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COUNCIL OF THE EUROPEAN COMMUNITIES
GENERAL SECRETARIAT

[REDACTED]

PRESS RELEASE

521st Council meeting

- Transport -

Luxembourg, 12 June 1978

President: Mr Kjeld OLESEN
Minister for Public Works
of the Kingdom of Denmark

731/78 (Presse 78)

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 Kjeld OLESEN Minister of Public Works and Communications

Mr Ivar NØRGAARD Minister of Commerce

Mr Jørgen HALCK State Secretary,
Ministry of Public Works and Communications

Federal Republic of Germany:

Mr Heinz RUHNAU State Secretary,
Federal Ministry of Transport

France:

Mr Joël LE THEULE Minister for Transport

Ireland:

Mr Padraig FAULKNER Minister for Tourism and Transport

Italy:

Mr Vittorino COLOMBO Minister for Transport and Shipping

Luxembourg:

Mr Josy BARTHEL Minister for Transport

Netherlands:

Mrs N. SMIT-KROES

State Secretary,
Ministry of Transport and
Waterstaat

United Kingdom:

Mr William RODGERS

Secretary of State for
Transport

Mr Stanley CLINTON DAVIS

Parlimanetary Under-Secretary
of State,
Department of Trade

Commission:

Mr Richard BURKE

Member

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STATISTICAL RETURNS IN RESPECT OF CARRIAGE OF GOODS

The Council adopted the Directive on statistical returns in respect of carriage of goods by road, as part of regional statistics, in the official languages of the Communities.

The purpose of this Directive is to provide a better knowledge of the scale and development of the carriage of goods by road, both in national and international transport, by means of vehicles registered in the Community. It sets up a generalized system of statistics on regions and countries of origin and destination to be supplied annually to the Commission; this system is based on 24 groups of goods. It also repeals Directive 69/467/EEC applicable to international carriage of goods which required additional formalities at frontiers.

REGULAR SERVICES BY COACH AND BUS

The Council adopted an amendment to the Regulation on the introduction of common rules for regular and special regular services by coach and bus between Member States in the official languages of the Communities. This amendment simplifies the procedure laid down in the original Regulation by removing the obligation to send certain applications and notifications to the Commission and by replacing the annual report on the implementation of the Regulation by a triennial report.

SUMMER TIME.

After taking stock of progress to date on the proposal for a directive on summer time arrangements, the Council noted that the conditions necessary for a decision in time for application of a uniform summer time period for the whole Community during 1979 were not forthcoming.

Confirming its continued hope that the problems (not necessarily in the field of transport) standing in the way of a solution to this question in a manner satisfactory for all the delegations would be overcome, it instructed the Permanent Representatives Committee to keep a close watch on developments in this matter so that any new development might be taken into account with a view to preparing for the adoption of a positive decision for 1980.

SOCIAL LEGISLATION

In preparation for certain adjustments to the regulation on the harmonization of certain social legislation relating to road transport, the Council examined in particular the questions of the definition of the week (fixed or rolling) and rest periods for drivers. At the close of the discussions, it instructed the Permanent Representatives Committee to continue its examination of this proposal in an overall context, in the light of today's discussions, so that a decision on these amendments might be taken in the second stage of the social legislation.

CONVENTION FOR THE NAVIGATION OF THE RHINE

The Council held an exchange of views on the proposal for a Decision on the adoption by certain Member States of an Additional Protocol to the revised Convention for the Navigation of the Rhine of 17 October 1868 as it stands at 20 November 1963 and the accession of the European Economic Community to that Convention. The discussion confirmed that some delegations considered that these two matters had a bearing on one another.

The Council took note of a statement by the German delegation which provided new information, particularly as regards the charging of the costs of infrastructure for inland waterway transport.

In conclusion, the Council agreed to instruct the Permanent Representatives Committee to continue its examination of these matters in the light of to-day's discussions, with a view to enabling the Council to take a decision at its next meeting on transport, which is scheduled for 23 and 24 November next.

SAFETY AT SEA

After a detailed discussion on questions of safety at sea and the prevention and reduction of pollution, particularly in the context of the statement by the recent European Council in Copenhagen, the Council recorded its agreement on a recommendation on the ratification of the following international conventions on safety in shipping, with a view to their entry into force at as early a date as possible:

- the 1974 SOLAS Convention (International Convention for the Safety of Life at Sea) and the 1978 Protocol thereto;
- the 1973 MARPOL Convention (International Convention for the Prevention of Pollution by Ships) amended by the 1978 Protocol;
- Convention No 147 on Minimum Standards for Merchant Shipping adopted by the 1976 International Labour Conference.

The Council also agreed that it was essential to strengthen the effectiveness of ship inspections, particularly in the context of the international conventions. It took formal note of the Commission's intention to submit any proposal which might prove useful for embodying these inspection measures in Community legislation. Against this background the Council agreed to hold preliminary on-the-spot consultations with an eye to the IMCO Conference on Training and Watchkeeping which will be held in London from 14 June to 4 July 1978.

The Council noted that, as a result of action by its Member States, the group of North Sea countries to which Norway and Sweden also belong had invited Italy and Ireland to accede to the Memorandum of Understanding between the North Sea countries on the maintenance of standards on merchant ships.

In conclusion, the Council noted that both the environmental and transport aspects of maritime protection as a whole would be examined at the meeting of the Council of Ministers for Foreign Affairs on 26 and 27 June so that a report could be made to the European Council meeting in Bremen on 6 and 7 July 1978.

LINER CONFERENCES

The Council took note of a report on the progress of the proceedings relating to the accession of the Community to the United Nations Convention on a Code of Conduct for Liner Conferences. It held an exchange of views on the matter and agreed to discuss it again at the next Transport Ministers' meeting in November with a view to taking a decision.

COSTING OF RAILWAY UNDERTAKINGS

The Council recorded agreement on the regulation laying down uniform costing principles for railway undertakings.

