



COUNCIL OF THE EUROPEAN COMMUNITIES
GENERAL SECRETARIAT



PRESS RELEASE

462nd meeting of the Council

- Transport -

Luxembourg, 28 and 29 June 1977

President: Mr William RODGERS,
Minister for Transport of
the United Kingdom

791 e/77 (Presse 86)

The Governments of the Member States and the Commission of the European Communities were represented as follows:

Belgium:

Mr Josef CHABERT Minister for Transport

Denmark:

Mr Kjeld OLESEN Minister of Public Works and Communications

Germany:

Mr Heinz RUHNLU State Secretary,
Federal Ministry of Transport

France:

Mr Marcel CAVAILLE State Secretary at the
Ministry for Transport

Ireland:

Mr Noël LOMAXON General Secretary,
Ministry of Transport and Energy

Italy:

Mr Costante DEGAN Deputy State Secretary,
Ministry for Transport

Luxembourg:

Mr Marcel MART Minister for Transport

Netherlands:

Mr T.E. WESTERTERP

Minister of Transport and
Waterstaat

United Kingdom:

Mr William RODGERS

Minister of Transport

Mr John HORAM

Parliamentary Under-Secretary
of State,
Department of Transport

Mr Stanley CLINTON DAVIS

Parliamentary Under-Secretary
of State,
Department of Trade

The Commission:

Mr Richard BURKE

Member

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MARITIME TRANSPORT AND CIVIL AVIATION

In the course of general discussion on this subject the Council took note of the interim report on the progress made in the field of maritime transport.

This report contained a survey of activities following the deliberations of the Transport Council of 4 November 1976, in particular as regards

- the examination by the Commission of the question of the mutual recognition of seafarers' diplomas and certificates;
- proposed solutions as regards the Community position vis-à-vis the Code of Conduct for Liner Conferences;
- the examination of relations with third countries in shipping matters, including State-trading countries;
- relations between Member States' fleets;
- the examination of the various requirements for granting the flag;
- the work concerning shipping statistics in the general context of the work concerning Community transport statistics.

Following the discussion the Council noted that the Commission intended to send a communication to the Council in the forthcoming months, indicating the order of priorities and the measures to be taken in these fields.

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After settling the last minor questions arising, the Council also confirmed the agreement reached on 4 November 1976 as regards the setting up of a consultation procedure concerning relations in the field of shipping between the Member States and third countries and concerning discussions on the subject in international organizations.

This consultation procedure represents the first formal step in the maritime transport sector, since it is the first Community measure undertaken pursuant to Article 84(2) of the Treaty.

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The Council also held an exchange of views on the French memorandum on the development of a Community project in the field of safety in maritime transport, and on the statement by the French Minister who presented it. In conclusion, the Council asked the Commission to send the Council proposals on minimum safety standards in this sector.

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The Council agreed, on a proposal from the Presidency, to examine certain matters falling within the civil aviation sector and, to this end, it instructed the Permanent Representatives Committee to prepare its subsequent discussions in this connection.

COMMON TRANSPORT POLICY

The Council held an in-depth debate on the aims and priorities of the common transport policy.

The discussion was based on a memorandum from the Chair which referred to a letter from the Federal Minister of Transport of the Federal Republic of Germany on the problems of the railways in the Community, and to a reply from the Minister of Transport of the Italian Republic. The memorandum drew the Council's attention to certain key questions, including railways, the harmonization of conditions of competition, social progress, abolition of barriers to freedom to provide services in this sector, and infrastructure problems.

The President also drew the Council's attention to the Commission communication of 1973 on transport policy and to the Opinions of the European Parliament ⁽¹⁾ and of the Economic and Social Committee ⁽²⁾ on the same subject.

The debate gave the delegations the opportunity to express their satisfaction or concern at developments in the common transport policy.

