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COUNCIL OF THE EUROPEAN COMMUNITIES
GENERAL SECRETARIAT

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PRESS RELEASE

11303/79 (Presse 156)

613th Council meeting

- Transport -

Brussels, 6 December 1979

President: Mr Luigi PRETI
Minister for Transport
of the Italian Republic

6.XII.79

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

Belgium:

Mr Jos CHABERT Minister for Transport

Denmark:

Mr Jens Risgaard KNUDSEN Minister for Transport

Germany:

Mr Heinz RUHNAU State Secretary,
Federal Ministry of Transport

France:

Mr Jean VIDAL Deputy Permanent Representative

Ireland:

Mr Noel MACMAHOI Secretary-General,
Ministry for Tourism and
Transport

Italy:

Mr Luigi PRETI Minister for Transport

Luxembourg:

Mr Jean MISCHO Deputy Permanent Representative

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Netherlands:

Mrs N. SMIT-KROE

State Secretary,
Ministry of Transport, Water
Control and Public Works.

United Kingdom:

Mr Norman FOWLER

Mr Norman TEBBIT

Minister for Transport
Parliamentary Under Secretary
of State, Department of Trade

Commission:

Mr Richard BURKE

Member

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PARTICIPATION BY THE PRESIDENT OF THE COUNCIL AT A MEETING
OF THE EUROPEAN PARLIAMENT COMMITTEE ON TRANSPORT

The Council took note of an oral report from the Chairman of the Permanent Representatives Committee, on behalf of the President-in-Office of the Council, Mr FAULKNER, who was delayed today in Dublin for political reasons, concerning his recent meeting with the European Parliament Committee on Transport.

The report gives an account of the nature of discussions within the Committee on Transport, and draws the Council's attention to the views expressed by the Honourable Members.

QUESTIONS CONCERNING RAILWAY UNDERTAKINGS

During its examination of the items on the agenda concerning railway undertakings, the Council took note of the Commission's second biennial report on the economic and financial situation of railway undertakings, which shows that in general no significant improvement was achieved during 1976-1977 regarding the financial situation of railways and their position on the transport market, and that the financial burden supported by State budgets remains at a relatively high level.

The Council considered that this situation could be attributed to the prevailing general economic conditions in the period under consideration and to the internal and external difficulties of the structural adaptation of railways, and re-affirmed the need to maintain an efficient railway network throughout the Community.

To this end, the Council, referring to its Decision of 20 May 1975 on the improvement of the situation of railway undertakings and the harmonization of rules governing financial relations between such undertakings, underlined the importance of the provisions contained in this Decision, relating in particular to the conferral upon railway undertakings of the necessary autonomy to encourage the economical management of their activities with a view to achieving financial stability, and to the establishment and implementation of business, financial and investment programmes, preferably on a multi-annual basis.

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It also considered that:

- co-operation between Community railway undertakings should be further developed to improve the commercial viability of railways on the wider European market as well as the quality of services offered to the user;
- railway accounts should, where this is necessary, be made even more transparent with a view to better identifying the true financial situation;
- future Commission reports should:
 - = provide for a greater comparability of the financial results of the railway undertakings;
 - = highlight the results of the implementation of Community legislation in the Member States.

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The Council also took note of the Commission report of 23 April 1979 on the long-term objectives to be pursued and the measures to be taken to promote partial or total integration of railway undertakings at Community level.

TRANSPORT INFRASTRUCTURE

The Council took note of the Commission memorandum on the Community's role in developing transport infrastructure.

In his oral statement to the Council, Commissioner BURKE particularly stressed the key role of transport infrastructure in the overall economy and the importance to the Community of various projects listed in the memorandum. The Commission will continue a number of studies on identifying bottlenecks in intra-Community traffic and on the definition of the network of major links of Community importance. For its part the Council will continue its discussions on the proposal for financial support for projects of Community interest in the field of transport. In his conclusion, Commissioner BURKE situated discussions on this topic in the general context of the European Council meeting in Dublin.

After the ensuing discussion, the Council instructed the Permanent Representatives Committee to make a detailed examination of the Commission memorandum on the understanding that, as soon as possible, the latter would submit specific proposals enabling the Council to express an opinion on the matter at a forthcoming meeting.

CARRIAGE OF GOODS BY ROAD

As the preparatory work undertaken some months ago on four proposals submitted by the Commission on carriage of goods by road gave rise to major problems on the part of a number of delegations, the Presidency put together an overall compromise enabling the proposals to be approved by all delegations following mutual concessions.

