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COUNCIL OF THE EUROPEAN COMMUNITIES
GENERAL SECRETARIAT

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PRESS RELEASE

7086/89 (Presse 101)

1327th meeting of the Council

- TRANSPORT -

Luxembourg, 5 June 1989

President: Mr José BARRIONUEVO PEÑA

Minister for Transport, Tourism
and Communications of the Kingdom of Spain

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

Belgium:

Mr Jean-Luc DEHAENE Deputy Prime Minister and
Minister for Communications and
Institutional Reforms

Denmark:

Mr Knud OESTERGAARD Minister for Transport

Germany:

Mr Friedrich ZIMMERMANN Federal Minister for Transport

Greece:

Mr A. ROUSSOPOULOS General Secretary,
Ministry for Transport

Spain:

Mr José BARRIONUEVO PEÑA Minister for Transport, Tourism
and Communications

Mr Emilio PEREZ TOURINO Under-Secretary, Ministry for
Transport, Tourism
and Communications

France:

Mr Michel DELEBARRE Minister for Transport
and the Sea

Ireland:

Mr Noel McMAHON General Secretary,
Ministry for Tourism and
Transport

Italy:

Mr Giorgio SANTUZ Minister for Transport

Luxembourg:

Mr Marcel SCHLECHTER

Minister for Transport,
Minister for Public Works,
Minister for EnergyNetherlands:

Mr N. SMIT-KROES

Minister for Transport and
Public WorksPortugal:

Mr João de OLIVEIRA MARTINS

Minister for Public Works,
Transport and
CommunicationsUnited Kingdom:

Mr Paul CHANNON

Minister for Transport

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Commission:

Mr Karel VAN MIERT

Member

POSITIVE MEASURES OF SUPPORT FOR THE COMMUNITY FLEET

The Council held an initial exchange of views on a Commission communication concerning measures intended to maintain and develop a competitive and efficient Community shipping industry and ensure the supply of competitive shipping services in the interests of Community trade.

After outlining the current worrying situation of the Community fleet, the communication goes on to mention a number of different ways of remedying it. It proposes in particular to establish a Community register of vessels in parallel with those kept by the Member States.

The communication also refers to other complementary areas of action such as research, harmonization of technical standards, the training of seafarers, compliance with international standards on safety at sea and application of the freedom to provide services principle to the shipping industry within the Member States (cabotage).

Finally, the communication includes three proposals for Regulations concerning the establishment of a Community register, defining the concept of a Community shipowner and on cabotage, together with a Recommendation for improving the efficiency of checks on vessels by the port State.

CODE OF CONDUCT FOR COMPUTERIZED RESERVATION SYSTEMS (CRSs)

The Council agreed on a Regulation establishing a code of conduct for computerized reservation systems (CRSs) used for scheduled air passenger services.

This code will apply to all CRSs operating in the Community, irrespective of the status or nationality of the system vendor, the source of the information used or the location of the central data processing unit. This will ensure that CRSs are used in a non-discriminatory and transparent way and also reinforce undistorted competition between air carriers and between CRSs, thereby protecting the interests of consumers.

Subject to a number of derogations, the Regulation will apply from 1 August 1989. The Council will decide on a revision of the Regulation by 1 January 1993 at the latest, on the basis of a proposal to be submitted by the Commission before 31 March 1992.

In addition, the Council asked the Commission to examine in detail the situation regarding CRSs operated by non-scheduled air services and air freight services and, by 31 December 1990 at the latest, submit any proposal which it felt was necessary to ensure that these systems were covered by arrangements similar to those introduced by this Regulation.

