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COUNCIL OF EUROPE
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European Inland Transport Conference

Report

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1. The Council of the Organisation for European Economic Co-operation, following the technical assistance missions which went to the United States in 1950 and 1952, adopted a Resolution, on 9th December, 1952, convening, under the auspices of this Organisation, a Conference on European Inland Transport, with the following terms of reference :

a. to study the existing organisation and regulation of international transport by rail, road and inland waterways;

b. to consider whether they are adequate for the full utilisation of the existing transport system and for its rational development; and

c. if this is not the case, to make appropriate recommendations."

In the Resolution, the Conference is requested to take into account the Report of the Technical Assistance Mission of 0. E. E. C. No. 103 and the recommendations on this subject of other international organisations, particularly of the Council of Europe (Resolution 30).

2. As provided in the Resolution of the Council of the 0. E. E. C, the Conference opened on 18th March, 1953 and held its meetings at the Château de la Muette in Paris. All the Member countries of the O. E. E. C. (except Ireland and Iceland, which were not interested in the subject of the Conference), together with the United States, Spain and Yugoslavia, accepted the invitation extended to them on behalf of the Council of the 0. E. E. C. and were represented at the Conference by Delegates, a list of whom is given in Annex I.

3. The Conference elected the following officers : Chairman, Ambassador A. Cattani (Italy); Vice-Chairmen, Minister G. Bauer (Switzerland) and Councillor G. de Sydow (Sweden).

4. The Conference held 3 sessions :

the first from 18th to 27th March, 1953;

the second from 27th April to 9th May, 1953;

the third from 9th to 17th June, 1953.

5. After having laid down its rules of procedure, the Conference, in accordance with the Resolution of the Council of 0. E. E. C, heard successively the representatives of the supranational and international organisations both governmental and non-governmental which were requested to state their views to the Conference, and which are listed in Annex II. The Members of the Conference wish to take this opportunity of expressing once again their thanks to all those who have so readily responded to its invitation and to the Organisations which they represented, and their appreciation of the contribution given to the work of the Conference.

6. After completing the study of the present position, the Conference reviewed the main transport problems arising at international level, considering, for each of these problems, by what methods and with what results they have so far been treated and how far the means available for this purpose can be considered adequate to settle these problems in a satisfactory manner. The conclusions which were adopted by the Conference, are summarised in the following table :

NATURE OF THE PROBLEM	SUMMARISED CONCLUSIONS
International co-ordination of investments.	In order to achieve the best tion of investments. yield of investments which are intended to develop trade and especially international trade in the most advantageous conditions action should not be dispersed but must be judiciously co-ordinated on a European scale.
International financing of investments (Infrastructure).	This is a complex problem which extends beyond the sphere of transport, and it seems that there does not exist the necessary machinery to resolve this problem in a general way.
Unification of structure and of the principal provisions concerning transport rates.	At present, there is no international machinery covering all the countries represented at the Conference and capable of dealing with tariff questions as a whole and on a permanent basis, and on a European scale.
International standardisation of means of transport.	The existing bodies are capable of making an efficient study of standardisation at technical lovel, but its achievement raises economic, financial and industrial problems which must bo considered as a whole and on a European scale.
Development of pools of railway equipment.	The results achieved in this of railway equipment. connection through tho action of tho railway administrations supported by tho Governments may be considered satisfactory. These results could bo further extended if other administrations agree to participate in the pool, or, in the caso of large-gauge railways, increase the number of their wagons with interchangeable axles. Furthermore, the operation and development of tho pool raise certain problems which go beyond the sphere of transport, and which cannot be ignored by the Governments at European level.
International road transport system.	Generally, progress has been made in this matter, but under the present system, administrative formalities, as well as technical and economic difficulties, handicap the organisation of road transport.

7. The co-ordination of transport is a general, and primarily a national, problem. However, the measures taken by each State in relation to the different elements of this problem may have important repercussions at the international level. The foregoing problems and, in general, those arising out of the rational development of the transport system and its full utilisation, have extremely varied aspects which must be taken into account in any study of transport policy.

8. Having studied the organisation and regulation of international transport in accordance with the Resolution of the Council of the O. E. E. C, of 9th December, 1952, the Conference considered that it is advisable to strengthen the co-ordination of all the elements which arise in transport policy and to ensure in the international field, the adoption and the application of the necessary measures under the best conditions.