(1) OJ No C 127, 18.10.1974
(2) OJ No C 126, 17.10.1974

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Closing this discussion, the Council

- took note of the Commission's intention to submit a proposal for a Working Programme for 1978 and subsequent years. This programme will contain a list of priorities for action in the different fields of the Common Transport Policy and take account of the Commission communication of 1973;
- invited the Commission to take into account, when formulating this programme, the limited progress achieved by the Community since then, the draft Resolutions placed before the Council, and the views expressed in the course of the discussions at this Council meeting; and
- invited the Permanent Representatives Committee to submit a report on the Working Programme for adoption at the next Council meeting on transport matters, taking account of the discussions at this meeting and based on the forthcoming Commission proposal.

Without awaiting the Commission proposal, the Council invited the Permanent Representatives Committee to continue its work during the second half of 1977, taking particular account of the list of priorities submitted by the Belgian delegation which will hold the office of President of the Council during the second half of this year.

COMMON RULES FOR THE TRANSPORT OF GOODS BY ROAD

The Council continued its examination of the proposal for a Directive on the establishment of common rules for certain types of transport of goods by road between the Member States, which is intended to liberalize the rules governing various types of transport. It agreed to instruct the Permanent Representatives Committee to continue the examination of the proposal in order to define more specific options for submission to the Council at a future meeting.

REFERENCE TARIFFS

The Council discussed the proposal for a Regulation for a system of reference tariffs for the carriage of goods by road between Member States, after which it instructed the Permanent Representatives Committee to continue the examination of this proposal in the light of today's discussions with a view to enabling the Council to act on this matter at its next meeting on transport.

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HARMONIZATION OF SOCIAL PROVISIONS

The Council held a broad exchange of views on the proposal for the harmonization of certain social provisions in the road transport sector, and on the related proposals concerning the introduction of tachographs and the implementation of the AETR.

During the discussion broad agreement emerged, in particular as regards:

- the abolition, in respect of vehicles fitted with a tachograph, of the "two-man crew" rule applicable to certain vehicles covering distances of more than 450 km per day;
- the increase of 5 hours in the weekly rest period to bring it up to 29 hours;
- the possibility of reducing the period of 29 hours to a period of not less than 24 hours, subject to equivalent compensation being granted during the same week;
- the definition of a week;
- the ban on certain types of remuneration which could jeopardize road safety;
- the maintenance, as regards the daily driving period, of the distinction between drivers of heavy goods vehicles and those of other vehicles;
- special arrangements to be applied to rest taken on a ferry-boat or train;

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- the definition of breaks from work;
- national and international exemptions;
- the amendment of the tachograph Regulation;
- the ratification of the AETR.

Closing the discussion, the Council agreed to instruct the Permanent Representatives Committee to continue the examination of the last outstanding questions, in particular the inclusion of a safeguard clause in the social Regulation, in the light of today's discussions, with a view to bringing positions closer together and thereby facilitating a decision at a future Council meeting on transport.

MOTOR VEHICLES

The Council adopted a new series of Directives on the approximation of the laws of the Member States relating to motor vehicles.

These Directives concern

- rear fog lamps;
- reversing lamps;
- parking lamps;

These Directives supplement the body of rules governing the construction and installation of all motor vehicle lamps.

- the field of vision of motor-vehicle drivers;
- safety belts;

This last Directive marks an important new step towards greater passive safety in motor vehicles by laying down strict rules governing not only the construction of safety belts and their installation in motor vehicles, but also the production controls to be carried out to ensure consistent quality in manufacture.

When adopting these Directives, the Council took note of the positive record of activities in the field of the harmonization of the laws of the Member States relating to motor vehicles:

35 Directives have been adopted or approved since 1970, seven of them during the last half-year;

8 proposals for separate Directives are still being examined by Council bodies, as is a proposal for the amendment of the 1970 framework Directive.

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The purpose of this series of measures, arising out of the 1970 framework Directive, is the elaboration of a system of EEC whole vehicle type-approval aimed at ensuring the effective elimination of non-tariff barriers to trade in vehicles.

Having noted these results the Council confirmed, by adopting the following Resolution, its intention of actively pursuing and concluding the action undertaken since 1969 with the aim of creating a real common market in this field.

"THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Council Resolution of 28 May 1969 on the elimination of technical barriers to trade and to that of 17 December 1973 on industrial policy,

Having regard to the proposals for Directives, currently under examination, on the approximation of the laws of the Member States relating to motor vehicle type-approval,

RECOGNIZING the progress already made in this field by the adoption of over thirty Directives, and anxious to bring to a successful conclusion the action initiated by the adoption of the framework Directive 70/156/EEC of 6 February 1970;

REAFFIRMS its determination to put EEC whole vehicle type-approval for passenger cars into operation as soon as practicable;

INSTRUCTS the Permanent Representatives Committee, to this end, to press on with its examination of the proposals for Directives still to be adopted and invites it in particular to intensify its study of all the technical, administrative, commercial, industrial and road safety implications of the implementation of EEC whole vehicle type-approval in order to guarantee its maximum effectiveness;

INVITES the Commission to give its opinion on these various aspects, to supplement if necessary its proposal for amending the framework Directive 70/156/EEC and to convene at an early date a meeting of the representatives of the Member States and the sectors of industry concerned to examine how the EEC whole vehicle type-approval system for passenger cars might best operate."

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AGRICULTURAL TRACTORS

The Council adopted two further Directives on agricultural tractors. These Directives, like the ten Directives already adopted previously, form part of the Community type-approval procedure for this type of tractor.

The first Directive concerns roll-over protection structures of agricultural tractors: safety cab or frame. Such structures will in future be compulsory as regards the Community type-approval of new models. This Directive is aimed primarily at preventing industrial accidents - which have been growing more numerous every year - and is directed essentially towards avoiding or limiting the risks incurred by drivers in the event of the tractors accidentally overturning while in use.

The second Directive introduces measures against the emission of pollutants from the compression-ignition engines (Diesel engines) of agricultural tractors. These measures have proved necessary in view of the increasing number of these tractors in operation in rural regions of the Community.

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REPORT ON COMPETITION IN TRANSPORT BY RAIL, ROAD AND INLAND WATERWAY

The Council took note of the proposal for a Decision deleting Article 15 of Decision 65/271/EEC which obliges the Commission to submit a two-yearly report to the Council on the implementation of the Decision on the harmonization of certain provisions affecting competition in this sector.

It noted that this was not an appropriate time to follow up the proposal.

VARIOUS STATEMENTS

At the end of the meeting, the Council took note of the following statements, where appropriate with replies by the Commission, concerning:

- the Agreement on the Establishment of a European Laying-up Fund for Inland Waterway Vessels (Netherlands and German delegations);
- the draft Additional Protocol to the Mannheim Convention for the Navigation of the Rhine (Netherlands and German delegations);
- the meeting on 9 and 10 June between Commissioner BURKE and the representatives of the authorities of the major European ports (Commission);
- the meeting on 6 June between Commissioner BURKE and the directors of the railways of the Member States of the Community (Commission).

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MISCELLANEOUS DECISIONS

The Council adopted in the official languages of the Communities the Regulations

- extending, as regards Spain, Regulation (EEC) No 373/77 laying down certain interim measures for the conservation and management of fishery resources applicable to vessels flying the flags of certain non-member countries;
- amending Regulation (EEC) No 350/77 laying down certain interim measures for the conservation and management of fishery resources.

The Council adopted in the official languages of the Communities the Regulations on the conclusion of the Agreements extending the Interim Agreements between the European Economic Community and Algeria, Morocco and Tunisia respectively.

The Representatives of the Governments of the Member States of the European Coal and Steel Community, meeting within the Council, adopted in the official languages of the Communities Decisions prolonging or opening tariff preferences for products covered by that Community and originating in the Maghreb and Mashriq countries and Israel.