AIR TRAFFIC SYSTEM CAPACITY PROBLEMS

The Council of the European Communities and the Ministers for Transport, meeting within the Council, adopted the following Resolution:

- (a) all Member States are invited to consider acceding, at the earliest opportunity, as Contracting Parties to the "EUROCONTROL" International Convention relating to Co-operation for the Safety of Air Navigation; Member States which are also Contracting Parties to EUROCONTROL will strive within that organization to ensure that, where appropriate, measures are adopted to facilitate the accession of any other Member State to that organization;
- (b) Member States undertake to strive for the Commission's participation, with observer status, in the EUROCONTROL Management Committee;
- (c) Member States will co-operate to establish a single air traffic flow management centre, as decided by the ECAC in Frankfurt on 20 October 1988;
- (d) the development of the EUROCONTROL Central Data Bank should be encouraged and forecast techniques constantly improved;
- (e) the need to make progress within EUROCONTROL in working out a common approach towards air traffic control is highlighted;
- (f) it is very important to revitalize and improve the Co-operation Agreement between the Community and EUROCONTROL; the Commission's participation in

studies and research programmes (e.g. the PHARE Programme) should be encouraged and possible financial contributions considered;

- (g) efforts should be made in the relevant fora to make progress in establishing compatible technical and performance specifications for air traffic control systems and equipment;
- (h) improvement of systems for recruiting and training controllers on common bases is of the greatest importance with a view to achieving mutual recognition of certificates or diplomas and, as far as possible, freedom of movement for air traffic controllers;
- (i) Member States should co-operate within EUROCONTROL to ensure that more airspace is made available for civil traffic and that it is used more flexibly and rationally;
- (j) the creation of crisis management units should be maintained and encouraged as an instrument for finding urgent solutions to specific cases of congestion;
- (k) Member States recognize the desirability of implementing, if appropriate by means of Community legal instruments and within the framework of the powers provided for in the Treaty, the decisions or resolutions adopted in the context of air traffic control by the international organizations involved, with the aim of guaranteeing effective and co-ordinated implementation of the necessary measures to tackle European airspace congestion.

SCHEDULED INTER-REGIONAL AIR SERVICES FOR THE TRANSPORT OF PASSENGERS, MAIL AND CARGO

The Council agreed on a Directive amending Directive 83/416/EEC concerning the authorization of scheduled inter-regional air services for the transport of passengers, mail and cargo.

The amendments made by the Directive will bring the provisions of Directive 83/416/EEC into line with those of the Decision on capacity and market access adopted by the Council in December 1987. However, the Directive lays down that the provisions concerning capacity-sharing in the Decision apply only to services provided by aircraft with more than 70 passenger seats.

The Council will decide on the revision of this amended Directive by 30 June 1990 at the latest.

WEIGHTS AND DIMENSIONS OF ROAD VEHICLESLength of the derogations granted to Ireland and the United Kingdom

The Council reached agreement on the Directive fixing at 31 December 1998 the date of the expiry of the derogations provided for in Directive 85/3/EEC on the weights and dimensions and certain other technical characteristics of certain road vehicles, as last amended by Directive 89/338/EEC in favour of Ireland and the United Kingdom.

Article 8 of Directive 85/3/EEC grants temporary derogations to Ireland and the United Kingdom as regards the maximum authorized weights. These derogations are as follows:

	<u>UK and IRL</u> (in tonnes)	<u>EEC</u> (in tonnes)
- 5 or 6-axle combined vehicles	38 ⁽¹⁾	40 44 ⁽²⁾
- drive axle	10,5	11,5
- tri-axles of semi-trailers	22,5	24
- motor vehicles		
= 2-axle	17	18
= 4-axle	30	32
- articulated buses	27	28
- 4-axle combined vehicles	35	36 38 ⁽³⁾

(1) articulated vehicles only

(2) ISO containers

(3) articulated vehicles under certain conditions

Length of articulated vehicles

The Council agreed by a qualified majority on a Directive amending Directive 85/3/EEC fixing the load length of semi-trailers and increasing the total length of articulated vehicles so as to ensure that cabs are long enough and standardized coupling mechanisms can be installed.

This Directive is aimed more specifically at:

- increasing the total length of an articulated vehicle from 15,50 m to 16,50 m;
- fixing the load length of the semi-trailer by prescribing a maximum distance of 12 m between the fifth-wheel king-pin and the rear of the semi-trailer;
- fixing the maximum distance, measured horizontally, between the axis of the fifth-wheel king-pin and any point at the front of the semi-trailer as 2,04 m.