This Regulation comes within the general area covered by the Decision of 20 May 1975, one of the aims of which was to ensure better co-operation between railway undertakings; it is intended to secure the provision of information, in the form of costings based on common principles, which is sufficiently clear and accurate to be an important factor in the taking of commercial decisions on the conditions for accepting or refusing international freight traffic or the termination of existing traffic.

Inter alia, the regulation establishes

- a standard list of factors to be taken into consideration in calculating costs;
- guidelines for implementing the principles of the calculation of the total costs and changes resulting from the introduction of new traffic, from a higher or lower volume of existing traffic, or from the termination of such traffic;
- indicative list of the traffic characteristics and the specific data of each railway undertaking concerned.

Pursuant to the Regulation the Commission is also obliged to include the conclusions reached by the Advisory Committee set up to assist it in studying the application of the principles set out in the Regulation, in its biennial report on the improvement of the situation of railway undertakings and the harmonization of the rules governing financial relations between such undertakings and the Member States.

DUTY-FREE ADMISSION OF FUEL

After an exchange of views on the proposal to increase the amount of fuel admitted duty-free in the fuel tanks of commercial motor vehicles from 50 to 100 litres, the Council noted that it was not in a position to take a decision at this meeting since, for some delegations, this problem was related to progress in approximating the rate of tax on fuel obtaining in the Member States. In conclusion, the Council agreed that the item would remain on the agenda for discussion at its next meeting.

AUSTRIAN TRANSPORT TAX

The Council held an exchange of views on the road tax applicable to goods transport in Austria, including international transport, which is to be introduced from 1 July 1978. As a result of this exchange of views, it called upon the Commission to follow developments in the situation thus created for Community transport and report on any steps which the Community might need to take, and adopted the following statement:

THE COUNCIL OF THE EUROPEAN COMMUNITIES

- takes note, with regret, of the introduction as from 1 July 1978 of a road tax applicable to goods transport in Austria, including international transport, and of the intention to reduce the duty-free admission of fuel for commercial vehicles to a maximum of 30 litres,
- stresses, without prejudice to the rights of the Member States with regard to solving problems relating to their bilateral relations with Austria, the need for the Member States and the Community to adopt a concerted policy with a view to finding appropriate solutions to the problems arising,

- appreciates the fact that the Commission's representations to the Austrian authorities have contributed towards substantial improvements to the original proposal and hopes that further discussions will result in additional amendments which will take into account in particular the statements by the Austrian Government on the provisional nature of the new tax system as well as on the possibility of adopting solutions on a European scale,

- notes that the Commission will follow up, from the point of view of transit and in accordance with Community legislation and policy trends, in the field of infrastructure and market organization, the basic problems which arise in relation to other third countries too, will contribute to developing satisfactory solutions at the European level and will report back to the Council on possible action to be taken by the Community.

CO-OPERATION AMONG RAILWAY UNDERTAKINGS

The Council noted with interest the Commission report of 31 December 1977 on the progress made in the preparation of a programme of co-operation among railway undertakings and of the short-term programme drafted by the Group of Nine Railways of the Community.

It noted that the latter programme expressed an endeavour to achieve tangible results before the end of 1979 in limited areas, particularly as regards operation, approved the pattern of short-term measures envisaged in these areas, and hoped that the implementation deadlines would be specified and, if possible, brought forward.

It nevertheless considered that the Nine Railways of the Community should devote more attention to commercial co-operation among themselves and that the efforts of the railways of the Nine should not necessarily be linked to action to be carried out in the general framework of the IUR.

In the light of the suggestions put forward by the Commission in its report, the Council considered that the Commission should, in collaboration with the Member States and the railway undertakings, take supplementary measures aimed in particular at:

- simplifying frontier crossing,
- strengthening measures in the commercial field,
- facilitating the furtherance of common rail interests,
- promoting co-operation in combined transport (rail/road, containers, etc.),
- eliminating infrastructure bottlenecks,

and asked the Commission to report to it and submit practical proposals to it at the earliest opportunity.

Finally, the Council took note of the Commission's intention to:

- monitor the implementation of the short-term programme of the Group of Nine,
- make a case-by-case study, with the railways, of the possibilities of specifying the deadlines provided for in the aforementioned short-term programme,
- prepare, in conjunction with the Member States and the railway undertakings, more extensive supplementary measures, especially in the above-mentioned fields,
- submit a new report to the Council on the results achieved in the field of co-operation as soon as any noteworthy progress has been recorded or if unforeseen difficulties should arise.

In this connection, the Council asked the Member States to help in implementing the above measures.

AIR TRANSPORT

Continuing the discussion begun at its meeting on 28 and 29 June 1977 on air transport, the Council agreed to the establishment of a working programme covering the following priority items and instructed the Permanent Representatives Committee to work out the details of relevant measures which the Community might adopt:

- 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 aid;
- provisions regarding competition;
- mutual recognition of licences (air crew and ground staff);
- working conditions (air crew and ground staff);
- right of establishment;
- possible improvements to inter-regional services;
- search, rescue and recovery operations and accident enquiries.

The Council also confirmed the usefulness of establishing links between the Community and certain major international air transport organizations, such as the European Civil Aviation Conference (ECAC) and the International Civil Aviation Organization (ICAO).

COMBINED RAIL/ROAD CARRIAGE

After a brief exchange of views on the establishment of common rules for certain types of combined rail/road carriage of goods between Member States, the Council took note of the Commission report on this issue and in particular of its intention of submitting proposals to:

- retain on a permanent basis the arrangements introduced by Directive (EEC) No 75/130 of 17 February 1970, but with certain adjustments;
- promote other measures likely to encourage the development of combined rail/road traffic.

