
EUROPEAN PARLIAMENT

Working Documents

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DOCUMENT 605/78

Report

drawn up on behalf of the Committee on Regional Policy, Regional Planning and
Transport

on the proposal from the Commission of the European Communities to the
Council (Doc. 553/78) for a regulation amending Regulation (EEC) No 3164/76
on the Community quota for the carriage of goods by road between Member
States

Rapporteur: Mr W. ALBERS

121

By letter of 20 December 1978 the President of the Council of the European Communities requested the European Parliament, pursuant to Article 75 of the EEC Treaty, to deliver an opinion on the proposal from the Commission of the European Communities to the Council for a regulation amending Regulation No. 3164/76 to the Community quota for the carriage of goods by road between Member States.

The President of the European Parliament referred this proposal to the Committee on Regional Policy, Regional Planning and Transport.

On 30 January 1979 the Committee on Regional Policy, Regional Planning and Transport appointed Mr Albers rapporteur.

It considered this proposal at its meeting of 30 January 1979 and at the same meeting unanimously adopted the motion for a resolution and the explanatory statement.

Present: Lord Bruce of Donington, chairman; Mr Albers, rapporteur; Mr Corrie, Mr Fitch, Mr Fuchs, Mr Hughes, Mr Ibrügger, Mr Ligios, Mr Noè, Mr Pistillo, Mr Schyns, Mr Tolman and Mr Vandewiele (deputizing for Mr Brugger).

C O N T E N T S

	<u>Page</u>
A. MOTION FOR A REGULATION	5
B. EXPLANATORY STATEMENT.....	6

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The Committee on Regional Policy, Regional Planning and Transport hereby submits to the European Parliament the following motion for a resolution together with explanatory statement :

MOTION FOR A RESOLUTION

embodying the opinion of the European Parliament on the proposal from the Commission of the European Communities to the Council for a regulation amending Regulation (EEC) No. 3164/76 on the Community quota for the carriage of goods by road between Member States

The European Parliament,

- having regard to the proposal from the Commission of the European Communities to the Council¹,
 - having been consulted by the Council pursuant to Article 75 of the EEC Treaty (Doc. 553/78),
 - having regard to the report of the Committee on Regional Policy, Regional Planning and Transport (Doc. 605 / 78),
1. Notes that, 10 years after the introduction of the system of Community authorizations for the carriage of goods by road between Member States, the number of authorizations issued annually is so small that supplementary measures are now required in order to ensure maximum utilization of the authorizations in question;
 2. Recalls that in its numerous resolutions on this subject it has consistently advocated an increase in the Community quota;
 3. Notes with satisfaction that the Commission is now proposing to introduce short-term Community authorizations in an effort to achieve more intensive utilization of these authorizations;
 4. Points out that the system of short-term authorizations also offers the dual advantage on the one hand of catering for occasional urgent transport requirements, and on the other of helping to make it possible for more transport undertakings to become involved in transfrontier transport operations within the Community;
 5. Approves therefore the Commission's proposal.

¹OJ No. C 309, 28.12.1978, p.3

EXPLANATORY STATEMENT

1. The committee responsible for transport matters has already delivered eight opinions on the system of Community authorizations for the carriage of goods by road between Member States. As recently as 13 October 1978 your committee submitted a report on this subject to the European Parliament. The explanatory statement to that report by Mr Albers (Doc. 321/78) set out in detail the origin and significance of the system of Community authorizations. In this report, therefore, it is hardly necessary to dwell on the weal and woe of the common authorizations system, especially since Mr Albers is drawing up simultaneously with this report a report on the proposal for a regulation on the adjustment of capacity for the carriage of goods by road for hire or reward between Member States (see PE 56.614).

2. However, this does not prevent your rapporteur from feeling obliged to point out that from the outset the Committee on Regional Policy, Regional Planning and Transport has recommended the introduction of a system of Community authorizations and has repeatedly advocated an increase in the Community quota. Yet the European Parliament's efforts have borne little fruit, since 10 years after the introduction of the common authorizations system barely 3% of the total international carriage of goods by road for hire or reward within the Community is carried out on the basis of a Community authorization.

3. It is precisely the small number of available multilateral transport authorizations - Community authorizations and those issued through the ECMT (European Conference of Ministers of Transport) - that has prompted the Commission to draw up this proposal.

4. The proposal aims principally at achieving maximum utilization of Community authorizations. Under the present system a multilateral authorization entitles the holder to carry out transfrontier transport operations for hire or reward over a period of a whole calendar year.

It is self-evident that no carrier utilizes his authorization over the whole year.

5. In an effort to remedy this situation, the introduction of short-term Community authorizations is now being proposed. In practice this would mean that each Member State could annually convert up to 10% of its quota of Community authorizations into short-term authorizations. The latter would be valid for a maximum of 10 days.

Clearly such a system could help to achieve a more intensive utilization of Community authorizations, since a single authorization could then be converted into 40 short-term authorizations.

6. The system of short-term Community authorizations also offers the dual advantage that on the one hand occasional but urgent transport requirements could be met and that on the other more transport undertakings could become involved, as is mentioned in point 3 of the explanatory memorandum attached to the Commission's proposal. It is obvious that above all the smaller transport undertakings would benefit from the proposed system, since it is they that in practice face the greatest difficulties in obtaining a Community authorization.

7. For the reasons set out above, and in particular with a view to a more intensive utilization of Community authorizations, your rapporteur feels that the Committee on Regional Policy, Regional Planning and Transport can approve the proposal from the Commission of the European Communities.

