


Procedure file

Basic information		
SYN - Cooperation procedure (historic)	1995/0122(SYN)	Procedure completed
Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)		
Subject 3.20.04 Inland waterway transport		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism		23/05/1995
		EDN VAN DER WAAL Leen	
	Former committee responsible		23/05/1995
	TRAN Transport and Tourism		EDN VAN DER WAAL Leen
	Former committee for opinion		31/10/1995
	BUDG Budgets		PSE WILLOCKX Frederik A.A.
Council of the European Union	Council configuration	Meeting	Date
	Budget	1964	19/11/1996
	Transport, Telecommunications and Energy	1941	27/06/1996
	Transport, Telecommunications and Energy	1907	11/03/1996
	Transport, Telecommunications and Energy	1893	07/12/1995

Key events			
23/05/1995	Legislative proposal published	COM(1995)0199	Summary
23/10/1995	Committee referral announced in Parliament		
07/12/1995	Resolution/conclusions adopted by Council		Summary
24/01/1996	Vote in committee		Summary
24/01/1996	Committee report tabled for plenary, 1st reading/single reading	A4-0012/1996	
12/02/1996	Debate in Parliament		Summary
13/02/1996	Decision by Parliament	T4-0044/1996	Summary

22/04/1996	Modified legislative proposal published	COM(1996)0182	Summary
27/06/1996	Council position published	07030/2/1996	Summary
18/07/1996	Committee referral announced in Parliament, 2nd reading		
22/07/1996	Vote in committee, 2nd reading		Summary
22/07/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0252/1996	
16/09/1996	Debate in Parliament		Summary
17/09/1996	Decision by Parliament, 2nd reading	T4-0448/1996	Summary
21/10/1996	Modified legislative proposal published	COM(1996)0516	
19/11/1996	Act adopted by Council after consultation of Parliament		Summary
19/11/1996	End of procedure in Parliament		
27/11/1996	Final act published in Official Journal		

Technical information

Procedure reference	1995/0122(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Legal basis	EC before Amsterdam E 075
Stage reached in procedure	Procedure completed

Documentation gateway

Legislative proposal	COM(1995)0199	23/05/1995	EC	Summary
Economic and Social Committee: opinion, report	CES1315/1996 OJ C 039 12.02.1996, p. 0096	23/11/1995	ESC	Summary
Committee report tabled for plenary, 1st reading/single reading	A4-0012/1996 OJ C 047 19.02.1996, p. 0005	24/01/1996	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0044/1996 OJ C 065 04.03.1996, p. 0020-0030	13/02/1996	EP	Summary
Modified legislative proposal	COM(1996)0182	22/04/1996	EC	Summary
Council position	07030/2/1996 OJ C 264 11.09.1996, p. 0001	27/06/1996	CSL	Summary
Commission communication on Council's position	SEC(1996)1279	15/07/1996	EC	Summary
Committee recommendation tabled for plenary, 2nd reading	A4-0252/1996 OJ C 277 23.09.1996, p. 0005	22/07/1996	EP	
Text adopted by Parliament, 2nd reading	T4-0448/1996 OJ C 320 28.10.1996, p. 0019-0027	17/09/1996	EP	Summary
Modified legislative proposal	COM(1996)0516	21/10/1996	EC	

Additional information

Final act

[Regulation 1996/2254](#)[OJ L 304 27.11.1996, p. 0001](#) Summary

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

OBJECTIVE: to carry out, as an accompanying measure, further large-scale structural improvement in the inland waterway sector in order to ensure sustainable competitiveness in this sector. In order to achieve this, additional financial resources are needed for a period of three years, both from the Community budget and from the budgets of the Member States affected and the industry. **COMMUNITY MEASURE:** proposal for a Council regulation amending Regulation (EEC) No 1101/89 on structural improvements in inland waterway transport. **CONTENT:** temporary and additional intervention by the Community in scrapping schemes in order to reduce substantially the structural over-capacity in cargo, estimated at approximately 15% in both sectors (dry cargo and liquid cargo) and improve inland waterway structures. The scheme will last 3 years (1996-1997-1998); any extension beyond 1998 must be financed solely by the sector in question.?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

?Following the policy debate it held on the Commission proposals on the organisation of the inland waterway transport market and supporting measures, the Council: 1. took note of the action programme submitted by the Commission in response to the request made in the Council Resolution of 24 October 1994; 2. agreed on the principle of liberalisation of the inland waterway transport market that gradually limits the scope of the rotation system in order to arrive at a system where there is freedom as regards chartering and pricing in inland waterway transport by 1 January 2000; 3. underlined the need for further substantial structural improvements in order to reduce the capacity of the active fleet by around 15%, while noting that the possibilities for funding such a measure are still to be defined; 4. instructed the Permanent Representatives Committee, in collaboration with the Commission and the Member States, to continue discussions on this matter.?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

Commissioner Kinnock declared that the Commission would take over all the amendments, apart from Amendment No 16. According to the Commissioner, this amendment was pointless, since under the terms of the existing Regulation the Commission was already in a position, if necessary, to use more of the available resources for the scrapping of tanker vessels.

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

In adopting the report by Mr Leen van der WAAL (EDN, NL), the European Parliament approved the proposal for a regulation amending Regulation (EEC) No 1101/89 on structural improvements in inland waterway transport. With regard to the scrapping programme, the EP called for the granting of contributions up to and including 1999 and not 1998. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The Commission's amended proposal takes over the EP amendments providing for the possibility of a scrapping operation after 1995 for an additional period of four years until 1999 inclusive and seeking to create a legal basis for a contribution from the Community budget to the restructuring operation for a further year for one more year than was the case in the Commission proposal. The Commission also accepts that the Regulation should enter into force on the actual day of its publication. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The Council's common position departs from the original Commission proposal in one important respect in that it confines Community financial contributions for structural improvements to 1996. The amendments providing for the possibility of a scrapping operation for an additional period of four years until 1999 inclusive were therefore rejected. The Council did, however, accept the amendment concerning entry into force on the date of publication, so as to ensure that the Regulation would become operational more quickly. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The rapporteur, Mr van der Waal (EDN, NL), said that the three common positions on the privatisation, restructuring and development of the sectors in question had been the subject of an amendment requiring Member States to apply accompanying social measures designed to

assist carriers to close down their businesses. Recommendations were also put forward for the introduction of a supplementary programme that would take the form of interest-free loans to be granted by the Member States concerned. Commissioner van den Broek called on Parliament to approve the common position as it stood since the Commission did not intend to take over the amendments tabled.

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

Parliament adopted the recommendation for second reading by Mr Leen VAN DER WAAL (EDN, NL) on structural improvements in inland waterway transport. In view of tanker fleet overcapacity (at least 20%) Parliament considered that an extra scrapping system should be implemented to remove an extra 10% of capacity from the market in the first year. This action would take the form of interest-free loans provided by the Member States concerned. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

OBJECTIVE: the carrying out, as an accompanying measure, of a further structural improvement in the inland waterway sector in order to ensure sustainable competitiveness in this sector. COMMUNITY MEASURE: Council Regulation 2254/96/EC amending Regulation 1101/89/EC on structural improvements in inland waterway transport. SUBSTANCE: the regulation makes provision for Community co-financing with the national scrapping funds. The measures lasts for three years (1996-1997-1998) and will be assessed annually. Community funding is limited to 1996. ENTRY INTO FORCE: 27/11/1996 ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The Council formally adopted the amendment to the Regulation.