The Council also noted in this connection that the technique of combined rail/road carriage over long distances provided a form of operation which was advantageous to all parties:

- to the railways in that it enabled them to secure a greater share of any long-distance traffic;
- to road hauliers in that it brought advantages of safety, regularity and speed of carriage over long distances;
- to users in that it combined the advantages of door-to-door road haulage with rail carriage;
- and lastly to the community at large, in that it brought a reduction in road traffic and, thereby, an increase in safety while at the same time making a contribution towards protection of the environment.

The Council accordingly called upon the Commission to seek ways of stimulating carriers' interest in combined rail/road transport and of overcoming the difficulties currently standing in the way of greater use of the rail/road technique.

MONITORING MARKETS FOR THE CARRIAGE OF GOODS

After a brief discussion, the Council took note of the Commission's intention of carrying out, for a period of three years from 1 January 1979, an experimental monitoring of the markets for the carriage of goods by rail, road and inland waterway between Member States so as to obtain adequate data and information on the trends and situation on these markets.

It noted that experimental monitoring of markets must be introduced gradually and based on the characteristics described in the Commission report of 8 September 1977, using whenever possible the elements and data already available at national level.

It also noted the intention of all the Member States to take the necessary steps to ensure close co-operation between the relevant national departments and those of the Commission and called upon the Commission to submit a report containing its conclusions on the experiment and the results obtained.

EUROPEAN DRIVING LICENCE

Following an exchange of views on the European driving licence, the Council took note of progress on this matter, with particular reference to mutual recognition of national driving licences and agreed to await the opinion of the Court of Justice; this was expected shortly and could have important implications for future proceedings since it concerned matters relating to the proposal for a Directive on the harmonization of the laws relating to motor vehicle driving licences.

TAXES ON COMMERCIAL ROAD VEHICLES

The Council recorded agreement in principle on the first Directive on the adjustment of national taxation systems for commercial road vehicles.

This directive, which represents a first step towards charging infrastructure costs to transport, lays down the principles and detailed rules for the calculation of taxes on commercial road vehicles whose laden weight is greater than

- 12 tonnes for a rigid lorry or tractor vehicle, whether used separately or as part of an articulated vehicle;
- 4 tonnes for a trailer or semi-trailer of an articulated vehicle or a vehicle train, where the weight of the tractor vehicle is at least 12 tonnes;
- 16 tonnes for a vehicle train or an articulated vehicle, where the weight of the tractor unit is less than 12 tonnes.

Apart from certain exceptions, such as vehicles of the armed forces, the police, national and local authorities, commercial road vehicles are to be classified by categories according to the number and configuration of their axles, and the basis of taxation will be the total laden weight.

The marginal cost of use and the excise on diesel fuel are to be calculated for each category by increments of total laden weight and by vehicle-kilometer for the purpose of determining tax rates. These rates will, in principle, be the product of the multiplication of the differences between the marginal cost of use for each category and the excise on diesel fuel. Member States will be free to add a fiscal supplement to the rates thus obtained.

The Member States retain the right and the obligation to levy tax and may apply this Directive progressively up to 31 December 1985 in order to avoid sudden substantial tax changes.

This general agreement is conditional upon a reservation on Article 10 which relates to the entry into force of the Directive. The Netherlands delegation requested that this important step in terms of principles and financial consequences in the field of harmonization of conditions of competition be accompanied by parallel adoption of measures for the gradual removal of quantitative restrictions applied unilaterally by Member States in their bilateral road transport relations and for the introduction of a system of controlling capacity based on Community standards.

The Italian delegation also made its agreement conditional upon a satisfactory solution to the question of weights and dimensions.

In conclusion, the Council agreed to instruct the Permanent Representatives Committee to give further consideration to the matter outstanding, so that the Council would be able to take a formal decision on the Directive at its next meeting.

ACTIVITIES OF CERTAIN NON-MEMBER COUNTRIES IN THE FIELD OF
MARITIME TRADE

In the light of difficulties observed as a result of the activity of certain third countries in the field of maritime trade the Council examined measures to be taken by the Community to counteract this trend. It recorded its agreement on a framework decision binding each Member State to take steps to set up a system by which to gather information on the activities of the fleets of countries whose practices are detrimental to the maritime interests of Member States, in particular insofar as these activities undermine the competitiveness of Member States' fleets engaged in international maritime trade.

To attain these goals each Member State must be able to obtain information on the level of services offered, the nature, volume, value, origin and destination of goods loaded and unloaded and on the rates charged for these services.

The Council will decide on the countries to whose fleets the all-round Community system of information will apply.

On this point the Council instructed the Permanent Representatives Committee to work out in conjunction with the Commission measures for implementing these provisions, for adoption by the Council at its next transport meeting in November, bearing in mind the wishes expressed by delegations as regards the activities of State-trading countries and flag of convenience countries.

On the basis of the information gathered, the Council will be able to decide suitable counter-measures against offending countries. These will form part of national legislation, be applied in concert, and might include restrictions, depending on the circumstances.

One delegation gave its agreement subject to confirmation, and will make known its firm position at the earliest opportunity.

MISCELLANEOUS DECISIONS

Agricultural Questions

The Council adopted in the official languages of the Communities, the regulations

- amending Regulation (EEC) No 2727/75 on the common organization of the market in cereals;
- fixing cereal prices for the 1978/1979 marketing year;
- laying down the minimum requirements for common wheat for bread-making;
- fixing, for the 1978/1979 marketing year, the monthly price increases for cereals, wheat and rye flour and wheat groats and meal;
- fixing a carry-over payment for common wheat, rye and maize remaining in stock at the end of the 1977/1978 marketing year;
- fixing, for the 1978/1979 marketing year, the list of Community regions which qualify for aid in respect of durum wheat and fixing the amount of such aid;
- fixing rice prices for the 1978/1979 marketing year;
- fixing, for the 1978/1979 marketing year, the monthly price increases for paddy rice and husked rice;
- fixing the protective amount to be included in the threshold price for wholly milled rice;
- amending Regulation (EEC) No 1418/76 as regards the procedure for fixing the threshold price for round grain husked rice and for broken rice.