9. In this connection, the Conference noted the fact that the Ministers of Transport of eight countries, meeting in Paris in January, 1953, decided to hold further periodical meetings to deal with similar problems. Amongst other considerations, the results obtained on that occasion led the Conference to conclude that similar meetings should be held and should be organised on a wider basis to include all the countries represented at the Conference. The Conference noted that it would be sufficient, for this purpose, to obtain the agreement of the Governments wishing to take part in the Conference of Ministers of Transport. The principles of its organisation and method of working would be laid down in its rules of procedure. The following proposals are made with the purpose of serving, if approved, as a basis for drafting these rules of procedure.

1.1. Name and Headquarters

The Conference of Ministers of Transport, in the form proposed, might be designated " The European Conference of Ministers of Transport."

The administrative headquarters would be in Paris, on the understanding that the Conference of Ministers would be free to hold meetings elsewhere.

1.2. Purposes

The proposed purposes would be as follows :

1. To take all measures necessary to achieve, at general or regional level, the maximum use and the most rational development of European inland transport of international importance.
2. To co-ordinate and promote the activities of international organisations concerned with transport, taking into account the work of supranational bodies.

1.3. Legal Status

The Conference of Ministers, operating on a permanent[1]and pragmatic basis, would provide a forum at which the Ministers of Transport, acting within their terms of reference, would be able to discuss all matters of common interest with a view to working out practical measures for adoption in the countries represented, or giving concerted directives to their Delegates.

The Conference of Ministers would not have the power to take decisions binding on all Member Governments. However, in many cases, the measures approved by the Conference could be applied, without any international agreement, by the Ministers taking parallel administrative action, sponsoring the adoption of parallel governmental or legislative measures or taking all appropriate steps to ensure that the findings of the Conference are acted upon by the interested undertakings.

Finally, wherever international agreements were necessary, they could be concluded by the Ministers or their deputies, acting with full powers in the name of their Governments, either in a simplified form or if necessary in the usual manner (subject to ratification, and, if necessary, Parliamentary approval). In cases of this nature, the Conference of Ministers could also decide that its findings should be transmitted for adoption to existing international organisations having powers of decision.

1.4. Structure

The Conference of Ministers would include

1. A Council of Ministers of Transport;
2. A Committee of Deputies;
3. Administrative Secretaries.

1. The Council of Ministers would meet as often as was necessary to fulfil its purposes.

2. The Committee of Deputies, appointed by the Ministers, would meet between the sessions of the Council of Ministers to prepare for the meetings of the Council and to settle the questions delegated to them by the Council of Ministers.

3. The Secretaries should perform only administrative duties and should include only a few persons who, in the execution of their duties, would be dependent solely on the Conference of Ministers.

These principles being clearly understood, it is suggested that for practical and mainly financial reasons, the Secretaries of the Conference should be attached, for administrative purposes, to the O. E. E. C. and paid by this Organisation, on the understanding that their appointment would be approved by, and they would act under the instructions of, the Conference of Ministers. The 0. E. E. C. would also be requested to make the practical arrangements for the proper working of the Conference.

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1. The idea of " permanence " applies to the Conference of Ministers as a whole, in that this is a Conference of unlimited duration and would entail periodical sessions convened as needed.

Countries not members of 0. E. E. C. should make a fair contribution to the resulting expenditure under an arrangement to be concluded between them and the 0. E. E. C.

4. In view of the fact that the Secretaries would be engaged on purely administrative tasks, the question arises what procedure would be applied for the technical preparation of the work of the Conference of Ministers, and, in particular, for liaison with the interested international organisations.

Some delegations were in favour of establishing a Steering Committee with a membership limited, for example, to 9 persons, selected for a limited period by the Conference of Ministers on grounds of competence in transport matters and in accordance with procedure to be laid down by the Conference.

This Steering Committee would constitute a permanent Working Party under the authority of the Council of Ministers and the Committee of Deputies, and would have the following main functions : to ensure the continuity of the work of the Conference of Ministers, and to assemble, hear and consider the views of the interested International Organisations.

On the other hand, most delegations were opposed to the formation of such a committee on the grounds that it would overburden the structure of the Conference of Ministers.

In their view, in order to ensure greater unity of outlook, the technical preparation of work should be left exclusively to the Committee of Deputies, which is also in a position to secure the necessary continuity. Moreover, the establishment of a Steering Committee would involve practical difficulties.

The final decision on this point was left to the Conference of Ministers.

5. Changes could be made subsequently in the structure of the Conference of Ministers by a unanimous decision.

1.5. Method of Working

(a) It would be necessary to define the rules applicable to the conduct of work of the Conference of Ministers and to the method of voting.

(b) In particular, the provisions should allow a group of countries to study and to discuss, within the Conference, questions which are of special interest to those countries and which, in their view, are covered by the purposes of the Conference.

