

COUNCIL OF THE EUROPEAN COMMUNITIES  
GENERAL SECRETARIAT

PRESS RELEASE

7559 e/82 (Presse 74)

776th meeting of the Council

- Transport -

Luxembourg, 10 June 1982

President: Mr Herman de CROO,

Minister of Transport  
~~and of Posts and Telecommunications~~  
of the Kingdom of Belgium

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

Belgium:

Mr Herman de CROO  
Minister of Transport  
and of Posts and  
Telecommunications

Denmark:

Mr J.K. HANSEN  
Minister of Transport

Germany:

Mr Volker HAUFF  
Federal Minister of Transport

Greece:

Mr Evangelos YANNOPOULOS  
Minister of Transport

France:

Mr Charles FITERMAN  
Minister of State,  
Ministry of Transport

Ireland:

Mr John WILSON,  
Minister of Transport

Italy:

Mr Dino RIVA  
State Secretary for Transport

Luxembourg:

Mr Josy BARTHEL  
Minister of Transport,  
Communications and Informatics

Netherlands:

Mr H.J. ZEEVALKING  
Minister of Transport  
and Water Control

United Kingdom:

Mrs Lynda CHALKER  
Parliamentary Secretary,  
Ministry of Transport  
  
Mr Iain SPROAT  
Under-Secretary of State,  
Department of Trade

Commission:

Mr George CONTOGEOGIS  
Member

At its meeting in Luxembourg on 10 June 1982 the Transport Council reached agreement on most of the issues before it. Significant progress was therefore made on the common transport policy.

The Council adopted:

- two Decisions on the promotion of combined transport;
- a Decision on the fixing of rates for the international carriage of goods by rail;
- a Directive laying down common technical requirements for inland waterway vessels;
- a Directive on the limitation of noise emissions from subsonic aircraft;
- a Directive on summertime arrangements in 1983, 1984 and 1985;
- a Decision on the approval of the ASOR Agreement, signed recently in Dublin;
- a Decision authorizing the Commission to open negotiations with Yugoslavia on the carriage of coal and steel by rail.

ORAL REPORT FROM THE PRESIDENT ON HIS MEETING WITH THE COMMITTEE ON  
TRANSPORT OF THE EUROPEAN PARLIAMENT

The President of the Council made an oral report on his meeting on 26 February 1982 with the Committee on Transport of the European Parliament. The President spoke in particular of the Resolution on the common transport policy adopted by the European Parliament on 9 May 1982 and the basic report prepared by Mr CAROSSINO on behalf of the European Parliament's Committee on Transport.

Following the President's oral report several members of the Council and the Commission representative stressed the importance of the achievements of the common transport policy in the past and stated their political determination to make further gradual progress, taking into account the general economic context of the common transport policy.

WEIGHTS AND DIMENSIONS OF COMMERCIAL VEHICLES

The Council continued its discussion of the draft Directive on the weights and dimensions of commercial vehicles. It noted that delegations' positions on a number of basic questions were considerably closer than before.

The Council instructed the Permanent Representatives Committee to continue proceedings in the light of the approach defined at this meeting.

COLLECTION OF INFORMATION ON THE CARRIAGE OF GOODS BY ROAD

The Council noted that it was the Commission's intention to gather information on the activities of road hauliers participating in the carriage of goods by road on certain routes as from 1 January 1983.

The Council also noted that it was the intention of the Member States to ensure as far as is possible close co-operation between the relevant national departments and Commission departments, with a view to facilitating, in particular, the collection of information by the Commission.

The Council called upon the Commission to submit as from 1 July 1984 an annual report containing its conclusions on the experience and results obtained.

FINANCIAL SUPPORT FOR TRANSPORT INFRASTRUCTURES

The Council held a wide-ranging exchange of views on the proposal for a Council Regulation on support for projects of Community interest in transport infrastructures. It concluded by requesting the Commission to submit, within three months, a balanced, experimental programme covering a period of three to five years and composed of precise infrastructure projects. The Commission will specify the detailed arrangements for and financial implications of this programme.

The Council intends to discuss this programme as soon as possible.

The Commission representative said that the Commission would examine this request from the political and legal point of view and would reply as soon as possible. He drew the Council's attention in particular to certain factors which might result in some delay in the preparation and forwarding of the programme.

