


Procedure file

Basic information		
SYN - Cooperation procedure (historic)	1996/0207(SYN)	Procedure completed
Combined goods transport: financial assistance to action pilots PACT		
Subject 3.20.07 Combined transport, multimodal transport		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism	PSE STOCKMANN Ulrich	22/11/1995
	Former committee responsible		
	TRAN Transport and Tourism	PSE STOCKMANN Ulrich	22/11/1995
	Former committee for opinion		
	BUDG Budgets		
Council of the European Union	Council configuration	Meeting	Date
	Transport, Telecommunications and Energy	2119	01/10/1998
	Transport, Telecommunications and Energy	2074	17/03/1998
	Transport, Telecommunications and Energy	1992	11/03/1997
	Transport, Telecommunications and Energy	1951	03/10/1996

Key events			
24/07/1996	Legislative proposal published	COM(1996)0335	Summary
03/10/1996	Debate in Council	1951	
29/01/1997	Committee referral announced in Parliament		
11/03/1997	Debate in Council	1992	Summary
14/04/1997	Vote in committee		Summary
14/04/1997	Committee report tabled for plenary, 1st reading/single reading	A4-0130/1997	
10/06/1997	Debate in Parliament		Summary
12/06/1997	Decision by Parliament	T4-0314/1997	Summary
30/10/1997	Modified legislative proposal published	COM(1997)0507	Summary

17/03/1998	Council position published	05002/1/1998	Summary
02/04/1998	Committee referral announced in Parliament, 2nd reading		
23/06/1998	Vote in committee, 2nd reading		Summary
23/06/1998	Committee recommendation tabled for plenary, 2nd reading	A4-0239/1998	
01/07/1998	Debate in Parliament		Summary
02/07/1998	Decision by Parliament, 2nd reading	T4-0393/1998	Summary
09/09/1998	Modified legislative proposal published	COM(1998)0519	Summary
01/10/1998	Act adopted by Council after consultation of Parliament		
01/10/1998	End of procedure in Parliament		
14/10/1998	Final act published in Official Journal		

Technical information

Procedure reference	1996/0207(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Legal basis	EC before Amsterdam E 075-p1
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/09904

Documentation gateway

Legislative proposal	COM(1996)0335	24/07/1996	EC	Summary
Economic and Social Committee: opinion, report	CES0102/1997 OJ C 089 19.03.1997, p. 0018	29/01/1997	ESC	Summary
Committee report tabled for plenary, 1st reading/single reading	A4-0130/1997 OJ C 150 19.05.1997, p. 0002	14/04/1997	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0314/1997 OJ C 200 30.06.1997, p. 0098-0137	12/06/1997	EP	Summary
Committee of the Regions: opinion	CDR0136/1997 OJ C 379 15.12.1997, p. 0047	17/09/1997	CofR	
Modified legislative proposal	COM(1997)0507 OJ C 364 02.12.1997, p. 0005	30/10/1997	EC	Summary
Council position	05002/1/1998 OJ C 161 27.05.1998, p. 0001	17/03/1998	CSL	Summary
Commission communication on Council's position	SEC(1998)0399	26/03/1998	EC	Summary
Committee recommendation tabled for plenary, 2nd reading	A4-0239/1998 OJ C 226 20.07.1998, p. 0004	23/06/1998	EP	
Text adopted by Parliament, 2nd reading	T4-0393/1998 OJ C 226 20.07.1998, p. 0011-0017	02/07/1998	EP	Summary

Modified legislative proposal		COM(1998)0519	09/09/1998	EC	Summary
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Additional information

European Commission

[EUR-Lex](#)

Final act

[Regulation 1998/2196](#)

[OJ L 277 14.10.1998, p. 0001](#) Summary

Combined goods transport: financial assistance to action pilots PACT

OBJECTIVE: The proposal for a regulation aims to continue and broaden the scope of the current scheme to grant financial assistance for pilot actions to promote combined transport (PACT). SUBSTANCE: The action programme incorporates the main elements of the existing pilot actions, which were launched in 1992 for a five-year experimental period and ended in 1996. Now that these pilot actions have been operating for four years, this proposal converts the scheme into a programme to run for five years starting in 1997. Since the programme is now entering a fully operational phase, the proposal extends the range of budgetary possibilities. The proposal for a regulation specifies the conditions, rules and procedures for granting Community financial assistance to projects, which contribute to the increased use of combined goods transport through: - increasing the competitiveness of combined transport, both in terms of price and of service quality, as against road transport, or - promoting the use of advanced technology in combined transport, or - improving access to combined transport for undertakings, regardless of their size. ?