Approximation of laws

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

- amending Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type approval of motor vehicles and their trailers;
- on the approximation of the laws of the Member States
 - = relating to heating systems for the passenger compartment of motor vehicles;
 - = relating to the wheel guards of motor vehicles.

Energy

The Council adopted in the official languages of the Member States the Regulations

- on the granting of financial support for projects to exploit alternative energy sources;
- on the granting of financial support for demonstration projects in the field of energy-saving.

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The Council adopted the Decision on import arrangements for certain textile products originating in State-trading countries in the official languages of the Communities.

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The Council adopted in the official languages of the Communities the Regulation amending Regulation (EEC) No 2825/77 opening, allocating and providing for the administration of a Community tariff quota for certain prepared or preserved bovine meat falling within heading No ex 16.02 of the Common Customs Tariff, originating in Malta (1978).

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On a proposal from the United Kingdom Government the Council appointed Mr R.F. WHELAN, Vice-Chancellor of Liverpool University, as a Member of the Advisory Committee on Medical Training as a replacement for the Member, Mr ROBSON, for the remainder of his term of office, viz. until 5 April 1979.

NOTE BIO (78) 210 AUX BUREAUX NATIONAUX
CC AUX MEMBRES DU GROUPE, AU DIRECTEUR GENERAL DG I ET A M. OPITZ,
DG VIII

CONSEIL TRANSPORTS (CARROLL)

LE CONSEIL TRANSPORTS SE TIENDRA LE 12 JUIN A LUXEMBOURG.
L'ORDRE DU JOUR EST PARTICULIEREMENT CHARGE ET IL NE FAUT PAS
S'ATTENDRE A DES DECISIONS POSITIVES SUR TOUS LES POINTS MAIS
PLUTOT A DES DISCUSSION EN VUE DE PREPARER DES DECISIONS POUR
UNE DATE ULTERIEURE. C'EST LE CAS NOTAMMENT POUR LES POINTS
HEURE D'ETE, PERMIS DE CONDUIRE ET LE CODE DE CONDUITE DES
CONFERENCES MARITIMES.

IL Y A TROIS VOLETS PRINCIPAUX: CHEMINS DE FER, TRANSPORTS
MARITIMES ET TRANSPORTS AERIENS.

CHEMINS DE FER:

LE CONSEIL EST APPELE A ADOPTER:

- 1) UN REGLEMENT FIXANT LES PRINCIPES UNIFORMES POUR LE CALCUL DES COUTS DES ENTREPRISES DE CHEMIN DE FER ET QUI PREVOIT L'ECHANGE CONFIDENTIEL D'INFORMATIONS ENTRE LES ENTREPRISES CONCERNEES PAR UN MEME TRAFIC. CETTE MESURE PERMETTRAIT AUX CHEMINS DE FER DE MIEUX CONCURRENCER LE TRAFIC ROUTIER DE MARCHANDISES.
- 2) RAPPORT SUR L'APPLICATION DE LA DIRECTIVE DE 1975 SUR L'ETABLISSEMENT DES REGLES COMMUNES POUR CERTAINS TRANSPORTS COMBINES RAIL/ROUTE DE MARCHANDISES ENTRE ETATS MEMBRES. CE RAPPORT A DEMONTE LES AVANTAGES, ET POUR LES ENTREPRISES DE CHEMIN DE FER ET POUR LES TRANSPORTS ROUTIERS, DES TRANSPORTS COMBINES. LA COMMISSION A L'INTENTION DE FAIRE DES PROPOSITIONS EN VUE DE PROMOUVOIR PLUS EFFECTIVEMENT LE DEVELOPPEMENT DES TRANSPORTS COMBINES.
- 3) RAPPORT SUR L'AVANCEMENT D'UN PROGRAMME DE COOPERATION ENTRE LES ENTREPRISES DE CHEMINS DE FER.

TRANSPORTS MARITIMES:

LES TROIS POINTS DANS CE VOLET CONCERNENT:

- 1) LA SECURITE EN MER, LA PREVENTION ET LA REDUCTION DE LA POLLUTION (AMOCO CADIZ). LE CONSEIL EST APPELE A APPROUVER LA PROPOSITION DE LA COMMISSION DU 30 MAI DERNIER RELATIVE A LA RATIFICATION DE PLUSIEURS CONVENTIONS INTERNATIONALES SUR CE SUJET. POUR LES DETAILS VOIR LA NOTE P-61.
- 2) ACTIVITE DE CERTAINS PAYS A COMMERCE D'ETAT. LE CONSEIL DOIT STATUER SUR LA PROPOSITION DE LA COMMISSION DU 6 AVRIL 1978 (COM(78)146) QUI VISE A RESOUDRE LE PROBLEME POSE PAR LE COMPORTEMENT AGGRESSIF ET DELOYAL DES FLOTTES DE LIGNE DE CERTAINS

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 M. SANTARELLI

PAYS A COMMERCE D'ETAT, NOTAMMENT L'UNION SOVIETIQUE. POUR LES
DETAILS VOIR LA NOTE P-39. DIS. LA PUBLICATION DE LA PROPOSITION

DE LA COMMISSION A INVITE CERTAINS ETATS MEMBRES ET LES DISCUS-
SIONS PREPARATOIRES EN CONSEIL ONT EU LIEU AVEC UNE GRANDE
DISCRETION. LE DEBAT ENTRE LES MINISTRES POURRAIT ETRE DIFFICILE.
FIN DIS.

3) CODE DE CONDUITE DES CONFERENCES MARITIMES: LE CONSEIL
PRENDRA NOTE DU RAPPORT SUR L'ETAT D'AVANCEMENT DES TRAVAUX VERS
UNE APPROCHE COMMUNAUTAIRE CONCERNANT L'ADHESION A CE CODE. GRACE
A LA NOUVELLE PROPOSITION DE LA COMMISSION DE DECEMBRE DERNIER
(VOIR P-121) LES DIVERGENCES ENTRE LES ETATS MEMBRES ONT
BEAUCOUP DIMINUES ET SEUL LE ROYAUME-UNI N'EST PAS EN MESURE DE
LEVER SA RESERVE A CE STADE. LE CONSEIL TRANSPORTS DU 23/24
NOVEMBRE PROCHAIN REPRENDRA LE DOSSIER EN VUE D'UNE DECISION
FINALE SUR LE DOSSIER.