The maximum length of semi-trailers will therefore be between 13,57 m and 13,61 m.

The provisions of the Directive are due to be implemented on 1 January 1991.

NATIONAL ROAD HAULAGE SERVICES (CABOTAGE)

On the basis of a compromise proposal from the Presidency, the Council reopened discussion of the draft Regulation laying down the conditions under which non-resident carriers may operate national road haulage services within a Member State.

The discussion specifically enabled a number of essential factors for introducing a cabotage system to be identified and these will have to be examined in greater detail in the coming months with a view to the matter being finally resolved by the end of the year.

CHARGING OF TRANSPORT INFRASTRUCTURE COSTS TO HEAVY GOODS VEHICLES

The Council approved guidelines on the harmonization of taxes in the road haulage sector; these would be forwarded to the ECOFIN Council.

MAXIMUM PERMITTED BLOOD ALCOHOL CONCENTRATION

The Council held a brief exchange of views on a proposal for a Directive relating to the maximum permitted blood alcohol concentration for vehicle drivers.

It is proposed to fix a maximum blood alcohol concentration of 0,5 mg per ml for drivers of motor vehicles with two or more wheels.

The President noted that there was not yet a sufficient majority for adopting this proposal.

COMPULSORY USE OF SAFETY BELTS IN VEHICLES OF LESS THAN 3,5 TONNES

The Council briefly discussed a Directive on the approximation of the laws of the Member States relating to compulsory use of safety belts in vehicles of less than 3,5 tonnes.

The aim of the proposal is to make compulsory the wearing of safety belts:

- in the front and rear seats of vehicles used for the carriage of passengers and comprising no more than 9 seats (vehicles in category M1);
- in the front seats of minibuses and lorries of no more than 3,5 tonnes (vehicles in categories M2 and N1).

The President noted that there was not yet a sufficient majority for adopting this proposal.

TREAD DEPTH OF TYRES

The Council agreed by a qualified majority on a Directive on the approximation of the laws of the Member States relating to the tread depth of tyres of certain categories of motor vehicles and of their trailers.

The aim of this proposal is to increase road safety by making compulsory a minimum tread depth of 1,6 mm on tyres of vehicles used for the carriage of passengers and comprising no more than 9 seats and of vehicles used for the carriage of goods with a maximum weight not exceeding 3,5 tonnes.

The date of entry into force of the Directive will be 1 January 1992.

ROAD HAULAGE STATISTICS

The Council agreed to amend Directive 78/546/EEC on statistical returns in respect of carriage of goods by road, as part of regional statistics.

The amendments cover the following points:

- the competent statistical services of the Member States should communicate to the Commission on a quarterly basis certain statistics which are currently collected on an annual basis;
- the scope of the Directive would be widened to include so-called "third-party" carriage, i.e. the carriage of goods by road, effected by means of motor vehicles registered in a Member State, between two other Member States or between another Member State and a third country;
- the Member States would abolish all formalities at the crossing of frontiers between Member States;
- a certain number of individually named East European third countries would be added to the list of third countries in Annex III to enable a comparison to be made with similar lists covering other forms of transport and to enable the flow of goods to or from East European countries to be better monitored;
- the Member States would receive financial assistance from the Community during the first three years of implementation of the new statistical returns.

EEC/THIRD COUNTRY OF TRANSIT NEGOTIATIONS

The Commission submitted to the Council a report on the progress of the negotiations with the third countries of transit (Austria, Switzerland and Yugoslavia).

After discussing the matter, the Council adopted a series of conclusions with a view to continuing negotiations with the countries concerned.

COMMUNITY ACTION ON TRANSPORT INFRASTRUCTURE

The Commission representative introduced the communication to the Council - adopted that very day by the Commission - concerning the financing of transport infrastructures.

OTHER DECISION IN THE TRANSPORT SECTOR

The Council agreed on a statement concerning container standardization in respect of the new generation of containers.