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NOTE BIO(77) 232 AUX BUREAUX NATIONAUX
CC AUX MEMBRES DU GROUPE, AU DIRECTEUR GENERAL DG I ET A M OPITZ
DG VIII

PREPARATION DU
CONSEIL TRANSPORTS

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LE CONSEIL TRANSPORTS AURA LIEU LES 28 ET 29 JUIN A LUXEMBOURG
SOUS LA PRESIDENCE DE M. RODGERS (ROYAUME-UNI). M. BURKE REPRE-
SENTERA LA COMMISSION. L'ORDRE DU JOUR EST PARTICULIEREMENT
CHARGE ET COMPORTE UNE DOUZAINNE DE POINTS DONT LES PLUS IMPORTANTS
SONT:

1) REGLEMENT SOCIAL 'TRANSPORTS PAR ROUTE'

LE CONSEIL A ARRETE EN MARS 1969 UN REGLEMENT QUI PRESCRIT LA COM-
POSITION DES EQUIPAGES, LES TEMPS DE CONDUITE ET LE REPOS JOURNA-
LIER POUR LES CHAUFFEURS DE CAMIONS (REG. 543/69). LE REGLEMENT
S'EST HEURTE A DES DIFFICULTES D'APPLICATION DANS LES ANCIENS
ETATS MEMBRES, ET LES NOUVEAUX ETATS MEMBRES ONT BENEFICIES DE
PLUSIEURS SURSIS DONT LE DERNIER PREND FIN LE 31 DECEMBRE 1977.
EN MARS 1976, LA COMMISSION A FAIT UNE NOUVELLE PROPOSITION GLOBE
ALE QUI TEND A ASSOULPIR LES PRESCRIPTIONS DU REGLEMENT TOUT EN
ASSURANT UN PROGRES SOCIAL CONCERNANT SURTOUT LES HEURES DE
TRAVAIL. IL N'A PAS ETE POSSIBLE DE FAIRE DES PROGRES SUFFI-
SANTS SUR L'ENSEMBLE DE LA PROPOSITION ET IL A ETE CONVENU DANS
UNE PREMIERE PHASE DE SE LIMITER AU QUESTIONS CONSIDEREES LES
PLUS URGENTES TELLES QUE: L'AUGMENTATION DU TEMPS DE REPOS
HEBDOMADAIRE DE 5 HEURES, UNE AMELIORATION DU SYSTEME DES PAUSES,
LA POSSIBILITE DE DEROGATIONS NATIONALES ET INTERNATIONALES,
MESURES DE SAUVEGARDE POUR LES NOUVEAUX ETATS MEMBRES ETC.
IL SUBSISTE UN NOMBRE DE RESERVES SUR TOUS CES POINTS.

2) RE-EXAMEN DE LA POLITIQUE COMMUNE DES TRANSPORTS

LA PRESIDENCE BRITANNIQUE A FAIT CIRCULER UN DOCUMENT QUI A
POUR OBJET DE STIMULER UN DEBAT AU CONSEIL SUR LES OBJECTIFS ET
LES PRIORITES DE LA POLITIQUE COMMUNE DES TRANSPORTS. CE DOCUMENT
SERVIRA COMME POINT DE DEPART POUR UN LARGE ECHANGE DE VUES ENTRE
LES MINISTRES A CE SUJET.

3) TACHYGRAPHE

LE REGLEMENT 1463 PREVOIT L'OBLIGATION D'INSTALLER SUR CERTAINS
VEHICULES UN APPAREIL PERMETTANT LE CONTROLE MECANIQUE DES TEMPS
DE CONDUITE DE REPOS ETC. PREVUS PAR LE REGLEMENT 543/69. LA

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NECESSITE DE MODIFIER LE REGLEMENT TACHYGRAPHE (EXCLUSION DES TRAC-
TEURS) A FOURNI A LA COMMISSION L'OCCASION DE PROPOSER CERTAINS
AMENDEMENTS TECHNIQUES.

4) TRANSPORTS MARITIMES

LE CONSEIL SERA SAISI D'UN RAPPORT DE LA PRESIDENCE SUR L'ETAT
DES TRAVAUX DANS LE DOMAINE DES TRANSPORTS MARITIMES ET IL Y AURA
AUSSI UN ECHANGE DE VUES SUR UN MEMORANDUM FRANCAIS CONCERNANT UNE
ACTION COMMUNAUTAIRE DANS LE DOMAINE DE LA SECURITE DES TRANSPORTS
MARITIMES.

