

# HILLMAN

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REPORT FROM THE COMMISSION TO THE COUNCIL

on the results achieved and the difficulties encountered in implementing Council Directive 69/467/EEC of 8 December 1969 on the survey, to be made in the context of regional statistics, of international carriage of goods by road



Statistical Office

Transport and Communications  
Division - Tourism

Luxemburg, 31 May 1974

Report from the Commission to the Council

On the results achieved and the difficulties encountered in implementing Council Directive 69/467/EEC of 8 December 1969 on the survey, to be made in the context of regional statistics, of international carriage of goods by road.

Statistical data referred to by the Directive

Council Directive 69/467 of 8 December 1969 on returns in respect of international carriage of goods by road laid down that from 1970 returns should be made by the Member States of the Community for carriage effected among themselves and between them and third-countries insofar as the place of loading or unloading is situated on the territory of a Member State. The Directive does not therefore apply to carriage between two third countries in transit through one or more Member States.

It stipulated that the returns would be made by the country of destination for traffic between Member States and from third countries, and by country of despatch for consignments to third countries, with the tonnage of goods carried broken down by region of loading and unloading by the 21 groups of goods listed in the Annex to the Directive and by whether the carriage is for hire and reward or for own account. From 1970 to 1972, the Community comprised 57 transport regions; since its enlargement there are 72.

The Directive further laid down that the tonnages of goods carried should be classified by country of registration of the vehicles. A breakdown of the registration by transport regions is however not necessary.

The Directive is thus restricted to a survey of the tonnage of goods carried between the Community transport regions and to and from third countries. The data to be provided in accordance with the Directive are tabulated in Annex 1 to this document. Apart from total data on the country of registration of vehicles, the Directive does not require any statistical information on the vehicles which effected the carriage.

As early as 1968, when the Directive on international carriage of goods by road was being prepared, the SOEC had concluded agreements with the original Member States to obtain the same annual data as required by the Directive for railways and inland navigation and for carriage within the frontiers of the Member States. These agreements, carried out with financial aid from the Commission and based on a statistical system in existence since 1956 (regional transport statistics for products of the ECSC Treaty), made it possible to compile returns on amounts of goods carried between transport regions by both these modes of transport.

The railway boards concluded these agreements on the express condition that their regional results could only be published if similar data were available for carriage of goods by road.

#### STATISTICAL RESULTS

The SOEC first analysed and published regional transport statistics of the Member States of the Communities for 1970.

For this the first analysis made, it was thought preferable to publish figures only for total goods transports, especially as Directive 69/467 on international carriage of goods by road had only been issued in December 1969 and had not yet been implemented by all the Member States.

It has not since been possible to issue a publication similar to that for 1970 since the sample surveys on national carriage of goods by road have not been carried out each year by all the Member States, and technical and staffing difficulties have prevented the data provided by Member countries from being analysed.

The results available for 1970 show clearly that carriage of goods by road is effected mainly within each country.

A breakdown of the results according to the different transport regions reveals the same situation, with the exception, however, of frontier regions and those including a large sea port, for which international transport is of relatively greater importance. In frontier regions, international carriage of goods means, principally, traffic with neighbouring regions.

#### FINANCIAL CONTRIBUTIONS

In pursuance of Article 5 of the Directive, the Commission grants financial aid for certain additional tasks. The Commission has concluded with the appropriate government departments contracts committing it to giving a financial assistance. 32,220 u.a. were thus paid for the collection of data on international carriage of goods by road for 1970, 21,038 u.a. for 1971 and 24,164 u.a. for 1972. These payments were made almost exclusively to the Federal Republic of Germany, since this was the only country to provide the data as required by the Directive. If all the Member States were to implement the Directive, this would of course mean a considerable increase in the financial aid provided by the Commission.

The supply of data on regional carriage of goods, both national and international, by rail, inland waterways and partly by sea has been subsidised by about 50,000 u.a. each year.

#### DIFFICULTIES ENCOUNTERED IN IMPLEMENTING THE DIRECTIVE

In pursuance of Article 6 § 1 of the Directive, the SOEC and the Committee for Co-ordination of Transport Statistics have examined the results of

inquiries carried out by Member States each year since 1971. By 1971 there were already certain difficulties in implementing the Directive and the SOEC put forward various proposals to simplify and harmonise the methods used. It has, however, not yet been possible to reach unanimity on a method for making the returns.