MISCELLANEOUS DECISIONSRelations with the EFTA countries

The Representatives of the ECSC Member States, meeting within the Council, approved the two Additional Protocols to the agreements between the Member States of the European Coal and Steel Community and Austria, Finland, Iceland, Norway, Sweden and Switzerland following the accession of the Kingdom of Spain and the Republic of Portugal to the Community (the EFTA States are suspending their duties on imports from Spain of goods covered by the ECSC-EFTA Agreements).

The Council adopted the Regulation opening and providing for the administration of Community tariff quotas for certain quality wines (85 000 hl at zero duty) and sparkling wines (2 000 hl at zero duty) originating in Austria for the period 1 July 1989 to 30 June 1990.

Fisheries

The Council adopted the Regulation amending Regulation No 3950/88 allocating for 1989 Community catch quotas for cod in Greenland waters (NAFO 1: 16 000 t, of which 12 320 t for Germany and 3 680 t for the United Kingdom; ICES XIV/V: 11 500 t, of which 10 000 t for Germany and 1 500 t for the United Kingdom).

Energy

The Council adopted the Decision on a Community action programme for improving the efficiency of electricity use (see Energy Council Press Release of 11.V.89 - 6371/89 (Presse 73)).

Social Affairs

The Council adopted the Resolution on continuing vocational training (see Labour and Social Affairs Council Press Release of 5.IV.89 - 5754/89 (Presse 54)).

The Council adopted the Decision on the renewal of the Management Board of the European Centre for the Development of Vocational Training.

Appointments

The Council decided on the replacement of two full members of the Advisory Committee on Freedom of Movement for Workers.

DISK 2 PAGE 628
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BRUXELLES, LE 2 JUIN 1989
NOTE BIO(89) 166 AUX BUREAUX NATIONAUX
CC. AUX MEMBRES DU SERVICE DU PORTE-PAROLE

CONSEIL TRANSPORTS A LUXEMBOURG, LES 5/6 JUIN 1989 (E. REUER)

LE CONSEIL COMMENCERA SES TRAVAUX LE LUNDI, 5 JUIN A 11 HEURES ET EST PREVU POUR DEUX JOURS. L'ORDRE DU JOUR EST TRES CHARGE.
1. TRANSPORT MARITIME

M. VAN MIERT PRESENTERA AU CONSEIL LES PROPOSITIONS DE MESURES POSITIVES POUR LA RELANCE DE L'ARMEMENT COMMUNAUTAIRE QUE LA COMMISSION A ADOPTE CETTE SEMAINE (P-28).
2. TRANSPORT AERIEN

LE CONSEIL EXAMINERA LES PROPOSITIONS DE LA COMMISSION RELATIVES A UN CODE DE CONDUITE OBLIGATOIRE POUR LES SYSTEMES INFORMATISES DE RESERVATION. LA COMMISSION AVAIT AU DEPART PROPOSE UN CODE S'APPLIQUANT A L'ENSEMBLE DES TRANSPORTS AERIENS, Y COMPRIS LE FRET ET LES CHARTERS. APRES UNE PREMIERE DISCUSSION, IL APPARAIT OPPORTUN DE LIMITER L'APPLICATION DU CODE DE CONDUITE A LA RESERVATION DES SIEGES SUR LES LIAISONS REGULIERES. LE CODE DE CONDUITE CONTIENT EGALEMENT UNE CLAUSE DE RECIPROCITE POUR LES RELATIONS AVEC DES SYSTEMES INFORMATISES DE PAYS TIERS QUI POSE DES PROBLEMES A UN CERTAIN NOMBRE D'ETATS MEMBRES.

LE CONSEIL EXAMINERA EGALEMENT LE PROBLEME LIE A LA CAPACITE DU TRAFIC AERIEN. IL FAUT RAPPELER QUE LA COMMISSION AVAIT PROPOSE AUX ETATS MEMBRES D'ETABLIR UN SYSTEME COMMUN DE GESTION DES COURANTS DE TRAFIC AERIEN ORGANISE ET EXPLOITE PAR EUROCONTROL, AINSI QUE DE PRENDRE DES MESURES VISANT A RATIONALISER L'UTILISATION DE L'ESPACE AERIEN, NOTAMMENT EN RECUPERANT SUR L'ESPACE RESERVE AUX MILITAIRES.

