

'EEC draws up liberalisation Plan' from Corriere della Sera (26 May 1962)

Caption: On 26 May 1962, the Italian daily newspaper Corriere della Sera describes the measures proposed by the Six for the implementation of a common European transport policy.

Source: Corriere della Sera. 26.05.1962, n° 124; anno 87. Milano: Corriere della Sera. "Il piano elaborato dalla CEE per la liberalizzazione dei trasporti", auteur:G.F.B. , p. 6.

Copyright: (c) Translation CVCE.EU by UNI.LU

All rights of reproduction, of public communication, of adaptation, of distribution or of dissemination via Internet, internal network or any other means are strictly reserved in all countries.

Consult the legal notice and the terms and conditions of use regarding this site.

URL:

http://www.cvce.eu/obj/eec_draws_up_liberalisation_plan_from_corriere_della_sera_26_may_1962-en-96834433-3c15-4265-81f4-ba1e4c450fco.html



Last updated: 05/07/2016

EEC draws up liberalisation Plan

The Plan provides for a series of measures to be adopted by set deadlines

From our correspondent

Brussels, 25 March, night time.

The EEC Commission has today presented the Community Council of Ministers with a document providing for the progressive introduction of a common transport policy for the six Common Market Countries.

The subject of transport is not covered by the Treaty of Rome, which only places an obligation on Member States to arrive at a common transport policy. In an official Memorandum published in April 1961, the EEC Commission had already outlined the common policy it intended to adopt in that sector. This document revealed the views of the six Governments, the Economic and Social Committee, the European Parliament in Strasbourg and the principal professional groupings concerned. On the basis of these findings and consultation, the Commission has today presented its own programme.

The Commission's plan of action sets itself three objectives:

- (1) the removal of any obstacles that might emerge in the construction of the Common Market as a result of transport matters. This includes eliminating discriminatory measures regarding State subsidies and what are seen as harmful agreements relating exclusively to sectors for which the Treaty of Rome gives precise indications;
- (2) the integration of transport in the Community area through the freedom of establishment for companies and freedom of provision of services in the six Community countries, together with the adoption of common rules on transport between EEC countries;
- (3) the adoption of common rules on the organisation of transport in the Member Countries.

As far as the gradual and progressive liberalisation of transport and the organisation of the transport market are concerned, the EEC programme includes a series of practical measures which will have to be implemented by a fixed deadline.

One of the first measures to be introduced in 1963, and one that closely affects Italy, consists in the extension of the current quotas for international road transport linked to the development of trade exchanges recorded since the Treaty of Rome came into effect. As a result, transport capacity within the Community area will, in the short term, rise considerably; this measure will furthermore entail a gradual liberalisation of transits, an issue in which Italy, given its geographical position, is particularly interested.

In order to arrive at the establishment of a true common transport programme, there are also plans for the current quotas of international road transport of goods governed by the current bilateral agreements between the six Common Market Countries to be gradually replaced over five years by another Community quota arising from the globalisation of bilateral quotas.

As already mentioned, this liberalisation will be accompanied by measures promoting the efficient organisation of the transport market. 1964 will therefore see the simultaneous introduction of a tariff system on which transport companies will have to base their prices depending on the nature of their freight.

With a view to promoting healthy competition between the various forms of transport, there are also plans to reduce the existing differences between the operating conditions of the various categories of transport: rail, road and navigable waterways. As far as rail transport is concerned, the programme provides for greater autonomy in this sector compared to the public sector, greater management flexibility and the possibility of doing away with unprofitable lines. In terms of transport infrastructure (roads and fixed installations) it

proposes establish progressively to arrive, by common agreement with the Governments, at annual investment programmes for all the European Community Countries, especially in relation to the international transit road network.

As far as Italy is concerned, there are plans for a substantial increase in road links with France (through the routes from Nice to Savona and from Turin to Chambéry), as well as with Switzerland and Austria, representing major transit connections between Italy, Germany and the North of Europe.

The Community programme intends to allow the different companies ample scope for free enterprise. Interventions by public authorities will have to be limited to what is strictly necessary. In time, all differences in treatment based on nationality will have to disappear, as far as both users and forwarders are concerned, so that the whole Community area will represent a single economic unit in the transport sector as well.

As from 1963, carriers will be able to make domestic deliveries within a Member State in connection with international consignments. Plans for the liberalisation of private transport are to be introduced at the same time.

G. F. B.