COMBINED TRANSPORT

Taking into account the remarkable advance in combined transport over the past few years, the Council recognized the advisability of new measures to promote such transport. To that end it:

- signified its agreement to a draft Directive supplementing Directive 75/130/EEC on the establishment of common rules for certain types of combined road/rail carriage of goods.

The new common rules provided for in this Directive relate to:

- = extension of the liberalized arrangements introduced under Directive 75/130/EEC to combined transport of containers by inland waterway;
- = introduction of a system of tax reductions applicable to road vehicles engaged in combined transport, where they are routed by rail, and tax exemptions, granted on an optional basis, for vehicles used exclusively for road haulage in feeder or final delivery carriage by combined transport;
- = measures to facilitate participation in road/rail transport by undertakings engaged in own-account transport;
- = improvement of statistics on combined transport.

It instructed the Permanent Representatives Committee to see to it that the Directive underwent legal and linguistic finalization.

- adopted a Regulation supplementing Regulation (EEC) No 1107/70 on the granting of aids for the three modes of transport by the addition of provisions on combined transport. Under this Regulation Member States may grant undertakings engaged in combined transport investment aid for a limited period in order that they may have adequate infrastructure and equipment.

## INLAND WATERWAY VESSELS

Following a wide-ranging discussion, the Council reached agreement on a draft Directive laying down common technical requirements for inland waterway vessels for the carriage of goods on Community inland waterways.

This Directive is the first major measure adopted by the Council in the inland waterway transport sector. It includes technical standards for the construction and equipment of such vessels and provisions on health and safety in the crew's accommodation.

The Directive also entails the adoption of a Community inland navigation certificate valid on all Community waterways except those where the Revised Convention for the Navigation of the Rhine applies. In addition, the inspection certificate issued in accordance with Article 22 of that Convention may also be used on all Community waterways subject, in certain cases, to possession of an additional Community certificate.

Lastly, the Directive provides for transitional arrangements and exemptions for certain waterways and certain types of vessel.

The Directive will apply as from 1 January 1985.

ACTION PROGRAMME FOR INTERNATIONAL RAILWAY CO-OPERATION

The Council noted a communication from the Commission on an action programme for international railway co-operation.

Following an exchange of views on the subject, the Council asked the Commission to continue its proceedings and submit, as soon as possible, practical proposals to step up such co-operation.

RATES FOR THE INTERNATIONAL CARRIAGE OF GOODS BY RAIL

The Council signified its agreement to the draft Council Decision on the fixing of rates for the international carriage of goods by rail.

It instructed the Permanent Representatives Committee to see to it that the text underwent legal and linguistic finalization with a view to formal adoption at a forthcoming meeting.

This Decision enables railway undertakings in the ten Member States themselves to determine, in accordance with their commercial interests and taking account of cost prices and the market situation, the rates and conditions for the international carriage of goods between Member States.

SUMMERTIME

The Council adopted a second Directive on summertime arrangements. This Directive lays down the following dates for the beginning and end of summertime in the Community:

1983 beginning	: 27 March
end	: 25 September
- United Kingdom and Ireland	: 23 October
1984 beginning	: 25 March
end	: 30 September
- United Kingdom and Ireland	: 28 October
1985 beginning	: 31 March
end	: 29 September
- United Kingdom and Ireland	: 27 October

The Directive is valid for an experimental period of three years. Before the end of 1984 the Council will decide, on a proposal from the Commission, on the summertime arrangements to apply as from 1986, including the possibility of agreeing on a single date for the end of summertime.

INTER-REGIONAL SERVICES

The Council continued the discussion on a number of important questions raised by the proposal for a Directive concerning the authorization of scheduled inter-regional air services for the transport of passengers, mail and cargo between Member States. It instructed the Permanent Representatives Committee to continue discussing the questions still outstanding and to report to the Council for its next meeting on transport questions.

AIR TARIFFS

The Council held an initial discussion on the Commission proposal for a Council Directive on tariffs for scheduled air transport between Member States. After noting that the text of this proposal raised several difficult problems, it instructed the Permanent Representatives Committee to continue discussing the matter and to report to the Council for its next meeting on transport questions.

NOISE EMISSIONS FROM AIRCRAFT

Subject to the Opinion of the European Parliament, the Council adopted a common position on a draft Council Directive amending Council Directive 80/51/EEC of 20 December 1979 on the limitation of noise emissions from subsonic aircraft.