The main features of this overall compromise agreed on by the Council are as follows:

- = establishment of general rules for negotiations between Member States on the adjustment of capacity for own-account carriage of goods by road (bilateral quotas);
- = 20% increase in the Community quota, one half being a linear increase and the other half in accordance with the criterion of use;
- = introduction of a system for the transformation of annual authorizations into short-term authorizations divided into 12 individual authorizations each covering 30 days; this measure would be applied for an experimental period of 3 years and confined to a maximum 10% of annual Community authorizations.

= liberalization of certain types of own-account carriage by extension of the first Council Directive of 23 July 1962, on the understanding that discussions would continue on the examination of an overall Directive on own-account carriage, on which the Council is awaiting the Opinion of the Economic and Social Committee.

The Council further instructed the Permanent Representatives Committee to study the introduction of a control document for own-account carriage between Member States.

Winding up the discussion, the Council directed the Permanent Representatives Committee to draw up the relevant texts in order to enable the Council to deliver a formal opinion on the four proposals in question as soon as possible.

INTERNATIONAL ACTION IN THE FIELD OF AIR TRANSPORT

The Council adopted a Decision initiating a Community consultation procedure concerning international action in the field of air transport.

This procedure of consultation between Member States and the Commission is intended to ensure that the international repercussions of action taken in the field of air transport are taken into account when formulating a Community policy. It will also make it possible to express a Community viewpoint on relations with third countries and on discussions held by international organizations. The consultation procedure is based on the procedure set up by the Council Decision of 13 September 1977 on international action in shipping matters ⁽¹⁾.

In conclusion, the Council instructed the Permanent Representatives Committee to finalize the text of the Decision so that it could be formally adopted as soon as possible.

⁽¹⁾ See Press Release No 1021/77 (Presse 103) of 13 September 1977.

DEVELOPMENT OF AIR TRANSPORT SERVICES

Following a detailed and prolonged discussion of the various aspects of developing air transport services - in particular those involved in Community economic integration, scales of charges and costs, and the international energy situation - the Council took note of the Commission memorandum submitted on 12 July 1979, on the contribution of the European Communities to the development of air transport services.

In the area of the structure of air services and market innovation, it invited the Commission to pursue in the first instance, in view of their specific characteristics, the examination of the problems of cross-border inter-regional services, with a view to submitting specific suggestions to it in the first half of 1980 for action in this area.

The Council then instructed the Permanent Representatives Committee to pursue with all possible speed the examination of the other priority questions in the light of the Commission's memorandum, the present debate and any opinion on it rendered by the European Parliament or the Economic and Social Committee:

- common standards restricting the emission of nuisances due to aircraft;
- simplification of formalities (facilitation), particularly those relating to air freight;
- implementation of technical standards (JAR);

- provisions regarding aids/provisions regarding competition;
- mutual recognition of licences (aircrew and ground staff);
- working conditions (aircrew and ground staff);
- right of establishment;
- search, rescue and recovery operations, and accident enquiries.

In conclusion, the Council requested the Commission, if it had not already done so, to submit proposals or other initiatives concerning these priority questions as quickly as possible.

NOISE FROM SUBSONIC AIRCRAFT

Following a discussion which took full account of the variety of situations in the Member States, the Council adopted the Directive on the limitation of noise emissions from subsonic aircraft, fixing 31 December 1986 as the deadline for use of noisy aircraft, i.e. those without noise certification. This deadline may however be deferred until 31 December 1988 provided there are appropriate plans to replace the fleet of aircraft.

The provisions of the Directive therefore allow registration of subsonic civil aircraft to be made subject to noise certification, and to fix deadlines for the withdrawal of any civil aircraft without noise certification already entered on a register. Noise certification will only be granted to those aircraft complying with specifications at least equivalent to the standards fixed by the Chicago Convention on International Civil Aviation.

Concluding the discussion, the Council instructed the Permanent Representatives Committee to finalize the text of the Directive so that it could be formally adopted as quickly as possible.

OTHER DECISIONS

Other decisions in the field of transport

The Council adopted in the official languages of the Communities the Directive amending Directive 79/116/EEC concerning minimum requirements for certain tankers entering or leaving Community ports.

This amendment extends the scope of the Directive to tankers transporting liquified gases in bulk, and lays down the obligation for both tankers transporting chemicals in bulk and those transporting liquified gases in bulk to indicate whether or not the vessel is in possession of a certificate of fitness under the terms of the IMCO code for the construction and equipment of ships carrying such products.

The Representatives of the Governments of the Member States meeting within the Council adopted in the official languages of the Communities the Fourth Supplementary Agreement to the Agreement of 21 March 1955 on the establishment of through international railway tariffs, an amendment made necessary by the enlargement of the Community from six to nine Member States.