LE CONSEIL REVIENDRA EGALEMENT SUR LA PROPOSITION DE DIRECTIVE SUR LES LIAISONS INTERREGIONALES. APRES L'ACCORD INTERVENU ENTRE LES BRITANNIQUES ET LES ESPAGNOLES RELATIF A LA SITUATION DE GIBRALTAR, LE CONSEIL POURRAIT AVANCER SUR LA BASE D'UN COMPROMIS DE LA PRESIDENCE VISANT A ASSOULIR LES CONDITIONS DE DIMENSIONS ET DE

PARTAGE DE CAPACITE ORIGINALEMENT PREVUES AINSI QUE DE NE PAS ALLER PLUS LOIN, DU MOINS POUR L'INSTANT, DANS L'INTERREGIONAL QUE DANS LES SERVICES ENTRE CAPITALES EN CE QUI CONCERNE LES CINQUIEMES LIBERTES, LA DESIGNATION MULTIPLE ET LES CAPACITES.
TRANSPORT ROUTIER

LE CONSEIL REPRENDRA LE DOSSIER DES POIDS ET DIMENSIONS, A SAVOIR LES DEROGATIONS ACCORDEES AU ROYAUME-UNI ET A L'IRLANDE AINSI QUE LE PROBLEME DE LA LONGUEUR DES VEHICULES AVEC REMORQUE ET DES SEMI-REMORQUES.

ENSUITE LE CONSEIL TENTERA DE DEBLOQUER LE DOSSIER DU CABOTAGE. LA REALISATION DU GRAND MARCHE DANS LE DOMAINE DU TRANSPORT DE MARCHANDISE PAR ROUTE DEVRAIT DONNER AUX ENTREPRISES NATIONALES LES MEMES DROITS DANS TOUTE LA COMMUNAUTE QUE CEUX QU'ELLES ONT ACTUELLEMENT SUR LE PLAN LOCAL. IL S'AGIT NON SEULEMENT D'UNE OPPORTUNITE ECONOMIQUE IMPORTANTE, MAIS AUSSI D'UNE CHANCE DE RATIONALISER L'UTILISATION DU RESEAU ROUTIER SUR LEQUEL ON TROUVE ACTUELLEMENT 300/0 DES CAMIONS SE DEPLACANT A VIDE FAISANT LE MEME BRUIT ET LA MEME POLLUTION QUE LES CAMIONS CHARGES PARCE QU'ILS N'ONT PAS LE DROIT D'ALLER RECHERCHER UN AFFRETEMENT EN DEHORS DE LA FRONTIERE NATIONALE.

LA PRESIDENCE ESPAGNOLE AVAIT PRESENTE UNE SOLUTION DE COMPROMIS POUR UN REGIME TRANSITOIRE D'UNE DUREE DE TROIS ANS, DU 1ER JANVIER 1990 AU 31 DECEMBRE 1992 ET COMPORTANT EN PARTICULIER UN CONTINGENT INITIAL DE 4.000 AUTORISATIONS TRIMESTRIELLES DE CABOTAGE POUR 1990, SUIVIE D'UNE AUGMENTATION PROGRESSIVE DE CES CONTINGENTS EN FONCTION DE L'EVOLUTION DU TRAFIC. LE TRANSPORT DE CABOTAGE SERAIT REGI PAR LA LEGISLATION DE L'ETAT MEMBRE D'ACCUEIL. LA PRESIDENCE PROPOSERA UN COMPROMIS GLOBAL LORS DE LA REUNION DU CONSEIL.