The other countries represented at the Conference of Ministers would be allowed to take part in these studies and discussions, if they considered their interests were involved, but should not be able to oppose these studies and discussions being carried out by the Conference.

(c) Finally, conclusions indicating the practical measures decided by the Conference of Ministers, acting in plenary session or as a restricted group as referred to in (b) above, should, in each particular case, be accepted without being subject to the majority rule, each representative being entitled, in his own particular sphere, to accept the measures in question under the conditions and in the manner indicated in section III above (2nd sub-paragraph).

However, in cases where measures proposed by the Conference of Ministers lead to the conclusion of an international agreement for the reasons already given in section III above (3rd sub-paragraph), such an agreement could not be concluded within the Conference of Ministers, in the event of opposition by one or more member countries.

1.6. Relations with other international organisations

10. Relations could be established with supranational and intergovernmental organisations concerned with transport especially with the following :

a. Supranational Authority —• the European Coal and Steel Community (E. C. S. C), in view of its competence and special powers in the transport of coal and steel;

b. Intergovernmental Organisations with a general scope

the Council of Europe, in view of the importance of transport in the accomplishment of the task which it has undertaken and its role in general European policy;

the Economic Commission for Europe (E. C. E.), in view of its special activity in the field of transport;

the O. E. E. C, in view of its competence in the field of European economic co-operation.

c. Specialised intergovernmental Organisations

Berne Union for International Railway Transport;

Central Commission for the Navigation of the Rhine;

International Labour Organisation;

in view of their respective competence in transport matters. The kind of relations to be considered by the Conference of Ministers might include the exchange of documents, views or information, or the exchange of observers, according to circumstances and in accordance with such procedure as might be adopted by the Conference of Ministers.

11. Relations might also be established with certain non-governmental international organisations, in particular those representing transport operators (International Union of Railways, International Road Union, International Road Federation, International Union of Inland Waterways), users (International Chamber of Commerce) and transport workers. Representatives of these organisations might, in certain circumstances and in accordance with procedure to be determined by the Conference of Ministers, bo heard by the Committee of Deputies or participate, in an advisory capacity, in its work and, if the Council of Ministers so decides, might be heard when matters concerning these organisations are considered by the Council of Ministers.

12. Special relations might be established with the E. C. S. C. in view of its supranational character and of its field of competence, in particular to the extent that action by the Conference of Ministers opened new possibilities in the field of coal and steel transport and in so far as the dispositions of the High Authority are likely to have an influence on the transport policy either of other countries of the six Member States in respect to commodities other than those listed in the annex to the Treaty setting up the E. C. S. C.

13. The Conference of Ministers might establish contact with the Council of Europe in order to settle jointly the form in which mutual relations might be established.

14. The Conference of Ministers might decide, whenever necessary and in accordance with procedure to be determined, to consult the 0. E. E. C. on aspects relating to the general economy of the problems with which it is dealing. It would also be desirable, whenever transport problems arise in connection with the work of the 0. E. E. C, for the latter to refer them to the Conference of Ministers. The Governments of member countries of the 0. E. E. C, being entitled to convene meetings of the Council of that Organisation at the level of Ministers of Transport, might do so, in particular, under an arrangement to be concluded between the Conference of Ministers (by unanimous decision) and the 0. E. E. C. ; in particular this arrangement would have the intention of determining the position of countries not members of the 0. E. E. C. as regards decisions to be taken in such circumstances.

15. To carry out the studies necessary for the preparation of its work, or to take the measures requisite for the implementation of its conclusions, the Conference of Ministers would have recourse as far as possible, and in accordance with procedure with which it would determine, to the services of the competent international governmental or non-governmental Organisations. In particular, the Conference of Ministers might request the E. C. E. to provide any technical assistance that the Conference thought useful for the pursuit of its work.

1.7. Membership

16. As stated above, countries which were represented at the European Inland Transport Conference might become members of the Conference of Ministers. Any other country might become a member of the Conference of Ministers subject to the approval of the Council of Ministers.

17. Associate membership of the Conference of Ministers should be open to countries represented in that capacity at the European Inland Transport Conference. Other countries which, though desirous of participating in the work of the Conference, were not in a position to co-operate in the implementation of the measures taken, might also become associate members, subject to the approval of the Council of Ministers.

18. It would be the duty of the Conference of Ministers, as the co-ordinating body, to instigate measures likely to achieve economies, to avoid overlapping and generally to rationalise the scope and functions of the intergovernmental Organisations concerned with inland transport.