Miscellaneous decisions

The Council adopted the following three VAT Directives in the official languages of the Communities:

- Directive amending Directive 77/799/EEC concerning mutual assistance by the competent authorities of the Member States in the field of direct taxation;
- Directive amending Directive 76/308/EEC on mutual assistance for the recovery of claims resulting from operations forming part of the system of financing the European Agricultural Guidance and Guarantee Fund, and of agricultural levies and customs duties;
- eighth Directive on the harmonization of the laws of the Member States relating to turnover taxes (arrangements for the refund of value added tax to taxable persons not established in the territory of the country).

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

- increasing the Community tariff quota opened for 1979 by Regulation (EEC) No 2921/78 for raw silk (not thrown) falling within heading No 50.02 of the Common Customs Tariff;
 - increasing the Community tariff quota opened for 1979 by Regulation (EEC) No 2691/78 for newsprint falling within subheading No 48.01 A of the Common Customs Tariff.
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DE CONSULTATIONS BILATERALES. IL FAUT ADMETTRE QU'IL EXISTE, CHEZ LES ETATS MEMBRES, UNE PREFERENCE GENERALE POUR UNE CONCERTATION COMMUNAUTAIRE POSTERIEURE ET NON PREALABLE DAN LE CAS DE CONSULTATIONS BILATERALES ENTRE UN ■■ ETAT MEMBRE E UN PAYS TIERS.

4. LA COMMISSION ESPERE QUE LE CONSEIL POURRA PRENDRE UNE DECISION SUR LA PROPOSITION DE DIRECTIVE SUR LA LIMITATION DES EMISSIONS SONORES DES AERONEFS. IL FAUT QUE PLUSIEURS DELEGATIONS ENLEVENT LEUR RESERVES SUR ■■■■■■■■■■ LES DATES POUR LA MISE EN OEUVRE DE CERTAINES DISPOSITIONS.

5. COMME VOUS LE SAVEZ LE CONTINGENT COMMUNAUTAIRE POUR LES TRANSPORTS DE MARCHANDISES PAR ROUTE N'ATTEINT QUE 5 POUR CENT DU TRAFIC COMMERCIAL ENTRE LES ETATS MEMBRES, MALGRE LES CRITIQUES FAITES PAR LE PARLEMENT. A CETTE OCCASION, ETANT DONNE LES POSITIONS RESTRICTIVES DE CERTAINS ETATS ■MEMBRES, LA COMMISSION A RECOMMANDE UNE AUGMENTATION MODESTE DE 20 POU CENT.

6. LE CONSEIL DISCUTERA EGA■■■■LEMENT UNE PROPOSITION DE REGLEMENT RELATIVE AU CONTINGENT COMMUNAUTAIRE POUR LES TRANSPORTS DE MARCHANDISES PAR ROUTE : IL S'AGIT D'AUTORISATIONS DE COURTE DUREE, AINSI QU'UNE PROPOSITION DE DIRECTIVE RELATIVE AUX TRANSPORTS PAR ROUTE POUR COMPTE PROPRE.

7. EN CE QUI CONCERNE LES CHEMINS DE FER, LA COMMISSION SOUMETTRE DEUX RAPPORTS AU CONSEIL:

- LE DEUXIEME RAPPORT BIENNAL CONCERNANT LA SITUATION ECONOMIQUE ET FINANCIERE DES ENTREPRISES DE CHEMIN DE FER POUR LA PERIODE 1976-77. LE RAPPORT INDIQUE QUE LA SITUATION NE S'EST PAS AMELIOREE AU COURS DE CES DEUX ANNEES.

- LE RAPPORT SUR LES OBJECTIFS A POURSUIVRE A LONG TERME ET LES MESURES A PRENDRE EN VUE DE PROMOUVOIR L'INTEGRATION DES ENTREPRISES DE CHEMIN DE FER AU NIVEAU DE LA COMMUNAUTE.

■■■ AMITIES,

M. SANTARELLI COMEUR 12H00
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NOTE BIO(79) 410 SUITE 1 ET FIN AUX BUREAUX NATIONAUX
CC AUX MEMBRES DU GROUPE, A M. BURGHARDT, DG I ET A M. LECOMTE,
DG VIII

TRANSPORT COUNCIL (6.12.79) (M. LILLIS)

THE TRANSPORT COUNCIL WAS A CONSIDERABLE SUCCESS FOR THE
COMMISSION. ALL MATTERS FOR DECISION ON THE AGENDA WERE
ADOPTED AND THE COUNCIL GAVE GENERAL POLITICAL APPROVAL TO
THE DEVELOPMENT OF TWO MAJOR POLICY AREAS:

- TRANSPORT INFRASTRUCTURES
- AVIATION.