ENSUITE LE CONSEIL EXAMINERA LA QUESTION DE L'IMPUTATION DES COUTS D'INFRASTRUCTURE A CERTAINS VEHICULES UTILITAIRES: EN CLAIR, IL S'AGIT DE PRENDRE POSITION SUR LA TAXE SUR LES CAMIONS QUE LES ALLEMANDS SE PROPOSENT D'INTRODUIRE, A TITRE TRANSITOIRE, EN ATTENDANT L'INTRODUCTION D'UN SYSTEME EUROPEEN BASE SUR LE PRINCIPE DE LA TERRITORIALITE.

LE CONSEIL EXAMINERA UN PAQUET DE QUESTIONS RELATIVES A LA SECURITE ROUTIERE, ALCOOLEMIE, PORT DE LA CEINTURE DE SECURITE ET ETAT DES PNEUMATIQUES.

M. VAN MIERT ENTEND EGALEMENT SENSIBILISER LE CONSEIL, PEUT-ETRE A L'OCCASION DE CONTACTS PENDANT LE DEJEUNER, SUR LA NECESSITE DE DEVELOPPER UNE POLITIQUE EUROPEENNE DES GRANDES INFRASTRUCTURES DE TRANSPORT.

ENFIN, LE CONSEIL EVOQUERA L'ETAT DES NEGOCIATIONS AVEC L'AUTRICHE ET LA SUISSE CONCERNANT LE TRANSIT ALPIN. A CE PROPOS, LE PORTE-PAROLE A ATTIRE L'ATTENTION SUR LA REACTION DE M. VAN MIERT A L'ANNONCE AUTRICHIENNE D'INTERDIRE LA CIRCULATION DES POIDS LOURDS PENDANT LA NUIT SUR LES AXES DE TRANSIT :

'LE COMMISSAIRE VAN MIERT S'EST DECLARE TRES PREOCCUPE PAR LA DECISION DU GOUVERNEMENT AUTRICHIEN D'INTERDIRE AUX CAMIONS DE CIRCULER, PENDANT LA NUIT, SUR LES AXES EMPRUNTES PAR LE TRANSIT COMMUNAUTAIRE.

IL CONSIDERE QUE CETTE INTERDICTION, QUI RESULTE D'UNE DECISION UNILATERALE SANS CONSULTATION PREALABLE, PORT UN GRAVE PREJUDICE A LA NEGOCIATION EN COURS AU MOMENT MEME OU CELLE-CI VENAIT DE PRENDRE UN TOUR POSITIF, GRACE AUX ENGAGEMENTS PRIS DE PART ET D'AUTRE EN FAVEUR DU DEVELOPPEMENT DU TRANSPORT COMBINE.

LE COMMISSAIRE VAN MIERT A, A CETTE OCCASION, RAPPELE QUE LA COMMUNAUTE ETAIT PRETE A PARTICIPER, AVEC LES PAYS DE TRANSIT ALPIN, A LA DEFINITION D'UN 'CAMION PROPRE' QUI PERMETTRAIT D'EVITER LE GENRE DE MESURES QUI VIENT D'ETRE ADOPTE PAR LE GOUVERNEMENT AUTRICHIEN.'

RENDEZ-VOUS DE MIDI DU 2.6.1989

CALENDRIER

- IP 412 - EXTRAITS DU DISCOURS DE M. BRITTAN A LA CONFERENCE IATA A MARAKESH SUR 'LE TRANSPORT AERIEN - CONCURRENCE - 1992'
 - IP 416 - RESUME DU DISCOURS DE M. MAC SHARRY A L'ASSEMBLEE GENERALE DU COMITE DU COMMERCE DES CEREALES DE LA COMMUNAUTE.
 - IP 417 - COMMUNIQUE CONJOINT - REUNION A HAUT NIVEAU CEE-CANADA
 - IP 419 - INFRACTION BELGIQUE - GESTION DES DECHETS
 - MEMO 29 - RELATIONS CEE-JAPON
 - IP 420 - L'EMBALLAGE DES LIQUIDES ALIMENTAIRES; LA COMMISSION DECIDE DES ACTIONS CONTRE PLUSIEURS ETATS MEMBRES.
 - MEMO 31 - COMITE MIXTE CEE-CHINE
- DISCOURS DE M. VAN MIERT A LA CONFERENCE IATA A MARAKESH.
AMITIES,
C.D. EHLERMANN - COMEUR

