhin (Convention de Mannheim) et le fonds d'immobilisation temporaire de bateaux de navigation sur le Rhin devrait être établi.

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