THE COUNCIL ADOPTED THE TWO REPORTS ON RAILWAYS:

- THE SECOND BIENNIAL REPORT ON THE ECONOMIC AND FINANCIAL
SITUATION OF RAILWAY UNDERTAKINGS
- REPORT ON THE OBJECTIVES TO BE PURSUED IN THE LONG TERM AND
THE MEASURES TO BE TAKEN TO PROMOTE PARTIAL OR TOTAL INTEGRA-
TION OF RAILWAY UNDERTAKINGS AT COMMUNITY LEVEL.

IT ALSO ADOPTED THE PRESIDENCY COMPROMISE ON ROAD HAULIER
QUOTAS. IT WAS AGREED THAT THERE WOULD BE A 20 PER CENT
INCREASE IN THE COMMUNITY QUOTA, HALF ON A LINEAR BASIS AND
HALF ON THE BASIS OF UTILISATION.

THE COUNCIL AGREED THAT THERE SHOULD BE COMMUNITY
CONSULTATION IN RELATION TO AVIATION AGREEMENTS WITH THIRD
PARTIES. CONSULTATIONS WILL TAKE PLACE BETWEEN MEMBER STATES
AND THE COMMISSION BEFORE MULTILATERAL INTERNATIONAL CONSULTA-
TIONS; AFTER BILATERAL CONSULTATIONS INVOLVING A MEMBER STATE
AND A THIRD COUNTRY.

THE COUNCIL AGREED THAT THE END OF 1988 SHOULD BE THE AGREED
DATE FOR THE CERTIFICATION OF ALL AIRCRAFT TO MEET NOISE
EMISSION STANDARDS WHILE SUB-SONIC AIRCRAFT OVER TWENTY TONNES
SHOULD BE CERTIFIED BY THE END OF 1986.

THE COUNCIL GAVE GENERAL APPROVAL TO THE COMMISSION'S MEMO-
RANDUM, E.G. SOME MEMBER STATES NOTABLY, THE UNITED KINGDOM,
HOPED THAT THE COMMUNITY'S INVOLVEMENT WOULD RESULT IN
REDUCED AIR FARES AND GREATER FLEXIBILITY ON ROUTING
ARRANGEMENTS WHILE OTHER MEMBER STATES NOTABLY THE FEDERAL
REPUBLIC OF GERMANY SUGGESTED THAT THE EMPHASIS SHOULD BE ON
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G.C. CHEVALLARD

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ENERGY SAVING AND THE MAINTENANCE OF SAFETY AND SERVICE STANDARDS.

COMMISSIONER BURKE SAID HE WAS GREATLY ENCOURAGED BY WHAT WAS A LENGTHY AND POSITIVE DISCUSSION IN WHICH ALL MEMBER STATES INTERVENED AND HE WOULD NOW PROCEED VIGOROUSLY WITH CONCRETE PROPOSALS TO IMPLEMENTING THE MEMORANDUM.

THE COMMISSION'S MEMORANDUM ON TRANSPORT INFRASTRUCTURE, A NEW AND AMBITIOUS POLICY DEPARTURE, WAS THE SUBJECT OF A BRIEF BUT POSITIVE DISCUSSION. REFERENCE WAS MADE TO THE FACT THAT TRANSPORT INFRASTRUCTURE WAS ONE OF THE POSSIBLE SOURCES OF FUNDS WHICH MIGHT INCREASE RECEIPTS TO THE UNITED KINGDOM AS PART OF A SOLUTION TO THE CURRENT CONVERGENCE PROBLEM.

MR BURKE ESPECIALLY WELCOMED THE UNDERTAKING OF THE ITALIAN PRESIDENCY TO USE ITS BEST EFFORTS TO IMPLEMENT, DURING THE NEXT PRESIDENCY, THE EXISTING PROPOSED FINANCIAL REGULATION WHICH WOULD FUND MAJOR INFRASTRUCTURE PROJECTS.

PRESIDENCY

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IN THE ABSENCE OF THE IRISH PRESIDENT, MR FAULKNER, WHO WAS DETAINED IN DUBLIN ON POLITICAL BUSINESS, THE ~~DEBATE~~ COUNCIL WAS PRESIDED OVER BY THE ITALIAN MINISTER FOR TRANSPORT, SIGNOR PRETI.

AMITIES,

G.C. CHEVALLARD COMEUR 11H20
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