The purposes of the draft Directive are:

- to adapt Council Directive 80/51/EEC to technical changes applicable since 26 November 1981 to Annex 16 to the Convention on international civil aviation;
- to comply with the amended version of Recommendation ECAC/10-18 of 13 December 1978, adopted by the European Civil Aviation Conference (ECAC) on 17 April 1980, by which the prohibition of non-noise certificated subsonic jet aeroplanes should be extended to aircraft with a maximum weight of less than 20 tonnes, and
- to lay down deadlines for use in the Community (apart from derogations in certain specific cases) of non-noise certificated aeroplanes registered in third countries, in accordance with Resolution No A23-10 of the International Civil Aviation Authority (ICAO).

The draft also gives Member States the possibility of granting derogations in certain specific cases.

DECISION APPROVING THE AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PASSENGERS BY ROAD BY MEANS OF OCCASIONAL COACH AND BUS SERVICES (ASOR)

Pending the Opinion of the European Parliament, the Council adopted a common position on the approval of the ASOR on behalf of the European Economic Community.

This Agreement, which was signed in Dublin on 26 May 1982 by representatives of the European Economic Community and Austria, Spain, Finland, Norway, Portugal, Sweden, Switzerland and Turkey, will come into force when five Contracting Parties, including the European Economic Community, have approved or ratified it.

The Agreement contains harmonized provisions on liberalization for occasional international road passenger services, to ease administrative formalities and simplify checks by the introduction of a single control document.

The Agreement should therefore stimulate tourism in the regions concerned.

OPENING OF NEGOTIATIONS WITH THE SOCIALIST FEDERAL REPUBLIC OF  
YUGOSLAVIA ON THE CARRIAGE OF COAL AND STEEL BY RAIL

The Representatives of the Governments of the Member States of the European Coal and Steel Community, meeting within the Council, adopted a Decision authorizing the Commission to open negotiations with Yugoslavia concerning the conclusion of an Agreement on the establishment of through international railway tariffs for the carriage of coal and steel in transit through the territory of Yugoslavia.

In fact the Representatives of the Governments of the Member States of the ECSC, meeting within the Council, adopted on 21 March 1955 an Agreement on the establishment of through international railway tariffs and concluded on 28 July 1956 and 26 July 1957 two Agreements with Switzerland and Austria respectively governing the carriage of coal and steel in transit by rail through Swiss or Austrian territory. Following the accession of Greece to the Community, the Council considered it appropriate that transit through Yugoslavia should be governed by a similar Agreement.

CODE OF CONDUCT FOR LINER CONFERENCES

The Council took note of a Commission report on progress in the procedures initiated in the Member States for the ratification of or accession to the United Nations Convention on a Code of Conduct for Liner Conferences. The Council noted developments since its request of 15 December 1981 that all Member States speed up this work as much as possible.

It also noted the intention of the Member States to inform each other and the Commission on progress in their national procedures regarding ratification or accession and to consult each other and the Commission, as soon as one or more Member States were ready to deposit their instruments of ratification or accession, with a view to joint deposit, as far as possible, of instruments by those Member States who would be able to do so.

VARIOUS STATEMENTS

The Council took note of the following statements:

- energy savings in transport (Netherlands and German delegations);
- easing formalities and controls at frontiers for the carriage of goods between Member States (Presidency);
- negotiations with Austria in the transport field (Presidency).

OTHER DECISION

Food aid

The Council agreed to the supply of 400 tonnes of red beans to Nicaragua as emergency food aid following major flooding in the north of the country.

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Bruxelles, le 8 juin 1982

NOTE BIO (82) 246 AUX BUREAUX NATIONAUX  
C.C. AUX MEMBRES DU GROUPE DU PORTE-PAROLE  
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PREPARATION CONSEIL TRANSPORT (N. KEERY)  
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Le Conseil Transport se reunira a Luxembourg jeudi (10 juin) a 10h00 sous la Presidence de M.Herman DE CROO, Ministre belge des Communications et des Postes, Telegraphes et Telephones. La Commission sera representee par M. CONTOGEOGIS qui a repris ses responsabilites cette semaine apres son recent accident.

- Il y aura six points familiers sur l'ordre du jour :
- poids et dimensions des vehicules utilitaires
  - soutien des projets d'interet communautaire en matiere d'infrastructure du transport
  - transport combine (aides)
  - prescriptions techniques des bateaux de navigation interieure
  - tarifs aeriens et services aeriens interregionaux
  - deuxieme directive en matiere d'heure d'ete

La Commission escompte des decisions positives dans toutes ces domaines.