LE CONSEIL DISCUTERA AUSSI D'UN TEXTE CONCERNANT L'INSTAURATION
D'UNE PROCEDURE DE CONSULTATION

AU SUJET DES ACCORDS BILATERAUX DANS LE DOMAINE DES TRANSPORTS
MARITIMES ENTRE LES ETATS MEMBRES ET LES PAYS TIERS. LA COMMIS-
SION INSISTE POUR QUE CETTE CONSULTATION FONCTIONNE SUR BASE
D'INFORMATIONS PREALABLES, UNE POSITION QUI N'EST PAS PARTAGEE PAR

LA PLUPART DES ETATS MEMBRES.

5) SYSTEME DE TARIFS DE REFERENCE

LA PROPOSITION DE LA COMMISSION VISE A REMPLACER LE SYSTEME DES
TARIFS A FOURCHETTES OBLIGATOIRES INTRODUIT EN 1968, QUI S'EST
HEURTE A DES DIFFICULTES D'APPLIQUATION DANS LES ANCIENS ETATS
MEMBRES ET QUI N'A JAMAIS ETE APPLIQUE PAR LES NOUVEAUX, PAR
LE REGIME PLUS SOUPLE DES TARIFS DE REFERENCE. PLUSIEURS
SOLUTIONS DE COMPROMIS SONT SUR LA TABLE.

6) TRANSPORTS DE DENREES PERISSABLES

CE PROJET DE DIRECTIVE VISE LA LIBERALISATION DES TRANSPORTS
DE DENREES PERISSABLES EFFECTUES AU MOYEN DE VEHICULES SOUS
TEMPERATURE DIRIGEE. LE BUT DE CETTE PROPOSITION EST DE METTRE
A LA DISPOSITION EFFECTIVE DES CONSOMMATEURS DES PRODUITS A DES
QUALITES ET PRIX AUSSI AVANTAGEUX QUE POSSIBLE.

7) TRANSPORTS AERIENS

LA PRESIDENCE A PROPOSE QU'UN GROUPE AD HOC DU CONSEIL EXAMINE LES
POSSIBILITES DE COLLABORATION DANS LE DOMAINE DU TRANSPORT AERIEN.
JE VOUS RAPPELLE QUE LA COMMISSION A, A PLUSIEURS REPRISES DEPUIS
1972, ABORDE LE PROBLEME DES TRANSPORTS AERIENS ET QU'EN JUILLET
DERNIER ELLE A APPROUVE UN 'PROGRAMME D'ACTION POUR LES TRANS-
PORTS AERIENS' QUI DEVAIT SERVIR DE BASE A DES CONTACTS INFORMELS,
AVEC LES ETATS MEMBRES EN VUE D'EXPLORER LES POSSIBILITES D'UNE
ACTION COMMUNAUTAIRE. AMITIES. M. SANTARELLI
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M. SANTARELLI  Bruxelles le 23 juin 1977 MV/md 18h.

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NOTE B I O (77) 232, SUITE ¹/₈, AUX BUREAUX NATIONAUX
C.C. AUX MEMBRES DU GPP, AU DIR.GEN. DG I ET A M. OPITZ, DG VIII

CONSEIL TRANSPORT

LE CONSEIL A COMMENCE SES TRAVAUX A 15 H 15 EN ABORDANT LA PROPOSITION CONCERNANT LA MODIFICATION DU "REGLEMENT SOCIAL" DANS LE DOMAINE DES TRANSPORTS ROUTIERS (REG. 543/69).

TEMPS DE REPOS HEBDOMADAIRE

TOUTES LES DELEGATIONS ETAIENT D'ACCORD SUR UNE AUGMENTATION DE 24 HEURES A 29 HEURES, MAIS UN DESACCORD SUBSISTE SUR LA POSSIBILITE SOUHAITEE PAR QUATRE DELEGATIONS DE DEROGER DE CETTE OBLIGATION SOUS CERTAINES CONDITIONS.

SUPPRESSION DE LA LIMITE DE 450 KM

SEULE LA DELEGATION ITALIENNE MAINTIENT UNE RESERVE D'ATTENTE SUR LA SUPPRESSION DE LA REGLE DU DOUBLE EQUIPAGE POUR DES VEHICULES UTILISANT UN TACHYGRAPHE ET EFFECTUANT UN TRAJET DEPASSANT 450 KM PAR JOUR.