Combined goods transport: financial assistance to action pilots PACT

The ESC endorses the proposed regulation concerning the granting of Community financial assistance for actions to promote combined goods transport but calls on the Commission to amend it so as to: - clarify unsatisfactory and incomplete definitions; - specify which activities are/are not eligible for the proposed subsidies; - ensure effective arrangements for monitoring the implementation and management of the approved projects. In addition, in pointing out that the new PACT programme's provision for 30% financial assistance for certain types of action could generate unfair competition, the ESC feels that it is vital for this programme also to be open to small enterprises. It also stresses the need to press on with the far-reaching organizational and structural reform of Community railways set in motion under Council Directive 91/440 (EC) of 29 July 1991 and the two implementing texts 95/18 and 95/19, with particular reference to making access to European railways easier for private operators. Lastly, the ESC underlines the importance of listening to transport users as well as to service operators and other suppliers so as to remove both financial and legal barriers and further promote combined transport. ?

Combined goods transport: financial assistance to action pilots PACT

The Council expressed a favourable attitude towards a draft common position prior to adoption of a Regulation concerning the granting of Community financial assistance for actions to promote combined goods transport; the German and United Kingdom delegations announced that they would vote against the draft. According to the committee procedure, the Commission would grant financial assistance directly to the Member States and to natural or legal persons established within the Community for expenditure and costs incurred on Community territory. In the light of the European Parliament's Opinion, the Permanent Representatives Committee will examine the draft with a view to its final adoption. ?

Combined goods transport: financial assistance to action pilots PACT

Ulrich STOCKMANN (D, PES) saw his report on Community financial assistance for actions to promote combined transport (PACT) adopted. The Committee welcomed the Commission's new PACT programme. The programme's budget will be increased to ECU 35m over six years and it may also apply to the countries of Central and Eastern Europe in combination with a PHARE project. ?

Combined goods transport: financial assistance to action pilots PACT

Noting that there was a significant gap between the funding required in the previous PACT programme and that available, the rapporteur insisted that future measures should be supported only for three years and that there should not be any long-term funding. As for the participation of Eastern Europe, he said that a budget of ECU 4 million per year should be earmarked for this and that this programme should be linked to the Phare programme and the Cohesion Fund. Finally, Mr Stockmann stressed the need to improve the control of social aspects, particularly drivers' rest and driving times. Commissioner Kinnock said that Amendments Nos 2 (first part), 3, 4 (first part) and 7 could be accepted. However, Amendments Nos 1, 6 and 9 were not acceptable as they introduced new selection criteria unrelated to the innovation and competitiveness behind the proposal. The Commission also did not agree with the redistribution of funding resulting from the second part of

Amendment No 2 which, according to Mr Kinnoek, would risk distortions of competition in the market. Finally, the Commissioner could not accept Amendments Nos 5, which would create legal uncertainty, 7 on comitology and 8 because this conflicted with the financial perspectives of PACT which was not for East European countries, as was the case with the Phare and Tacis programmes.

Combined goods transport: financial assistance to action pilots PACT

In adopting the report by Mr Ulrich Stockmann, (PPE; D), the European Parliament approved, with amendments, the Pilot Actions to promote Combined Transport (PACT) programme. It calls in particular for measures linked with PHARE projects in the countries of Central and Eastern Europe, and measures linked with Cohesion Fund projects in Cohesion Fund countries, to be eligible for assistance. Community financial assistance should be limited to 30% for feasibility studies and 50% for innovative measures. In the light of the eastward enlargement of the Union, Parliament considers that there should be negotiations in 1999 on increasing the financial framework for the programme. An additional amount of ECU 4 million should be made available annually in support of projects in, or transport axes to, the new Member States. Other amendments stress the importance of inland waterways and the 'sea-road' mode, especially for the islands and outermost regions of the EU. Parliament also wishes that 10% of the funding for the programme should be reserved, as a priority, for projects directly implementing results of innovative research. It further calls for the Commission to be assisted by an advisory committee. ?

Combined goods transport: financial assistance to action pilots PACT

The Commission's amended proposal retained, in full or in part, four of the amendments adopted by the European Parliament at first reading. These hoped to: - ensure that the innovative measures supported under the PACT programme (Pilot Actions for Combined Transport) related to specific operational measures, which was an important detail; - stress the importance of ensuring that the proposals promoted conformity with the main axes of the trans-European networks and freight freeways; - promote aid to help with the costs of access to inland waterway infrastructure; - highlight the importance of synergies with the PHARE programme. ?

Combined goods transport: financial assistance to action pilots PACT

The Council common position corresponds very largely to the Commission's proposal but includes the following changes; (a) Scope of combined transport projects: the common position states that a combined transport action may, under certain conditions, cover routes outside Community territory. The action must be carried out in the interests of the common transport policy and concern the territory of at least one Member State. (b) Applicants submitting a combined transport project: any Member State and any public or private natural or legal person established within the Community may submit a combined transport project to the Commission. Third countries and public or private natural or legal persons established outside the Community and directly concerned may be associated, in presenting a project, with the Community applicants. (c) Beneficiaries of financial assistance under the Regulation; the beneficiaries are the Member States and any public or private natural or legal person established within the Community in respect of the expenditure and costs incurred in Community territory. In the case of projects relating to routes situated partially outside Community territory, Community assistance is limited to the Community part of the route. (d) Comitology: the common position provides for a type IIIa committee to assist the Commission in granting financial support. (e) Financial reference amount: a new article specifies the financial reference amount laid down for the period 1 January 1997 to 31 December 2001, namely ECU 35 m. It should be noted that the Council has followed the Commission proposal in adopting Parliament amendments aiming to: - specify that innovative measures introduced under this regulation consist of investments in specific operational measures; - include the possibility of granting assistance for the cost of access to the inland waterway infrastructure; - include among the criteria to be taken into account when assessing a project the degree of harmonization with the main routes of trans-European networks or trans-European rail freight corridors (importance of the project in terms of the development and use of trans-European networks). The amendments aiming to stress synergy with the PHARE programme were not adopted. ?