Quelques mots de background sur plusieurs dossiers :

Poids et dimensions  
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Un large accord a ete atteint pour l'application du principe de l'harmonisation "optionnelle", ce qui signifie que des Etats membres ayant des limites depassant celles specifiees dans la directive pourront les maintenir en trafic national ou en trafic avec d'autres Etats membres ayant une situation analogue.

Il sera demande aux ministres de trancher certains points cle dont l'acceptation faciliterait grandement l'achevement d'un texte complet de directive. Ces points comprennent

- le poids total en charge admissible des ensembles les plus lourds, proposee par la Commission a 40 tonnes,
- la charge d'essieu simple, proposee a 11 tonnes pour l'essieu moteur des ensembles, et a 10 tonnes pour les autres essieux, et
- les longueur, largeur et hauteur des vehicules.

Soutien Infrastructure  
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Le Conseil reprend l'examen de la proposition de reglement concernant le soutien des projets d'interet communautaire en matiere d'infrastructure du transport sur la base d'un dossier faisant clairement ressortir, pour la premiere fois depuis le debut de l'examen en 1978, les positions des differents Etats membres sur les options fondamentales a trancher. Jusqu'a present le Conseil s'etait limite a demander a la Commission des complements d'informations.

## Prescriptions techniques des bateaux

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L'ordre du jour comprend l'adoption par le Conseil d'une directive établissant les prescriptions techniques des bateaux de la navigation intérieure dans la Communauté. La directive prévoit des prescriptions techniques minimales pour tous les bateaux destinés au transport de marchandises et ayant un port en lourd de plus de 15 tonnes.

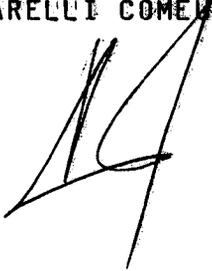
### Heure d'été

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L'adoption de la deuxième directive en matière d'heure d'été semble être acquise. D'après le projet de directive, dans tous les États membres pour les années 1983, 1984, 1985 l'heure d'été débutera le dernier dimanche de mars. Pour tous les États membres, sauf l'Irlande et le Royaume-Uni, l'heure d'été se terminera respectivement le 25, 30 et 29 septembre. En ce qui concerne le Royaume-Uni et l'Irlande les dates seront pour les mêmes années le 23, 28 et 27 octobre.

Fiche no 10 "Préparation Conseil Transport" suivra.

Amitiés,  
M. SANTARELLI COMEUR 15h30

A handwritten signature in black ink, consisting of several overlapping, stylized strokes that form a unique, abstract shape.

**N O T E 2 1 0 (82) 246 (SUITE 1) AUX BUREAUX NATIONAUX  
CC. AUX MEMBRES DU GROUPE DU PORTE-PAROLE**

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**TRANSPORT COUNCIL; LUXEMBOURG; 10 JUNE**

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FROM THE MOMENT HE TOOK THE CHAIR AT 10.30 A.M.; THE PRESIDENT (M. DE CROO) HAS BEEN MAKING EVERY EFFORT TO PUSH THE COUNCIL TOWARDS DECISIONS. WITH A SHORTER THAN USUAL BREAK (13.00 TO 14.30) HE PLANS TO CONTINUE TO 22.00.

THE PRESIDENT USED THE FIRST HOUR'S DISCUSSION OF THE EUROPEAN PARLIAMENT'S CRITICISM OF THE FAILURE OF THE COUNCIL TO TAKE DECISIONS ON TRANSPORT POLICY TO ENCOURAGE THE MINISTERS TO ADOPT A POSITIVE POLITICAL APPROACH TO THEIR WORK TODAY. ON THE TWO SUBSTANTIVE POINTS DEALT WITH SO FAR HE HAS ONE SUCCESS - WELCOMED BY COMMISSIONER CONTOGEOORGIS.

FOLLOWING LUNCHTIME PREPARATION OF A WRITTEN TEXT; THE GREEK MINISTER HAS ACCEPTED THE SETTING-UP OF AN OBSERVATION SYSTEM FOR GOODS TRANSPORT BY ROAD ON WHICH COUNTRIES OUTSIDE THE COMMUNITY COMPETE - NOW ADOPTED. THE ORIGINAL COMMISSION PROPOSAL WOULD HAVE SET UP THE SYSTEM SPECIFICALLY TO COMPETITION FORM STATE TRADING COUNTRIES. THIS NARROWER PROPOSAL WAS UNACCEPTABLE TO THE GREEK DELEGATION. THE COMPROMISE NOW ADOPTED WAS ORIGINALLY PROPOSED BY THE GERMAN MINISTER AND THEN ENDORSED BY THE COMMISSION; THE PRESIDENCY AND THE FRENCH MINISTER (M.FITERMAN).