DEROGATIONS

IL S'AGIT DE DECISER SI LES ETATS MEMBRES POURRAIENT ETRE AUTORISES A FIXER DANS CERTAINES DES DISPOSITIONS MOINS CONTRAIGNANTES POUR LES TRANSPORTS NATIONAUX QUE POUR LES TRANSPORTS INTERNATIONAUX. LA DISCUSSION A REVELE UNE ASSEZ LONGUE DIVERGENCE DE VUES QUI RISQUE D'ETRE DIFFICILE A RESOUDRE.

APRES UNE BREVE INTERRUPTION, LE CONSEIL A REPRIS SES TRAVAUX A 18 HEURES.

A SUIVRE.

AMITIES

J. CARROLL

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NOTE B I O (77) 232, SUITE 2, AUX BUREAUX NATIONAUX
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1. RECTIFICATION : LA BIO (77) 232, SUITE 3, QUI VOUS EST PARVENUE

HIER N'ETAIT QUE LA SUITE NO 1.

2. CONSEIL TRANSPORT

LES DELIBERATIONS DU CONSEIL SUR LE REGLEMENT SOCIAL ONT CONTINUE
TARD DANS LA NUIT DE MARDI/MERCREDI (2 HEURES). SUITE A LA DISCUS-
SION, LA PRESIDENCE A ELABORE UN DOCUMENT DE TRAVAIL COMPORTANT
UNE SERIE DE COMPROMIS SUR LES DIFFERENTES MESURES. SUR LA BASE
DE CE DOCUMENT, LES MINISTRES FERONT UN GRAND EFFORT CET APRES-MIDI
POUR PARVENIR A UNE SOLUTION GLOBALE.

LE CONSEIL A REPRIS SES TRAVAUX CE MATIN A 10 H AVEC LE VOLET
TRANSPORTS MARITIMES.

A) RAPPORT SUR L'ETAT DES TRAVAUX DANS LE DOMAINE DES TRANSPORTS
MARITIMES : L'ECHANGE DE VUES SUR CE POINT S'EST CONCENTRE
SUR LES DIFFICULTES D'ARRIVER A UN APPROCHE COMMUN CONCERNANT
LA RATIFICATION PAR LES ETATS MEMBRES DU CODE DE CONDUITE DES
CONFERENCES MARITIMES. POUR LA COMMISSION, M. BURKE A FAIT APPEL
AUX MINISTRES DE FAIRE UN GRAND EFFORT DE S'ACCORDER DANS UN
PROCHE AVENIR ET A PROMIS UN NOUVEAU PAPIER DE LA COMMISSION
QUI POURRAIT AIDER UN TEL EFFORT.

B) PROCEDURE DE CONSULTATION : EN NOVEMBRE 1976, LE CONSEIL AVAIT
DECIDE D'INSTAURER UNE PROCEDURE DE CONSULTATION CONCERNANT LES
ACCORDS MARITIMES BILATERAUX ENTRE LES ETATS MEMBRES ET LES

PAYS TIERS. LA COMMISSION, A LA DIFFERENCE DE LA PLUPART DES ETATS MEMBRES, ESTIME QU'UNE CONSULTATION PREALABLE EST NECESSAIRE. M. BURKE N'A PAS REUSSE DE CONVAINCRE LE CONSEIL D'ACCEPTER CE POINT DE VUE ET IL A RETIRE SON OPPOSITION TOUT EN EXPRIMANT L'ESPOIR QUE SA PROPOSITION PREVAUDRA LORS DU RE-EXAMEN DE LA DECISION APRES TROIS ANS.

C) SECURITE DES TRANSPORTS : LE GOUVERNEMENT FRANCAIS A RECEMMENT ADRESSE UN MEMORANDUM AU CONSEIL DANS LEQUEL IL PRECONISE LE DEVELOPPEMENT D'UNE ACTION COMMUNAUTAIRE DANS LE DOMAINE DE LA SECURITE DES TRANSPORTS MARITIMES. LE COREPER A ETE CHARGE D'EXAMINER CE MEMORANDUM QUI A RECU UN ACCUEIL FAVORABLE DE LA PART DE PLUSIEURS DELEGATIONS.