TRANSPORTS AERIENS:

LE CONSEIL DOIT APPROUVER UN PROGRAMME DE TRAVEAUX EN MATIERE DE
TRANSPORTS AERIENS. LA LISTE D'ACTION PRIORITAIRES COMPORTE 9
POINTS QUI POURRAIENT GAGNER A ETRE EXAMINES AU PLUS TOT DANS
LE CADRE DE LA COMMUNAUTE (NORMES COMMUNES RESTRIGNANT L'EMMISSION
DE BRUIT ET DE POLLUTION, SIMPLIFICATION DES FORMALITES CONCERNANT
LE FRET, HARMONISATION DES NORMES TECHNIQUES ET DE SECURITE,
DISPOSITIONS CONCERNANT DES AIDES ET LA CONCURRENCE ETC.)
CETTE DECISION MARQUERAIT UNE ETAPE IMPORTANTE VERS L'ADDITION
D'UNE POLITIQUE COMMUNAUTAIRE POUR LES TRANSPORTS AERIENS.

AUTRES POINTS:

TAXES SUR LES VEHICULES UTILITAIRES:

IL S'AGIT D'UNE PROPOSITION QUI DATE DE
1968 ET QUI VISE A HARMONISER LES STRUCTURES DES SYSTEMES NATIONAUX
DE TAXES SUR LES VEHICULES UTILITAIRES (12 TONNES ET PLUS)
EN BASANT LA TAXATION SUR LES COUTS D'USAGE QUE LES VEHICULES
OCCASIONNENT AU RESEAU ROUTIER. LES TAXES SERAIENT TOUTES
BASEES SUR LE POIDS TOTAL EN CHARGE DU VEHICULE ET LA TAXATION
TOTALE REFLETERAIT LES COUTS QUE L'USAGE DE CHAQUE VEHICULE
CAUSE A L'INFRASTRUCTURE ROUTIERE BIEN QUE LES NIVEAUX DES TAXES

CONTINUERAIENT A ETRE FIXES SUR LE PLAN NATIONAL PAR CHAQUE ETAT
MEMBRE. LA DELEGATION NEERLANDAISE SOUHAITE QUE L'ADOPTION DE
CETTE PROPOSITION SOIT ACCOMPAGNEE PAR UN ENGAGEMENT DU CONSEIL
DE POURSUIVRE LA LIBERALISATION DES TRANSPORTS ROUTIERS.

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OBSERVATION DES MARCHES DES TRANSPORTS:

LA PROPOSITION DE REGLEMENT VISE A INSTAURER UN SYSTEME D'OBSERVATION DES MARCHES DES TRANSPORTS DE MARCHANDISES PAR CHEMINS DE FER, PAR ROUTE ET PAR VOIE NAVIGABLE ENTRE LES ETATS MEMBRES. LE SYSTEME PERMETTRA DE CONNAITRE RAPIDEMENT LA SITUATION DU MOMENT ET LES TENDANCES A COURT ET A MOYEN TERME EN VUE D'UNE ORGANISATION DES MARCHES DE TRANSPORTS MIEUX ADAPTES AUX EXIGENCES DE LA COMMUNAUTE.

FRANCHISE DE CARBURANT:

EN AOUT 1974 LA COMMISSION A PROPOSE UNE AUGMENTATION DE 50 A 100 LITRES POUR L'ADMISSION EN FRANCHISE DU CARBURANT CONTENU DANS LES RESERVOIRS DES VEHICULES AUTOMOBILES UTILITAIRES. CETTE PROPOSITION DEVAIT CONTRIBUER A AIDER LES TRANSPORTS INTERNATIONAUX ROUTIERS A SURMONTER LES CONDITIONS PERTURBEES SUITE A LA CRISE ENERGETIQUE. LA PROPOSITION N'A PU ETRE ADOPTEE LORS DU CONSEIL DE 1974 A CAUSE DE L'OPPOSITION ALLEMANDE ET IL N'EST PAS CLAIR SI CETTE OPPOSITION SERA LEVEE LORS DE CE CONSEIL.

TAXE AUTRICHIENNE:

ON S'ATTEND A CE QUE LE CONSEIL DISCUTE L'INTRODUCTION EN AUTRICHE DES LE 1ER JUILLET D'UNE TAXE SUR LE TRAFIC ROUTIER NATIONAL AINSI QU'INTERNATIONAL. LA PLUPART DES ETATS MEMBRES REGRETTANT L'AUGMENTATION DES COUTS DE TRANSPORTS DE TRANSIT QUE CETTE TAXE PROVOQUERA. JE VOUS RAPPELLE QUE SUITE A UNE DEMARCHE PAR LA COMMISSION AUPRES DES AUTORITES AUTRICHIENNES EN FEVRIER ET MARS DERNIER, DES AMELIORATIONS ONT ETE APORTEES AU PREMIER PROJET DE LA LOI (REDUCTION DE 75 POUR CENT, PAS DE DISCRIMINATION VIS-A-VIS DES ETRANGERS). VOIR BIO(78)99 DU 14 MARS 1978.

NOTES DE BACKGROUND:

UNE SERIE DE FICHES SUR LES DIFFERENTS POINTS SERA DISTRIBUEE A LA PRESSE A BRUXELLES AUJOURD'HUI ET VOUS SERA TRANSMISEE PAR EXPRES.