19. In connection with the Resolution of the Council of the O. E. E. C. of 9th December, 1952 (point /) the Conference recommends to the Council of O. E. E. C. that its report should be communicated to the international organisations which have been invited to state their views, and which are listed in Annex II.

Appendix 1 ANNEX I

List of delegates to the Conference

Chairman: Mr. A. Cattani, Ambassador, Head of the permanent Mission to the O. E. E. C. [Italy).

Vice-Chairmen :

Mr. G. Bauer, Minister Plenipotentiary, Head of the Permanent Mission to the O. E. E. C. (Switzerland).

Mr. G. de Sydow, Legal Adviser, Ministry of Communications (Sweden).

Austria

Mr. H. Prack, Head of the Permanent Mission to the O. E. E. C.

Mr. 0. Bazant-Hegemark, Central Inspector, Federal Ministry of Transport and Nationalised Agencies.

Mr. H. Lehnc, Ministerial Counsellor, Ministry of Trade and Rehabilitation.

Belgium

Mr. R. Coene, Consul General, Ministry of Foreign Affairs and External Trade, Head of Transport Section.

Mr. J. Vrebos, General Director of Transport, Ministry of Communications.

Mr. L. Charbonnier, Administrative Director, Ministry of Communications (Inland Waterways Administration).

Mr. Ch. Walhin, First Counsellor, Belgian Economic Co-operation Administration.

Mr. P. Nicolas, Engineer, Ministry of Communications.

Denmark

Mr. J. Bang-Christensen, Chief, Ministry of Ways and Communications.

Mr. A. Kristensen, Chief Inspector, The Danish State Railways.

Mr. K. E. Arnberg, Head of Division, The Danish State Railways.

Mr. S. Acker, Assistant Chief, Ministry of Public Works.

Mr. H. Tabor, Attached to Economic Affairs, Permanent Mission to the 0. E. E. C.

France

Mr. E. Dorges, General Secretary, Ministry of Public Works and Transport.

Mr. E. Corbin, Chief Engineer, Assistant to the General Secretary of Public Works and Transport.

Mr. de Dampierre, Embassy Secretary, Ministry of Foreign Affairs.

Mr. Deshors, Secretary, Ministry of Foreign Affairs.

Germany

Dr. Bergemann, Secretary of State, Federal Ministry of Transport.

Dr. Albrecht, Head of Department, Federal Ministry for Marshall Plan.

Dr. H. P. Jordan, Counsellor of Embassy, Ministry of Foreign Affairs.

Dr. Schulte-Meermann, Ministerial Counsellor, Federal Ministry of Transport.

Mr. Dumke, Counsellor, Federal Ministry for Marshall Plan.

Dr. Schander, Counsellor for Economic Affairs.

Dr. Schultz, Member of the Permanent Mission to the 0. E. E. C.

Greece

Mr. G. Milon, Technical Counsellor, Permanent Mission to the 0. E. E. C.

Mr. D. Manolakis, Secretary, Permanent Mission to the 0. E. E. C.

Italy

Mr. N. Laloni, Vice-General Director, State Railways, Ministry of Transport.

Mr. V. Perrone, Chief General Inspector, Minis try of Transport.

Mr. E. Roscioni, General Inspector, General Inspectorate on Road Traffic, Ministry of Transport.

Mr. A. Favara, Chief Inspector, State Railways, Ministry of Transport.

Mr. G. Santoni Rugiu, Chief Inspector, State Railways, Ministry of Transport.

Mr. A. Morganti, Chief Inspector, General Inspectorate on Road Traffic.

Luxemburg

Mr. T. Wehenkel, Chief Engineer, National Railways.

Mr. N. Hommel, Head of the Permanent Mission to the O. E. E. C.

Netherlands

Mr. W. L. de Vries, General Director, Ministry of Transport and of Waterstaat.

Mr. K. Vonk, Director, Ministry of Transport and of Waterstaat.

Mr. C. J. M. Schaepman, Envoy Extraordinary, Minister Plenipotentiary, Counsellor for Transport, Ministry of Foreign Affairs.

Mr. G. Dijkmans van Gunst, Director of Transport.

Mr. Tj. A. Meurs, Member of the Permanent Mission to the 0. E. E. C.

Mr. Scheffer, Counsellor, Ministry of Transport and of Waterstaat.

Mr. F. Goud, Head of Division, General Directorate for Economic Foreign Affairs.

Mr. H. J. H. Jansen, Ministry of Transport and of Waterstaat.

Mr. 0. Schoenewald, Member of the Permanent Delegation to the United Nations European Office.

