

Procedure file

Basic information		
CNS - Consultation procedure Decision	1996/0910(CNS)	Procedure lapsed or withdrawn
EEA Agreement: amending Annex XIII (transport, maritime cabotage)		
Subject 3.20.03 Maritime transport: passengers and freight 6.40.01 Relations with EEA/EFTA countries		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	RELA External Economic Relations		
European Parliament	Committee for opinion	Rapporteur for opinion	Appointed
	TRAN Transport and Tourism	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	Transport, Telecommunications and Energy	2059	10/12/1997

Key events			
21/03/1996	Legislative proposal published	SEC(1996)0436	Summary
24/05/1996	Committee referral announced in Parliament		
28/05/1996	Vote in committee		
18/06/1996	Decision by Parliament	T4-0325/1996	Summary
23/06/1997	End of procedure in Parliament		
10/12/1997	Debate in Council	2059	

Technical information	
Procedure reference	1996/0910(CNS)
Procedure type	CNS - Consultation procedure
Procedure subtype	Legislation
Legislative instrument	Decision
Legal basis	EC before Amsterdam E 098; Rules of Procedure EP 52-p1; EC before Amsterdam E 000
Stage reached in procedure	Procedure lapsed or withdrawn

Documentation gateway

Legislative proposal		SEC(1996)0436	22/03/1996	EC	Summary
Text adopted by Parliament, 1st reading/single reading		T4-0325/1996 OJ C 198 08.07.1996, p. 0018-0025	18/06/1996	EP	Summary

EEA Agreement: amending Annex XIII (transport, maritime cabotage)

OBJECTIVE: Extension to the EEA of Regulation (EEC) No 3577/92 on maritime cabotage. SUBSTANCE: In the context of extending Community legislation to the EEA, this draft Decision of the EEA Joint Committee aims to extend Regulation (EEC) No 3577/92 on maritime cabotage (freedom to provide services to maritime transport within Member States) as part of the 'interim package' (relevant acquis adopted between signature and entry into force of the EEA agreement) and which should have been incorporated into the EEA acquis after September 1995. The delay is explained by the fact that the draft includes certain adaptations to the Community Regulation (one of which renders the temporary derogation at Article 1 of the Regulation inapplicable to the EFTA member states and to any new Member States of the Union). It therefore had to be referred back to the Council to establish the Community position, pursuant to Council Regulation No 2894/94 concerning the arrangements for implementing the EEA agreement. The Council should now adopt the draft without delay after Parliament has given its opinion. ?

EEA Agreement: amending Annex XIII (transport, maritime cabotage)

Parliament approved the proposal without amendments. 19/06/1996 08/07/1996 COD0470 EN DCN ----- ACTUAL TEXT Parliament adopted the report by Mr Roger BARTON (PSE, RU). The EP reiterated the position it had adopted at first reading, i.e. the manufacturing, import and sale of replacement parts permitting non-compliance with the directive should be prohibited. However, as long as vehicles conformed to the requirements of the directive, no Member State could refuse registration or use of them. with regard to pollutant and noise emissions, Parliament and the Council agreed on the need to carry out a study before new levels are determined. In this connection, it adopted an amendment providing that the Decision of the European Parliament and of the Council, adopted on the basis of the Commission proposal which is adopted before 1 January 2001, is to take account of the need to incorporate factors other than mere limit values which have been tightened up. A study and assessment of the costs and benefits deriving from the implementation of the measures provided for in the Decision are to be undertaken jointly with industry and users. The costs and benefits are to be proportional and reasonable in the light of the intended aims. Concerning tyres, Parliament rejected the idea that particular brands could be imposed for very powerful motorcycles, and proposed the possibility of using any brand of tyre which conforms to the performance rating and safety specification indicated by the vehicle manufacturer. With regard to the limit values for sound level entering into force with effect from 1 January 1997, Parliament proposed less stringent values than those laid down by the common position: - two-wheel mopeds: .25 km/h or less: 70 decibels instead of 66; .over 25 km/h: 73 instead of 71; - three-wheel mopeds: 78 instead of 76 - motorcycles: .80 cm3 or less: 77 instead of 75; .between 80 and 175 cm3: 79 instead of 77; .over 175 cm3: 82 instead of 80; - tricycles: 80. ?