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DIS. PAYS A COMMERCE D'ETAT:

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ON VIENT DE CONSTATER QUE CE POINT NE FIGURE PAS A L'ORDRE DU JOUR PUBLIE DANS LE COMMUNIQUE DE PRESSE DU CONSEIL. IL PARAIT QUE LE COREPER A DEMANDE QU'AUUCUNE PUBLICITE NE SOIT DONNEE A CE SUJET AU MOINS AVANT LE CONSEIL. VU:QUE LA COMMISSION A DEJA DONNE UNE ASSEZ GRANDE PUBLICITE A CE SUJET, COMMUNIQUE DE PRESSE, DISCOURS DE M. BURKE A BOSTON ET A BREME, BRIEFINGS A LA PRESSE ETC., LE PORTE-PAROLE, EN ACCORD AVEC LE CABINET DE M. BURKE ET DE LA DG VII, SE LIMITE A CONFIRMER, EN REPOSE AUX QUESTIONS,

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QUE CE POINT SERA TRAITE PAR LE CONSEIL SUR BASE DE LA PROPOSITION DE LA COMMISSION.

CORRIGENDUM:

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SOUS: - TRANSPORTS MARITIMES, POINT 2) ACTIVITE DE CERTAINS PAYS A COMMERCE D'ETAT, 2EME PHRASE, LIRE: LA PUBLICATION DE LA PROPOSITION DE LA COMMISSION A IRRITE CERTAINS ETATS MEMBRES...

- TRANSPORTS AERIENS, DERNIERE PHRASE, LIRE: CETTE DECISION MARQUERAIT UNE ETAPE IMPORTANTE VERS L'ADOPTION D'UNE POLITIQUE COMMUNAUTAIRE POUR LES TRANSPORTS AERIENS.

- TAXES SUR LES VEHICULES UTILITAIRES, 1ERE PHRASE, LIRE: ... QUI VISE A HARMONISER LES STRUCTURES DES SYTEMES NATIONAUX DE TAXES SUR LES VEHICULES...

AMITIES,
M. SANTARELLI, COMEUR
NNNN

VNNNN
COMEUR BRU

WASHINGTON/4

NEWYORK/1

RETRANSMISSION JS

PRIERE DE FAIRE DIFFUSION HABITUELLE A PARTIR DE BRUXELLES

M. PERLOT

COPIE : MM. COLLOWALD, PRYCE, HUGHUES, DENMAN, OPITZ

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TR.	JPL
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NOTE BIO (78) 210 SUITE 1 AUX BUREAU NATIONAUX
CC AUX MEMBRES DU GROUPE, AU DIRECTEUR GENERAL DG I ET A M. OPITZ,
DG VIII

OBJET : CONSEIL TRANSPORTS (J. CARROLL)

LE CONSEIL S'EST OUVERT A 10H15. VOICI LA SITUATION A L'HEURE
DU DEJEUNER :

L'HEURE D'ETE

LE CONSEIL A CONSTATE QU'IL N'EST TOUJOURS PAS EN MESURE D'ADOPTER
UNE PERIODE HARMONISEE A PARTIR DE 1979. POUR LA COMMISSION,
M. BURKE, A INVITE LE CONSEIL DE S'ENGAGER D'ADOPTER LE SYSTEME
HARMONISE POUR 1980 ET DE POURSUIVRE LES TRAVAUX A CET EFFET DANS
LE COREPER. L'OBSTACLE PRINCIPALE A L'ADOPTION EST TOUJOURS
LE PROBLEME ALLEMAND (NECESSITE DE PERSUADER L'ALLEMAGNE DE L'EST
DE COOPERER) ET LA PREFERENCE BRITANNIQUE POUR UNE PERIODE
PLUS LONGUE QUE CELLE EN VIGUEUR DANS DES AUTRES ETATS MEMBRES.
LA DELEGATION ALLEMANDE NE POUVAIT DONNER AUCUNE INDICATION QU'UNE
SOLUTION PUISSE ETRE ATTEINTE D'ICI 1979 ET A MEME EXPRIME UN CER-
TAIN MECONTENTEMENT QUE LE POINT FIGURE SUR CHAQUE CONSEIL
TRANSPORTS. POUR L'ALLEMAGNE, IL S'AGIT SURTOUT D'UN PROBLEME
POLITIQUE POUR LEQUEL LE CONSEIL DES AFFAIRES GENERALES SERAIT
L'ENCEINTE LA PLUS APPROPRIEE. M. BURKE A RAPPELE AU CONSEIL
QUE LA PROPOSITION INITIALE DE LA COMMISSION N'A PAS STIPULE QUE
TOUS LES ETATS MEMBRES ADOPTENT L'HEURE D'ETE MAIS SEULEMENT QUE CES
ETATS QUI ONT INTRODUIT L'HEURE D'ETE DEVRAIT ADOPTER UNE PERIODE
UNIFORME. UN RETOUR A CETTE PROPOSITION OPTIONELLE POURRAIT DE-
BLOQUER LE DOSSIER SELON M. BURKE. LE CONSEIL A PRIS NOTE DE CETTE
SUGGESTION EN RENVOYANT LE DOSSIER AU COREPER.

CHEMINS DE FER

UNE RESERVE ITALIENNE A EMPECHE L'ADOPTION DU REGLEMENT POUR LA FIXA-
TION DE PRINCIPES UNIFORMES POUR LE CALCUL DES COUTS DES ENTREPRISES

Global Tele

DE CHEMINS DE FER.

LE CONSEIL REVIENDRA A CETTE QUESTION PLUS TARD DANS LA JOURNEE.