Norway

Mr. A. Skaug, Ambassador, Head of the Permanent Mission to the 0. E. E. C.

Mr. E. Fien, Director, Ministry of Transport and Communications.

Mr. J. Ii. Paxal, Head of Division, Ministry of Transport and Communications.

Mr. 0. Solli, Secretary, Permanent Mission to the 0. E. E. C.

Portugal

Mr. R. T. Guerra, Minister Plenipotentiary, Head of the Permanent Mission to the 0. E. E. C.

Mr. A. L. Franco, First Secretary of Legation.

Mr. L. da Costa, Engineer, Head of Division, Inland Transport General Directorate.

Mr. C. de Azevedo-Nazareth de Souza, Engineer, Assistant Traffic Manager, Portuguese Railways.

Spain

Mr. J. de Aguinaga, Director General for Railways, Trams and Road Transport.

Mr. P. Cortina Mauri, Minister Plenipotentiary, Director for International Organisations, Ministry of Foreign Affairs.

Mr. C. Fesser Fernandez, General Inspector, General Directorate, Railways and Road Transport.

Mr. F. de Reparaz, Professor, Technical Engineering School for Roads.

Sweden

Mr. P. Asbrink, State Secretary, Ministry of Communications.

Mr. A. Sjôberg, Director of Finance and Economics, Royal State Railways.

Switzerland

Mr. J. Haenni, Vice-Director, Federal Transport Agency.

Mr. B. Tapernoux, Chief of Division, Federal Transport Agency.

Mr. P. S. Erni, Secretary to the Delegation.

Trieste (Free territory)

Mr. L. Sartori, Director of Finance and Economics.

Mr. A. Cosulich, President of the Chamber of Commerce.

Mr. P. Pilla, Chief Inspector, Transport Division.

Turkey

Mr. A. Tiney, Head of the Delegation to the 0. E. E. C.

Mr. A. Abisel, Technical Councillor, Ministry of Communications.

Mr. S. Karamusal, Counsellor, Permanent Mission to the 0. E. E. C.

Mr. A. Baycu, Director, Division of Planning and Programming General Directorate of Highways

United Kingdom

Brig. A. E. M. Walter, Director, International Inland Transport Branch, Ministry of Transport.

Mr. A. W. Clarke, Principal, Ministry of Transport.

Mr. H. B. Shepherd, Member of the Permanent Mission to the 0. E. E. C.

Yugoslavie

Mr. M. Iljadica, Chief of the Internationa Transport Section, General Directorate of Railways.

United States of America (associated Country)

Mr. Adison G. Foster, Chief, Transport Section, Mutual Security Agency (M. S. A./S. R. E.).

Mr. G. R. Clemens, Assistant Chief, Transport Section (M. S. A./S. R. E.).

Mr. James A. Little, Counsellor, Interstate Commerce Commission, Washington.

Mr. Loring Miller, Transport Division, M. S. A., Washington.

Mr. Laurent E. Morin, Vice Consul, American Embassy, Paris.

Appendix 2 ANNEX II

Table listing the International Organisations incited to state their views to the Conference

ORGANISATION	NAME AND FUNCTION of tho principal Representative (s)
A. Supranational Authority.	
High Authority of the European Coal and Steel Community.	Mr. Klaer, Head of the Transport Division. Mr. R. Hutter, Deputy Head of the Transport Division.
B. Governmental Organisations with a general scope.	
Council of Europe.	Mr. M. Lemaire, Rapporteur of the Committee on Economic Questions of the Consultative Assembly.
United Nations Economic Commission for Europe.	Mr. P. Charguéraud- Hartmann, Director of the Transport Division.
C. Specialised governmental Organisations.	
Bern Union for International Railway Transport.	Mr. R. Cottier, Director.
Central Commission for the Navigation of the Rhine.	Mr. H. Walther, Secretary- General.
International Labour Organisation.	Mr. A. Evans, Division of Industrial Commissions.
D. Non-governmental Organisations.	
International Union of Railways.	Mr. L. Armand, Chairman.
International Road Transport Union.	Mr. Richard-Deshais, Vice-Chairman.
International Road Federation.	Mr. G. Gallienne, Chairman.
International Union of Inland Waterways.	Mr. P. Brousse, Chairman.
International Chamber of Commerce.	Mr. L. Devreux, Chairman, Committee for the co-ordination of transport.
International Transport worker's Federation.	Mr. P. Tofahrn, Assistant Secretary - General.
International Federation of Forwarding Associations.	Mr. M. de Brousse, President.
World Touring and Automobile Organisation.	Mr. M. H. Perlowski, Secretary-General.