THERE WAS NO AGREEMENT ON THE WEIGHTS AND DIMENSIONS DOSSIER BEFORE LUNCH WITH ITALY (HIGHER MAXIMUM WEIGHT) AND DENMARK (LOWER AXLE WEIGHT) PREVENTING MOVEMENT TOWARDS THE COMMISSION PROPOSAL. I UNDERSTAND THAT THE WORKING GROUP SET UP TO TRY TO ACHIEVE PROGRESS ON THIS DURING LUNCH HAS NOT MADE MUCH HEAD-WAY. MORE LATER.

REGARDS

NEVILLE KEERY

10.6.82b

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N O T E B I O (82) 246 (SUITE 2) AUX BUREAUX NATIONAUX  
CC. AUX MEMBRES DU GROUPE DU PORTE-PAROLE

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TRANSPORT COUNCIL (CONT.)

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POINTS DEALT WITH SO FAR THIS AFTERNOON ARE RAILWAY COOPERATION; INFRASTRUCTURE SUPPORT; COMBINED TRANSPORT; AND INLAND WATERWAY VESSELS.

THE COMMISSION'S ACTION PROGRAMME FOR INTERNATIONAL RAIL WAS WELCOMED BY THE COUNCIL AND THERE WAS EVERY INDICATION THAT A POSITIVE RESPONSE AWAITS THE FOLLOW-UP PROPOSALS BEING PREPARED. THE GERMAN MINISTER INTRODUCED A PAPER PRESENTING HIS GOVERNMENT'S VIEWS ON SUCH FOLLOW-UP.

IT IS CLEAR THAT THERE IS STILL A DIVERSITY OF VIEW ON HOW TO FACILITATE COMMUNITY FINANCIAL SUPPORT FOR TRANSPORT INFRASTRUCTURE PROJECTS; INCLUDING THE EXPENDITURE FOR 10 MIO ECU IN THE 1982 BUDGET. THERE WAS A CONSENSUS FOR THE BELGIAN PRESIDENCY'S REQUEST TO THE COMMISSION TO PRESENT WITHIN THREE MONTHS AN EXPERIMENTAL BUT BALANCED PROGRAMME TO COVER FIVE YEARS WHICH WOULD PRESENT A LIST OF SPECIFIC INFRASTRUCTURE PROJECTS AND SET OUT THE TECHNICAL AND FINANCIAL IMPLICATIONS OF APPROPRIATE COMMUNITY AID. MR CONTOGEOGRIS ADVISED THAT THIS WAS A REQUEST HE WOULD HAVE TO PLACE BEFORE THE COMMISSION.

AFTER A COMPLEX DISCUSSION IN WHICH THE MEMBER STATES MOST CONCERNED EXPLAINED THEIR PARTICULAR INTERESTS; THE PROPOSALS TO PROMOTE COMBINED TRANSPORT BY AMENDING THE REGULATION COVERING TRANSPORT AIDS WERE ADOPTED.

