

Opinion of the European Economic and Social Committee on the ‘Proposal for a Directive of the European Parliament and of the Council relating to simple pressure vessels (codified version)’

COM(2008) 202 final — 2008/0076 (COD)

(2009/C 27/09)

On 26 May 2008 the Council decided to consult the European Economic and Social Committee, under Article 95 of the Treaty establishing the European Community, on the

Proposal for a Directive of the European Parliament and of the Council relating to simple pressure vessels (Codified version).

Since the Committee unreservedly endorses the proposal and feels that it requires no comment on its part, it decided, at its 446th plenary session of 9 and 10 July 2008 (meeting of 9 July), by 142 votes to none with six abstentions, to issue an opinion endorsing the proposed text.

Brussels, 9 July 2008.

The President
of the European Economic and Social Committee
Dimitris DIMITRIADIS

Opinion of the European Economic and Social Committee on ‘Towards a rail network giving priority to freight’

COM(2007) 608 final

(2009/C 27/10)

On 18 October 2007 the Commission decided to consult the European Economic and Social Committee, under Article 262 of the Treaty establishing the European Community, on

Towards a rail network giving priority to freight.

The Section for Transport, Energy, Infrastructure and the Information Society, which was responsible for preparing the Committee's work on the subject, adopted its opinion on 5 June 2008. The rapporteur was Mr Buffetaut.

At its 446th plenary session, held on 9 and 10 July 2008 (meeting of 10 July), the European Economic and Social Committee adopted the following opinion with 111 votes in favour and one abstention.

1. Conclusions

— reasonably short ‘end to end’ journey times;

1.1 The EESC agrees with the Commission's diagnosis of the rail freight situation in the European Union and believes that its proposals are a move in the right direction, though modest compared with the scale of the challenge.

— the introduction of flexibility in supply and responsiveness in the event of disruptions.

1.2 It believes that to improve the situation will require:

- the supply of a logistics service as opposed to a simple transport service;
- lower costs so as to be able to offer more competitive prices;
- a more reliable service;

1.3 A genuine logistics service

The basic idea is to simplify for the client something that is intrinsically complex in rail terms. This means providing client follow-up and clear and reliable information, building up the supply of private wagons and developing end to end services that include loading and unloading.