

## 'New plans for European unification', from Stuttgarter Nachrichten

**Caption:** On 18 April 1951, six states sign the Treaty establishing the European Coal and Steel Community. The notion of a sectoral community was to be emulated several times. Accordingly, in 1952, a 'health pool' and a 'transport pool' came to be discussed. The 3 October 1952 edition of the German daily newspaper Stuttgarter Nachrichten takes stock of this.

**Source:** Stuttgarter Nachrichten. Hrsg. Bernhard, Henry ; Herausgeber Bernhard, Henry. 03.10.1952, Nr. 229; 7. Jg. Stuttgart: Stuttgarter Nachrichten Verlagsgesellschaft GmbH. "Neue Unionspläne für Europa", p. 3.

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**Last updated:** 05/07/2016



## New plans for European unification

Every French Minister has lately seemed to feel obliged to propose a new plan for European unification. The latest brainchild concerns the public health service and has been given the not particularly appealing name of 'white pool'. While its birth has, to date, received little attention in Germany, it has met with a really strong and totally positive response in France. Paul Ribeyre, the French Health Minister in charge of the project, is well disposed towards European development and is firmly resolved to turn the European Health Union into a reality within a relatively short period of time. His plan should therefore be taken seriously. From an economics point of view, the most important aspect is the planned market standardisation of all medicinal products, medical instruments and equipment, to be achieved by the removal of all customs and trade barriers. Beyond the purely commercial side, the French Health Minister is striving for closer cooperation between European research laboratories, joint use of sanatoriums and a common European standard for the training of doctors, pharmacists, etc. The French plan's loftier aim, close to the public's heart, is the creation of a united European front against illness.

On a much more technical level, the French Ministry of Transport is aiming for closer cooperation in the area of civil aviation. It bases its action on the acknowledgment of two facts: firstly, that most European airlines are facing increasing problems in the field of intra-European traffic and, secondly, that the unplanned expansion of national aircraft construction in a restricted market must also have a catastrophic outcome. Another probable consideration is the possible creation of a new German aviation industry, which would further aggravate the market situation.

The general Conference of European Transport Ministers, which the French Ministry of Transport has been planning since May, has not yet taken place, mostly owing to domestic differences of opinion between the French representatives of rail, road and inland waterway transport. In the meantime, however, unification negotiations between European railway companies have been going ahead independently of the governments, with the result that an agreement on the extension of the Franco-German freight wagon pool to a number of other European States, together with the general standardisation of freight wagon construction could be reached. At the same time, the Consultative Assembly in Strasbourg is insisting increasingly energetically on common European traffic rules. It therefore seems unlikely that an international Conference on the basic principles of these issues can be delayed for much longer.