

TRANSPORT COUNCIL OF 11TH-12th DECEMBER 1984WEIGHTS AND DIMENSIONS

LIBRARY

The Council is expected to adopt formally the directive on Weights and Dimensions on which political agreement was reached in its last meeting, the 8th of November 1984.

Discussion is expected to take place on the extent of harmonisation, i.e. on which vehicle characteristics should be covered by this first directive, and on the temporary derogation to be offered to United Kingdom and Ireland.

MULTIANNUAL TRANSPORT INFRASTRUCTURE PROGRAMME

The Council envisages the formal adoption of the Regulation concerning specific action in the field of transport infrastructure. This will allow the credits available on the 1983 and 1984 budgets to be employed (15 and 80 MECU respectively) as follows :

Projects to be financed by the 1983 credits

		<u>Millions d'Ecus</u>
FRANCE	: Modernisation du noeud ferroviaire de Mulhouse-Nord	3
IRLANDE	: Contournement routier de Wexford	3
GRECE	: Route Evzoni-Volos ; aménagement du tronçon entre Axios et le pont de Callikos	4
LUXEMBOURG	: Construction de la section Potaschberg-frontière allemande de l'autoroute Luxembourg-Trèves	5.

This new system was based on the individual situation of each operator in such a way that access to the market is both in accordance with his needs and compatible with the general interest.

At its meeting of 10 May and 8 November the Council made a political decision to allow in principle an increase in the Community quota of:

- + 30% in 1985
- + 15% for each of the following 4 years

The distribution of the quotas between Member States will take account of the difficulties which sea crossings cause for some Member States.

The Council must now turn its political will into a formal agreement.

N.B. The Community quota is for 4.038 authorisations.

COOPERATION BETWEEN RAILWAY COMPANIES

By means of this recommendation the 10 Governments envisage a series of joint measures to empower the railways to improve and re-inforce their competitive position through greater co-operation in the international carriage of passengers and goods. The aim of the principal points of the recommendation is for the railways to take action for their general benefit on the international market within the framework of closer co-operation as if they were a single carrier.

The recommendation contains measures in the following areas :
marketing , commercial management in the international carriage of passengers
and goods, pricing on the railways , improvements in routing, facilitation
of frontier crossings and combined transport.

This recommendation was amongst the package of measures upon which the
November 8 Council reached a political agreement. It is for the Council of
December 11/12 to take the formal decisions.

ROAD SAFETY

In March this year following a call by the European Parliament the
Commission proposed a resolution which called for Community action
to improve road safety. At its meeting on 10 May the Council
approved a resolution on this subject in principle. It is expected
that the Council will adopt this during the current meeting.

In addition to recognising the size of the road safety problem in Europe,
the resolution calls upon the Commission to present proposals for
improving the present situation and designates 1986 as Road Safety Year
in the Community.

UNFAIR COMMERCIAL PRACTICES

The Council will discuss a draft statement relating to the
question of unfair commercial practices in shipping raised in the
French Memorandum of 16 November 1983.

If the Council agrees on such a statement, it would
acknowledge that unfair practices exist and that they endanger
not only Community shipping companies operating in accordance
with economic criteria but in the long run also orderly transport
arrangements for the Community's external trade. At the same
time the Council would express its determination to actively

combat such practices in shipping to and from Community ports and take note of a corresponding proposal prepared by the Commission.

CIVIL AVIATION

The December Council will have a broad-ranging discussion on the Community aviation regulatory system following the report to the Council by the High Level Group on Civil Aviation. This group was set up in May, after the Council's initial discussion of the Commission's Civil Aviation Memorandum N° 2, with the mandate of examining how the present intra-community system should be adapted to ensure greater flexibility. The December Council will consider those areas where the Group has identified scope for greater flexibility, and establish a procedure for future work, including, it is hoped, a timetable and priority programme for legislative action by the Council next year.

REVISION OF SOCIAL REGULATIONS IN ROAD TRANSPORT

The Council will consider an interim report of the discussion on the revision of the Social Regulations in road transport which has taken place in its organisations.

The report covers changes to the Regulations as far as the most important provisions are concerned, in particular driving and rest periods, and shows majority opinions on possible new provisions. It also gives a general view of the state of play in the discussions on other possible modifications.

HIRED VEHICLES

In certain Community countries the use of hired lorries is subject to considerable restrictions.

The aim of this proposal is to enable hired lorries to be used under the same conditions as vehicles owned by an enterprise and throughout the Community.

It covers both professional and own account transport, both international and national.

NEGOTIATIONS WITH AUSTRIA ON THE INLAND TRANSPORT SECTOR

The Council will have an exchange of views on the second Report from the Commission on the outcome of the Negotiations with Austria in the inland transport sector.

The 1984 round of negotiations had centred on the preparation of a report on the traffic balance between the Community and Austria as requested by the Council at its meeting in December 1983.

In its reports the Commission concluded that the balance sheet was of relative value and could be only one factor to be taken into account in a political evaluation of the problems caused by transit traffic through Austria and of Austria's request for a financial contribution by the Community to an infrastructure project in Austria. Austria has made the continuation of negotiations conditional on a suitable answer to its request.

The Commission feels that rejection of the Austrian request thus breaking off negotiations would not be in the interest of the Community and its member states. It urges the Council to adopt a modification of the negotiating Directives on the lines of the Commission's recommendation of 1983.

TANZANIA

The Central Freight Bureau Act (*) of Tanzania followed by order 23 of 1.3.03 set up, an agency with the exclusive rights to book or reserve freight or cargo space on any ocean going vessel for all Tanzania's export and import cargoes.

The European Economic Community and its Member States consider these measures incompatible with relevant provisions of the U.N. Convention on a Code of Conduct for Liner Conferences and the Council will consider sending a note to the Tanzanian authorities expressing its concern and calling for consultations with Tanzania.

(*) Act 3/81 of 20.2.81

SUMMERTIME

The Council is expected to adopt a third Directive on summertime arrangements for the years 1986, 1987 and 1988.

The Member States of the Community will start their period of summertime on the last Sunday in March, and will end it - with the exception of the United Kingdom and Ireland - on the last Sunday in September. In the United Kingdom and in Ireland the summertime period, for the same years, will end on the fourth Sunday in October.

It should be noted that nearly all the non-Community European states will adopt the same period of summertime as the Continental Member States for the years in question, to the greater benefit of communications, transport and tourist activity in general.