At the beginning of 1973, the Commission requested the original Member States - (other than the Federal Republic of Germany) - to provide information on their implementation of the Directive. All wrote of the difficulties they had met encountered in making returns in accordance with the Directive, which they consequently proposed should be amended.

In view of the abolition of customs barriers between the Benelux countries and the desired reduction of all customs formalities at Community internal frontiers, Belgium and Luxembourg proposed that the Directive should be amended so that each Member State should provide statistical returns on its own vehicles in the field of international carriage of goods.

The Netherlands described the difficulties involved in making the necessary statistical returns. This reply indicates that it is impossible to make statistical returns of the type provided for by the Directive, mainly because of the abolition of frontiers between the Benelux countries.

France stated that the French authorities have devised a method making it possible, from 1975 onwards, to provide the statistical returns necessary to achieve the aim of the Directive. She nonetheless recognised the difficulties mentioned by Belgium and Luxembourg and suggested amendment of the Directive to limit it in a first phase to providing for returns from carriage for hire or reward carried out under bilateral authorisation.

In her reply of the 12 April 1974 Italy indicated that she had organised, since June 1970, statistical returns at her frontiers, but that, despite unceasing efforts to improve the results, it must be said that this type of return runs up against very great difficulties. Consequently she proposes a comprehensive review of the directive to examine the possibilities of meeting its stated objectives by other methods.

During the negotiations on the accession of the new Member States, the latter were granted a delay in implementating the Directive. At the last

meeting of the Committee for Co-ordination of Transport Statistics, the representatives of the United Kingdom, Ireland and Denmark indicated that they were experiencing the same difficulties as most of the original Member States in implementing the Directive.

At present only the Federal Republic of Germany is in a position to make statistical returns in accordance with the Directive. As agreed with the SOEC, it is collecting additional data on carriage from the Federal Republic to other Member States to enable the latter to provide part of the necessary information.

During the last meeting of the Committee for Co-ordination of Transport Statistics, held in Luxembourg on 10 and 11 January 1974, the difficulties in implementing the Directive were again mentioned and it was decided that a Working Party would examine the whole problem closely and, if necessary prepare proposals for amendment. This Working Party met for the first time on 7 and 8 March 1974, but it proved impossible to reach unanimity on a standard method for making the returns. As this method is one of the most important conditions for determining the degree of detail and the nature of the data which may be obtained, it was not possible to agree on a proposal for amendment of the Directive.

#### CONCLUSIONS

It is thus evident that Directive 69/467 cannot be implemented by the Member States in its present form and that it would be contrary to the interests of the Commission and the principles of the Treaty of Rome to attempt to continue with it.

The Commission nonetheless considers that the statistical information covered by this Directive is essential, particularly for the purposes of defining and developing transport and regional policy at Community level.

It thus proposes that Directive 69/467 should be replaced by another and will make a proposal to the Council during 1974.

This proposal for a Directive could, for example, contain the following elements:

- each Member State would compile annual returns on the movements of vehicles registered in its territory with a minimum useful load of 3 tonnes insofar as they are used for international carriage of goods;
  - each Member State would send to the Commission departments:
    - . annually: tables showing carriage effected by these vehicles between each of the Member States and between the latter and third countries, broken down into carriage for own account and carriage for hire on reward and according to the nature of the goods;
    - . at regular intervals: an additional table on all tonnage carried in international traffic between Community regions.
  - in view of the relatively small amount of carriage effected by vehicles registered in third countries, the Commission considers that it would not be advisable to institute a system for making returns for such carriage at the Community's external frontiers and hopes that bilateral agreements will provide a solution to this question.
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TABLE 1

For each of the 21 groups of goods

Unloading regions of the country making returns	For hire or reward		For own account	
	Member States	Third countries	Member States	Third countries
	Region of Loading	Country of Loading	Region of Loading	Country of Loading
	tonnage carried			

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TABLE 2

For each of the 21 groups of goods

Loading region of the country making returns	For hire or reward	For own accounts
	Third country of Unloading	Third country of Unloading

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TABLE 3

For the total of all groups of goods

Nationality of the vehicle	For hire or reward			For own account		
	Receipts from:		Consignments to third countries	Receipts from:		Consignments to third countries
	Member States	Third countries		Member States	Third countries	
	tonnage carried					