TRANSPORTS AERIENS : SUITE A CERTAINES INITIATIVES DE LA PART DE LA ----- COMMISSION, LA PRESIDENCE DU CONSEIL A PROPOSE A ENTAMER, DANS LE CADRE DES INSTANCES DU CONSEIL, DES TRAVAUX SUR CERTAINES QUESTIONS QUESTIONS DANS LE DOMAINE DES TRANSPORTS AERIENS. LE CONSEIL EST CONVENU DE CHARGER LE GROUPE DES QUESTIONS DE TRANSPORT D'IDENTIFIER LES DOMAINES D'ACTIVITE DES GOUVERNEMENTS QUI GAGNERAIENT A ETRE EXAMINES AU PLUS TOT DANS LE CADRE DE LA COMMUNAUTE ET ETABLIR UNE LISTE DE PRIORITES DES QUESTIONS A ETUDIER. LE GROUPE EXAMINERA QUELS SUJETS A ETUDIER LE CONSEIL POURRAIT INVITER LA COMMISSION CONCERNANT LES TRANSPORTS AERIENS.

IL EST A NOTER QUE C'EST LA PREMIERE FOIS QUE LE CONSEIL A DONNE LE FEU VERT AVEC EFFORTS DE LA COMMISSION D'ENTREPRENDRE SUR UNE BASE COMMUNAUTAIRE UN EXAMEN APPROFONDI SUR L'APPLICATION DES REGLES GENERALES DU TRAITE AUX OPERATIONS DES TRANSPORTS AERIENS.

A SUIVRE.

AMITIES,

JOE CARROLL

29.6.77

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NOTE B I O (77) 232, SUITE 3 ET FIN, AUX BUREAUX NATIONAUX
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SUITE A UN DEBAT GENERAL SUR LA POLITIQUE COMMUNE DES TRANSPORTS SUR LA BASE D'UN MEMORANDUM DE LA PRESIDENCE, LE CONSEIL A PRIS ACTE DE L'INTENTION DE LA COMMISSION DE PRESENTER UNE PROPOSITION DE PROGRAMME DE TRAVAIL POUR LES ANNEES 1978 ET SUIVANTES. CE PROGRAMME CONTIENDRA UNE LISTE DE PRIORITES POUR LES ACTIONS A ENTREPRENDRE DANS LES DIFFERENTS DOMAINES DE LA POLITIQUE COMMUNE DES TRANSPORTS ET TIENDRA COMPTE DE LA COMMUNICATION DE LA COMMISSION DE 1973 CONCERNANT LA POLITIQUE COMMUNE.

VEHICULES A MOTEUR:

LE CONSEIL A ETE SAISI D'UN RAPPORT SUR LES ETATS DES TRAVAUX DANS LE DOMAINE DE L'HARMONISATION DES LEGISLATIONS DES ETATS MEMBRES RELATIVES AUX VEHICULES A MOTEUR. SUR LA QUARANTAINE DE PROPOSITIONS DE DIRECTIVES PRESENTEES PAR LA COMMISSION, 34 DIRECTIVES ONT DEJA ETE ADOPTEES PAR LE CONSEIL. ELLES CONCERNENT TANT LES COMPOSANTS DES VEHICULES (ECLAIRAGE, FREINAGE, ETC) QUE LE REGIME DE RECEPTION (DIRECTIVE-CADRE 70/156), L'OBJECTIF ETANT DE PARVENIR A LA RECEPTION CEE COMPLETE DES VEHICULES. LE CONSEIL A ADOPTE UNE RESOLUTION QUI REAFFIRME SA DETERMINATION DE METTRE EN APPLICATION DES QUE POSSIBLE LE REGIME DE RECEPTION CEE COMPLETE DES VEHICULES AFFECTES AU TRANSPORT DE PERSONNES. LE CONSEIL CHARGE LE COREPER DE POURSUIVRE L'EXAMEN DES PROPOSITIONS DE DIRECTIVES QUI DOIVENT ENCORE ETRE ARRETEES ET INVITE LA COMMISSION A COMPLETER SA PROPOSITION DE MODIFICATION DE LA DIRECTIVE-CADRE.