TAXES SUR LES VEHICULES UTILITAIRES

APRES 10 ANS DE TRAVAIL, LE DOSSIER SUR CETTE QUESTION PARAIT MUR POUR UNE DECISION A CONDITION QUE LA DELEGATION NEERLANDAISE LEVE SA RESERVE. POUR CETTE DELEGATION L'ADOPTION DE LA NOUVELLE STRUCTURE DES TAXES IMPOSERAIT UN DESAVANTAGE AUX ENTREPRISES HOLLANDAISES ET PAR CONSEQUENT DEVRAIT ETRE ACCOMPAGNE PAR UNE CERTAINE LIBERALISATION DU MARCHE (CONTINGENTS COMMUNAUTAIRES). POUR L'ITALIE UNE CONDITION SERAIT UN PROGRES DANS L'AFFAIRE DES POIDS ET DIMENSIONS DES VEHICULES OU LE MANQUE D'ARMONISATION NUIT AUX TRANSPORTEURS ITALIENS. UN GROUPE DE TRAVAIL DOIT FAIRE RAPPORT AUX MINISTRES AU COURS DE L'APRES-MIDI.

A SUIVRE

AMITIES,

J. CARROLL

12.6.1978

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PRIERE DE FAIRE DIFFUSION HABITUELLE A PARTIR DE BRUXELLES

M. PERLOT

COPIE : MM. COLLOWALD, PRYCE, HUGHUES, DENMAN, OPITZ

NOTE B I O (78) 210 SUITE 2 AUX BUREAU NATIONAUX

CC AUX MEMBRES DU GROUPE , AU DIRECTEUR GENERAL DG I ET A M OPITZ,
DG VIII

OBJET : CONSEIL TRANSPORTS (J. CARROLL)

AU COURS DE L'APRES-MIDI LES MINISTRES SONT REVENU A QUELQUES POINTS QUI ETAIENT LAISSE EN SUSPENS SUITE AUX DISCUSSIONS DE LA MATINEE, TELS QUE LA FIXATION DES PRINCIPES DES COUTS UNIFORMES POUR LES CHEMINS DE FER, UNE DECLARATION SUR L'INTRODUCTION D'UNE TAXE DE TRANSIT EN AUTRICHE. MAIS DES DIFFICULTES SUBSITAIENT POUR PLUSIEURS DELEGATIONS ET LE PRESIDENT A DEMANDE LA REDACTION DE NOUVEAUX TEXTES AFIN D'ARRIVER A UN ACCORD.

VERS 18 HEURES, LE CONSEIL A ENTAME UNE DISCUSSION SUR LES ACTIVITES DES CERTAINS PAYS A COMMERCE D'ETAT DANS LES TRANSPORTS MARITIMES DE LIGNE ET SUR QUELLES MESURES LA COMMUNAUTE POURRAIT PRENDRE COMME CONTREPARTIE. DIS. LA PRESIDENCE A INSISTE SUR LE CARACTERE

RESTREINT DE CE POINT. IL FAUT ATTENDRE LA CONFERENCE DE PRESSE DU PRESIDENT A LA FIN AVENT DE DONNER DES INFORMATIONS SUR LES RESULTATS DU DEBAT. FIN DIS.

AMITIES,

J. CARROLL

12.6.1978G

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NOTE BIO(78)210 SUITE 3 ET FIN AUX BUREAUX NATIONAUX
CC AUX MEMBRES DU GROUPE, AU DIRECTEUR GENERAL DG I ET A
M OPITZ, DG VIII

OBJET : CONSEIL TRANSPORTS

TRANSPORTS MARITIME

LE CONSEIL S'EST TERMINE VERS 1 HEURE CE MATIN PAR UN ACCORD
SUR UNE DECISION-CADRE OBLIGEANT CHAQUE ETAT MEMBRE A PRENDRE LES
MESURES POUR METTRE EN PLACE UN SYSTEME LUI PERMETTANT DE
RECUEILLIR DES INFORMATIONS SUR LES ACTIVITES DES FLOTTES DE PAYS
DONT LES PRATIQUES SONT PREJUDICIALES AUX INTERETS MARITIMES DES
ETATS MEMBRES ET EN PARTICULIER POUR AUTANT QUE DES ACTIVITES
PORTENT PREJUDICE A LA COMPETITIVITE DES FLOTTES DES ETATS
MEMBRES PARTICIPANT AUX ECHANGES MARITIMES INTERNATIONAUX.
POUR ATTEINDRE CES OBJECTIFS CHAQUE ETAT MEMBRE DOIT POUVOIR
RECUEILLIR DES INFORMATIONS SUR LE NIVEAU DES SERVICES
OFFERTS, LA NATURE, LE VOLUME, LA VALEUR, L'ORIGINE ET LA
DESTINATION DES MARCHANDISES CHARGES OU DECHARGES AINSI QUE LE
NIVEAU DES TARIFS PRATIQUES POUR CES SERVICES.

LE CONSEIL DECIDERA QUELS SERONT LES PAYS DONT LA FLOTTE FERA
L'OBJET DE L'APPLICATION, EN COMMUN, DE CE SYSTEME D'INFORMATION.
C'EST AINSI QUE LE CONSEIL A PRIS LA PREMIERE ETAPE EN VUE DE
RESOUDRE LE PROBLEME POSE PAR LES ACTIVITES DE CERTAINS PAYS
TIERS. (DIS NOTAMMENT L'UNION SOVIETIQUE FIN DIS) DANS LE
DOMAINE DES TRANSPORTS MARITIMES. DIS. LE ROYAUME-UNI A DONNE SON
ACCORD AD REFERENDUM. LA CONFIRMATION DEVRA ETRE DONNE AUCOREPER
DANS UNE SEMAINE AU PLUS TARD. FIN DIS.