DISK 2 PAGE 6
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PRIERE DE FAIRE LA DIFFUSION HABITUELLE A PARTIR DE BRUXELLES

LUXEMBOURG, 5 JUIN 1989

NOTE B I O (89) 166 (SUITE 1) AUX BUREAUX NATIONAUX
CC. AUX MEMBRES DU SERVICE DU PORTE-PAROLE

CONSEIL TRANSPORTS (E. REUTER)

LE CONSEIL A COMMENCE SES TRAVAUX A 11.45 HEURES EN ABORDANT LE DOSSIER MARITIME. LA PRESENTATION PAR M. VAN MIERT DES PROPOSITIONS DE LA COMMISSION POUR LA RELANCE DE L'ARMEMENT COMMUNAUTAIRE A ETE SUIVIE PAR UN RETOUR DE TABLE AU COURS DUQUEL LES DELEGATIONS ONT EXPRIME UN INTERET POSITIF POUR CES PROPOSITIONS. A L'EXCEPTION DE LA GRECE QUI S'EST DECLAREE RESOLUMENT HOSTILE A CE-QU'ELLE A APPELE UN PAVILLON EUROPEEN DE COMPLAISANCE, LES DELEGATIONS ONT SOULIGNE LEUR APPRECIATION POUR LE TRAVAIL FAIT PAR LE COMMISSAIRE ET PROPOSE QU'ON APPROFONDISSE D'URGENCE L'EXAMEN D'UN CERTAIN NOMBRE D'ASPECTS DES PROPOSTIONS, NOTAMMENT LES ASPECTS FISCAUX. PLUSIEURS ETATS MEMBRES, NOTAMMENT ROYAUME-UNI ET DANEMARK, ONT SOULIGNE L'IMPORTANCE QU'ILS ATTACHAIENT AU CABOTAGE. M. VAN MIERT A PRECISE QUE LES MESURES PROPOSEES PAR LA COMMISSION AVAIENT UN CARACTERE TRANSITOIRE ET QU'ELLES DEVAIENT DEBOUCHER EVENTUELLEMENT SUR UN REGIME PLUS COMPLET EN HARMONIE AVEC LES BESOINS DU GRAND MARCHE. IL A SOULIGNE LA DISPONIBILITE DE LA

COMMISSION POUR SE MONTRER SOUPLE ET COMPREHENSIVE, NOTAMMENT POUR CE QUI ETAIT DES PROBLEMES PARTICULIERS TELS LES LIAISONS AVEC LES ILES. LA PRESIDENCE ESPAGNOLE A INDIQUE QU'ELLE AVAIT CONVOQUE UNE REUNION A HAUT NIVEAU LE 20 JUIN PROCHAIN POUR POURSUIVRE L'ETUDE DE CE DOSSIER.

LE CONSEIL A ENSUITE EXAMINE LA SITUATION RELATIVE AUX RELATIONS AVEC LA CONFERENCE MARITIME DES ETATS DE L'AFRIQUE OCCIDENTALE ET CENTRALE. IL S'AGIT DE METTRE FIN AU SYSTEME DES BUREAUX DE FRET QUI DESEQUILIBRE LE MARCHÉ EN DONNANT DES PRIVILEGES DE FAIT A CERTAINS CHARGEURS. LE CONSEIL A CONVENU QUE LA COMMISSION DEVAIT REPRENDRE LES NEGOCIATIONS AVEC UNE GRANDE FERMETÉ.

LE CONSEIL S'EST ENSUITE OCCUPE DES TRANSPORTS AERIENS. IL A ADOPTE LE REGLEMENT INSTAURANT UN CODE DE CONDUITE POUR L'UTILISATION DE SYSTEMES INFORMATISES DE RESERVATION. IL A EGALEMENT ADOPTE LA DIRECTIVE SUR LES SERVICES AERIENS REGULIERS INTERREGIONAUX.