TARIFS:

LA PROPOSITION DE LA COMMISSION VISANT A REMPLACER LE REGIME ACTUEL D'UNE TARIFICATION OBLIGATOIRE A FOURCHETTES POUR LE TRAFIC ROUTIER PAR UN SYSTEME DE TARIFS DE REFERENCE A SOULEVE QUELQUES RESERVES QU'UN COMPROMIS BELGE N'A PAS REUSSI A FAIRE DISPARAITRE. LE DOSSIER A ETE RENVOYE AU COREPER.

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REGLEMENT SOCIAL :

A LA FIN DE L-APRES-MIDI, LE CONSEIL EST REVENU SUR LE GRAND MORCEAU, C.A.D. LE PAQUET SOCIAL. LE TEXTE DE COMPROMIS COMPORTAIT NEUF POINTS : AUGMENTATION DU TEMPS DE REPOS HEBDOMADAIRE, ABOLITION DE LA REGLE DU "DOUBLE EQUIPAGE", TACHYGRAPHE, DEROGATIONS, CLAUSE DE SAUVEGARDE, ETC. C'EST SUR CE DERNIER POINT QU'UN DESACCORD S'EST PRODUIT. POUR LA DELEGATION FRANCAISE, LA CLAUSE DE SAUVEGARDE EQUIVAUT A UNE PROLONGATION DE LA PERIODE DE TRANSITION APRES 1977 POUR LE ROYAUME-UNI ET L'IRLANDE QUI ONT OBTENU DES DEROGATIONS SUCCESSIVES DE L'APPLICATION DU REGLEMENT ACTUEL JUSQU'AU 31 DECEMBRE DE CETTE ANNEE, LA FIN DE LA PERIODE DE TRANSITION PREVUE PAR LE TRAITE D'ADHESION.

LE PRESIDENT , M. RODGERS, A CONTESTE CET ARGUMENT FRANCAIS EN PRECISANT QUE LE ROYAUME-UNI ET L'IRLANDE SERAIENT OBLIGE A COMMENCER A APPLIQUER LE REGLEMENT SOCIAL A PARTIR DU 1ER JANVIER 1978, MAIS QUE LA CLAUSE DE SAUVEGARDE LEUR PERMETTRAIT DE L'APPLIQUER PROGRESSIVEMENT SELON UN CALENDRIER TRES PRECIS, ET QUI NE SE PROLONGERA PAS AU - DELA D'UNE PERIODE LIMITEE (2 OU 3 ANS).

LA DELEGATION FRANCAISE N'ETANT PAS EN MESURE DE CEDER SUR CE POINT, TOUT LE PAQUET ETAIT RENVOYE AU COREPER QUI EST CHARGE D'ESSAYER DE TROUVER UNE SOLUTION AU PROBLEME DE LA CLAUSE DE SAUVEGARDE AVEC L'AIDE DE LA COMMISSION. SI LE COREPER REUSSIRA D'ICI LA FIN DE SEPTEMBRE, LE PAQUET SOCIAL SERA ADOPTE COMME UN POINT "A" PAR UN CONSEIL FUTUR. DANS LE CAS OU LE COREPER N'ARRIVERA PAS A UNE SOLUTION, LA PRESIDENCE BELGE CONVOQUERA UN NOUVEAU CONSEIL TRANSPORT LE MOIS D'OCTOBRE AFIN DE RECHERCHER UNE AUTRE SOLUTION.

DIS : L'ATTITUDE FRANCAISE N'EST PAS SANS LIEN AVEC LE MECONTENTEMENT DU MINISTRE , M. CAVAILLE, AVEC LES PRISES DE POSITION BRITANNIQUES ET IRLANDAISES AU SEIN DUES CONSEIL PECHE DES DERNIERS MOIS. FIN DIS.

AMITIES,

JOE CARROLL

29.6.1977

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