VOICI UN BILAN DES AUTRES DECISIONS PRISES PAR LE CONSEIL :
SECURITE EN MER (AMOCO CADIZ)

ACCORD SUR UNE RECOMMANDATION (LA COMMISSION AVAIT PREFERE UNE
DIRECTIVE) RELATIVE A LA RATIFICATION DES CONVENTIONS INTERNAT-
IONALES SUIVANTES SUR LA SECURITE DU TRANSPORT MARITIME, EN VUE DE LEUR
ENTREE EN VIGUEUR LE PLUS TOT POSSIBLE :

- LA CONVENTION SOLAS DE 1974 (CONVENTION INTERNATIONALE POUR
■ LA SAUVEGARDE DE LA VIE HUMAINE EN MER), AINSI QUE SON
■ PROTOCOLE DE 1978;
- LA CONVENTION MARPOL DE 1973 (CONVENTION INTERNATIONALE POUR LA
■ PREVENTION DE LA POLLUTION PAR LES NAVIRES) AMENDEE PAR LE
■ PROTOCOLE DE 1978;
- LA CONVENTION NO 147 CONCERNANT LES NORMES MINIMA A OBSERVER
■ SUR LES NAVIRES MARCHANDS ADOPTES PAR LA CONFERENCE INTER-
■ NATIONALE DU TRAVAIL EN 1976.

LE CONSEIL EST CONVENU EGALEMENT DE LA NECESSITE DE RENFORCER
L'EFFICACITE DES CONTROLES SUR LES NAVIRES, NOTAMMENT DANS LE

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CADRE DES CONVENTIONS INTERNATIONALES. IL A PRIS ACTE DE L'INTENTION DE LA COMMISSION A LUI SOUMETTRE TOUTE PROPOSITION UTILE EN VUE DE TRADUIRE CES MESURES DE CONTROLE DANS LA REGLEMENTATION COMMUNAUTAIRE.

AUTRES POINTS

LE CONSEIL EST EGALEMENT ARRIVE A UN ACCORD SUR QUELQUES AUTRES POINTS TELS QUE :

COÛT DES ENTREPRISES DE CHEMIN DE FER :

POUR LES DETAILS VOIR BIO PRE-CONSEIL. SUR LES AUTRES POINTS CHEMIN DE FER, M BURKE A FAIT UNE DECLARATION QUI VOUS SERA ENVOYEE PAR EXPRES.

TAXE AUTRICHIENNE DE TRANSPORT :

ADOPTION D'UNE DECLARATION SELON LAQUELLE LE CONSEIL PREND ACTE AVEC REGRET DE L'INTRODUCTION DE CETTE TAXE ET SOULIGNE LA NECESSITE D'UNE POLITIQUE CONCERTEE DES ETATS MEMBRES ET DE LA COMMUNAUTE EN VUE DE TROUVER DES SOLUTIONS APPROPRIEES AUX PROBLEMES POSES.

TRANSPORTS AERIENS :

ACCORD SUR UN PROGRAMME DES TRAVAUX DANS CE DOMAINE CONCERNANT LES QUESTIONS PRIORITAIRES TELLES QUE :

- NORMES COMMUNES RESTREIGNANT L'EMISSION DE NUISANCES DUES AUX AERONEFS;
- SIMPLIFICATION DES FORMALITES (FACILITATIONS) NOTAMMENT POUR LE FRET AERIEN;
- APPLICATION DES NORMES TECHNIQUES (JAR);
- DISPOSITIONS RELATIVES AUX AIDES;
- DISPOSITIONS RELATIVES A LA CONCURRENCE;
- RECONNAISSANCE MUTUELLE DES LICENCES (PERSONNEL NAVIGANT ET PERSONNEL AU SOL);
- CONDITIONS DE TRAVAIL (PERSONNEL NAVIGANT ET PERSONNEL AU SOL);
- DROIT D'ETABLISSEMENT;
- AMELIORATIONS POUVANT ETRE APORTEES AUX SERVICES INTERREGIONAUX;
- OPERATIONS DE RECHERCHE, DE SAUVETAGE ET DE RECUPERATION, ET ENQUETES EN CAS D'ACCIDENT.

TAXES SUR LES VEHICULES UTILITAIRES :

LE CONSEIL A MARQUE SON ACCORD DE PRINCIPE SUR LA PREMIERE DIRECTIVE RELATIVE A L'AMENAGEMENT DES SYSTEMES NATIONAUX DE TAXES SUR LES VEHICULES UTILITAIRES. CETTE DIRECTIVE, QUI REPRESENTE UN PREMIER PAS VERS L'IMPUTATION AUX TRANSPORTS DES COÛTS DE L'INFRASTRUCTURE, FIXE LES PRINCIPES ET LES MODALITES DE CALCUL DES TAXES SUR LES VEHICULES UTILITAIRES DONT LE POIDS EN CHARGE EST SUPERIEUR A 12 TONNES.

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CET ACCORD GENERAL EST CONDITIONNE PAR UNE **RESERVE** RELATIVE A L'ARTICLE 10 QUI TRAITE DE LA MISE EN VIGUEUR DE LA DIRECTIVE. EN EFFET, LA DELEGATION NEERLANDAISE A DEMANDE A CE QUE CE PAS IMPORTANT SUR LE PLAN DES PRINCIPES ET DES CONSEQUENCES FINANCIERES DANS LE DOMAINE DE L'HARMONISATION DES CONDITIONS DE CONCURRENCE SOIT ACCOMPAGNEES PAR L'ADOPTION PARALLELE DES MESURES VISANT A SUPPRIMER PROGRESSIVEMENT LES RESTRICTIONS QUANTITATIVES APPLIQUEES UNILATERALEMENT PAR LES ETATS MEMBRES DANS LEURS RELATIONS ROUTIERES BILATERALES ET A INSTALLER UN SYSTEME DE CONTROLE DE CAPACITE SUR LA BASE DE NORMES COMMUNAUTAIRES.

LA DELEGATION ITALIENNE A EGALEMENT LIE SON ACCORD A UNE SOLUTION SATISFAISANTE DE LA QUESTION DES PLOIDS ET DIMENSIONS.

EN CONCLUSION, LE CONSEIL EST CONVENU DE CHARGER LE COMITE DES REPRESENTANTS PERMANENTS D'APPROFONDIR L'EXAMEN DE LA QUESTION OUVERTE EN VUE DE PERMETTRE AU CONSEIL DE STATUER FORMALLEMENT SUR LA DIRECTIVE LORS DE SA PROCHAINE SESSION.

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