AMITIES

E. REUTER - COMEUR

5.6.1989G

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PAGE 17 IS NEXT

LE CONSEIL S'EST ENSUITE ATTAQUE AU DOSSIER DES TRANSPORTS TERRESTRES EN EXAMINANT UNE NOUVELLE FOIS LA QUESTION DU POID ADMISSIBLE POUR LES CAMIONS CIRCULANT DANS LA COMMUNAUTE. LE ROYAUME-UNI, REJOINT PAR L'IRLANDE, DEMANDE UNE EXTENSION DE LA DEROGATION DONT IL BENEFICIE JUSQU'A LA FIN DE 1999 AFIN DE POUVOIR PREPARER PLUSIEURS MILLIERS DE PONTS ACTUELLEMENT TROP FAIBLES POUR SOUTENIR DES CAMIONS LOURDS. LA COMMISSION A PROPOSE QUE CETTE DEROGATION PRENNE FIN LE 1ER JANVIER 1997. APRES UNE INTERUPTION DE SCEANCE, LE CONSEIL S'EST MIS D'ACCORD POUR PROROGER LA DEROGATION POUR LES BRITANNIQUE ET LES IRLANDAIS JUSQU'A LA FIN DE 1998.

AMITIES

E. REUTER - COMEUR

5.6.1989G

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3231 COMEUR LU 18H00

TRANSIT ET S'ETAIT HEURTEE A NOTRE REFUS. ENSUITE LA SITUATION A CONTINUE DE SE DEGRADER. LA SUISSE A IMPOSE LA LIMITE DES 28 TONNES ET TOUT LE TRAFIC DE TRANSIT S'EST DETOURNE SUR L'AUTRICHE AVEC DES CONSEQUENCES DE PLUS EN PLUS INSUPPORTABLES POUR LES POPULATIONS ET L'ENVIRONNEMENT DES REGIONS TRAVERSEES. LES NEGOCIATIONS N'ONT PAR AILLEURS RIEN DONNE ET IL EXISTAIT MAINTENANT UN RISQUE REEL DE BLOCAGE. LE MINISTRE ALLEMAND, M. ZIMMERMANN, A FORTEMENT APPUYE M. VAN MIERT EN RAPPELANT QUE LES REACTIONS DE FERMETURE DES ROUTES AU TRANSIT NE POUVAIENT ETRE EXCLUES DE LA PART DES AUTORITES DES LAENDER DE BAVIERE ET DE BADEN-WUERTEMBERG. PAR OU S'ECOULERAIT LE TRANSIT ALORS, LA VALLEE DU RHONE ET LA COTE D'AZUR?

LE CONSEIL S'EST TERMINE A 9.30 HEURES. SOUS POINT DIVER, LA DELEGATION ALLEMANDE A FAIT UNE DECLARATION INVITANT LE CONSEIL ET LA COMMISSION A INTEGRER DAVANTAGE LA PRISE EN CONSIDERATION DES PROBLEMES D'ENVIRONNEMENT DANS LES DOSSIERS DU TRANSPORT. ELLE A ANNONCE SON INTENTION DE DEMANDER, LORS DU PROCHAIN CONSEIL ENVIRONNEMENT, QU'ON AVANCE LA MISE EN OEUVRE DES NORMES ANTI-POLLUTION APPLICABLES AUX PETITES VOITURES AU 1ER JANVIER 1991. LA DELEGATION FRANCAISE A DEMANDE QUE LE CONSEIL SE SAISISSE DE LA QUESTION DE LA LOCATION SANS CHAUFFEUR DE CAMIONS DANS SA DIMENSION TRANSFRONTALIERE. APRES LE CONSEIL, LE PRESIDENT, M. BARRIONUEVO, ET M. VAN MIERT ONT DONNE UNE CONFERENCE CONJOINTE QUI A DURE PRESQUE 1 HEURE.

AMITIES,

C.D. EHLERMANN - COMEUR

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PAGE 127 IS NEXT