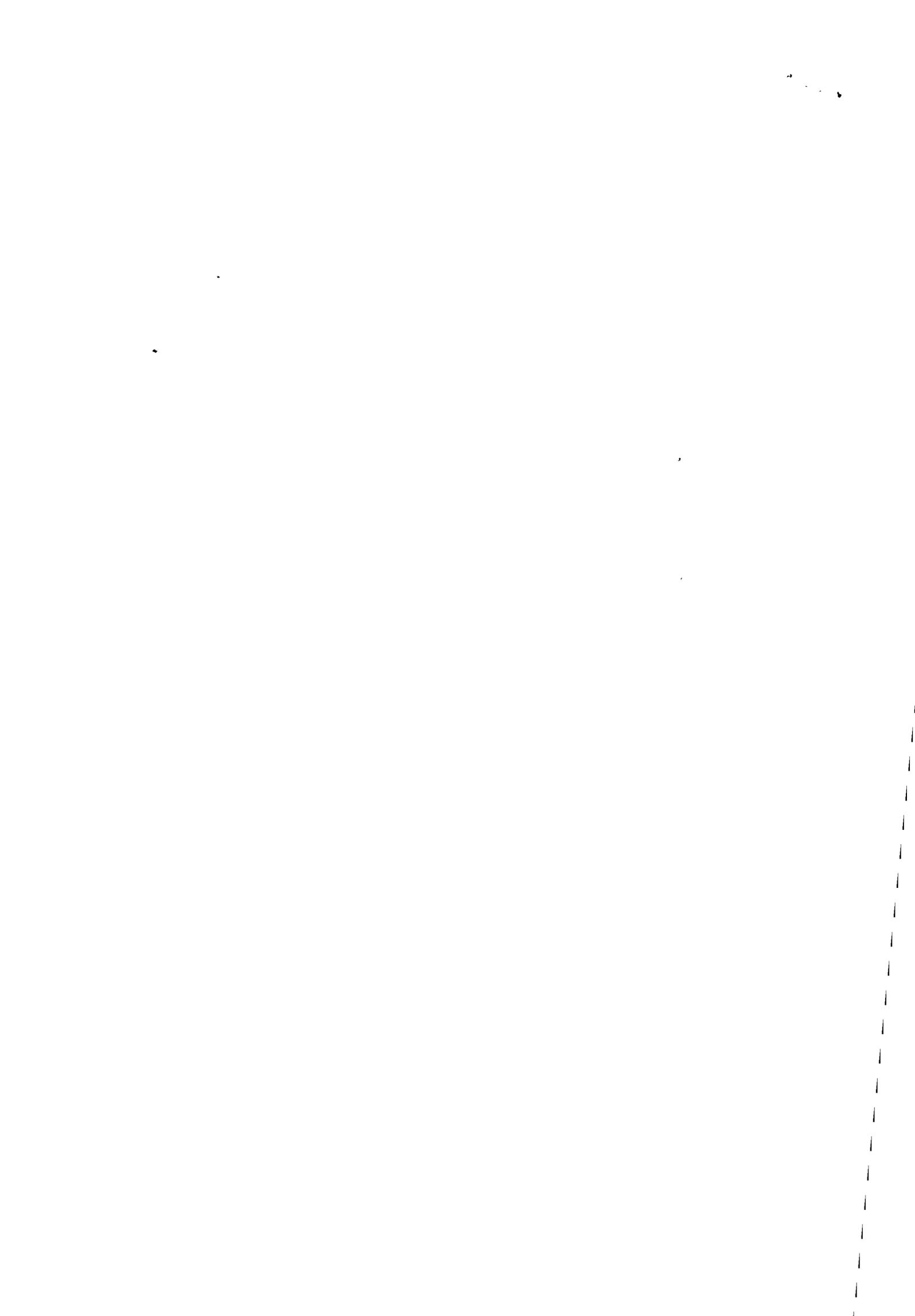
THE COUNCIL WENT ON TO DISCUSS THE TECHNICAL REQUIREMENTS FOR INLAND WATERWAY VESSELS AND; GRANTED CERTAIN RELIEFS; THE FRENCH GOVERNMENT LIFTED ITS RESERVE AND THE DIRECTIVE WAS ADOPTED. MORE LATER.

REGARDS;

NEVILLE KEERY

10.6.82

3231 COMEUR LU!



BRUXELLES, le 11 juin 1982

Note BIO (82) 246 (suite 3 et fin) aux Bureaux nationaux  
c.c. aux Membres du Groupe du Porte-Parole

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TRANSPORT COUNCIL (N. KEERY)

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From late afternoon to 21.30 hours (10 June) the President worked hard to achieve some progress towards resolving basic differences on the proposal for a regulation concerning the authorization of scheduled interregional air services between Member States. With the help of a Commission working paper, some progress was made before it was agreed to return the dossier to Coreper. The air fare dossier was also returned to Coreper accompanied by a report from the President endorsed by the Council. After a report of some worthwhile progress from the working group, the Council added the weights and dimensions dossier to the items returned to Coreper.

By the time the Council adjourned at 22.45 hours agreement had been reached on the other agenda points : an amended directive on aircraft noise, a second directive on summertime arrangements, and a Council decision on the pricing of international goods transport by rail.

At the conclusion of the Council, Commissioner Contogeorgis welcomed the number of important decisions taken and described the meeting as "a significant advance towards the creation of a common transport policy".

END

Regards,

M. SANTARELUI COMEUR 18.45