Combined goods transport: financial assistance to action pilots PACT

Although the Commission recognizes that the Council common position deviates from the original proposal by reducing the geographical scope of PACT and by changing the decision-making procedure, it does support the common position. The objectives and features of the instruments have not changed substantially. The Commission is currently exploring other financial instruments, for instance in the framework of PHARE and TACIS, which could fill the funding gap for combined transport projects linking the EC and its neighbours. The Commission regrets the shift from a IIa to a IIIa procedure. ?

Combined goods transport: financial assistance to action pilots PACT

In the light of the EU's efforts to promote combined goods transport, the Commission has come forward with a new PACT programme, Pilot Actions to promote Combined Transport. Combined transport can be road/rail, but also inland waterways, coastal shipping or high-seas vessel. This mode of transport is environmentally friendly. This programme has a budget of ECU 35 million. Feasibility studies and direct operations can be supported. Neither did the Council adopt the special consideration to be given to projects creating links with the countries of central and eastern Europe and synergies with the Phare programme and transport projects under the Cohesion Fund. Furthermore, 10% of the funding for the programme should be earmarked, as a priority, for projects directly implementing results of innovative research. (Amendment 5). The rapporteur sets great store on transport links with the countries in Central and eastern Europe. Therefore, he tabled amendment 6 concerning the financial reference amount for the implementation of this Regulation, for the period 1 January 1997 to 31 December 1991. STOCKMANN demands ECU 43 million against ECU 35 million in the common position, of which ECU 4 million should be earmarked for 2000 and 2001 for support for projects in or transport links to the prospective new member states. (Amendment 6).?

Combined goods transport: financial assistance to action pilots PACT

Commissioner Pinheiro said that he could accept only two amendments: Nos 1 and 4 on 'freight freeways' which represented a significant step towards the true liberalisation of the rail market. As for Amendments Nos 2, 3, 5 and 6 on the development of communications with the central and eastern European countries, the Commissioner announced that discussions in the Council had shown that agreement could not be reached on this issue. This was why the Commission would try to examine whether other instruments could be used, for example the Phare programme, to develop combined transport beyond the current borders of the European Union. Moreover, he rejected the proposed budget of ECU 43 million as this conflicted with the financial perspectives. Finally, he rejected Amendment No 7 as the synergies with other funding programmes could be guaranteed in other ways, namely through the necessary inter-service consultation within the Commission.

Combined goods transport: financial assistance to action pilots PACT

In adopting the recommendation for second reading by Mr Ulrich STOCKMANN (PSE, D), the European Parliament called for the amount allocated to the programme of financial assistance for actions of an innovative nature to promote combined transport (rail, road, waterway) to be ECU 43 m rather than ECU 35 m as proposed in the common position of the Council. It called for ECU 4 m to be allocated in 2000 and 2001 to the development of projects in the applicant countries or to communication with those countries. Parliament called on the Commission to ensure, when making its selection, that due consideration was given to projects which make connections to the countries of Central and Eastern Europe and to projects establishing synergies with the PHARE programme and transport projects under the Cohesion Fund. It called for 10% of the funding for the programme to be earmarked, as a priority, for projects directly implementing results of innovative research, while also satisfying the other criteria. It wished trans-European rail freight freeways to be one of the main criteria for the desirability of projects. ?

Combined goods transport: financial assistance to action pilots PACT

The re-examined Commission proposal retains Parliament's amendments introducing the concept of trans European freight freeways as a criterion for the selection procedure. The Commission, however, cannot accept the amendments aiming to: - provide the possibility of using funds from the budget granted under the regulation to support action outside the EU; - reserve as a priority 10% of the programme's budgetary provision for projects which would directly implement innovative research results. ?

Combined goods transport: financial assistance to action pilots PACT

OBJECTIVE: to give a more structured form to the experimental measures it launched in June 1992 with the PACT programme (Pilot Actions for Combined Transport) to promote combined transport. **COMMUNITY MEASURE:** Council Regulation 2196/98/EC concerning the granting of Community financial assistance for actions of an innovative nature to promote combined transport. **SUBSTANCE:** Like the PACT programme, the regulation covers a five-year period (1997-2001). The financial reference amount for the five years is ECU 35 million. The regulation lays down conditions, rules and procedures for granting Community financial support to innovative projects promoting increased use of combined transport and encouraging transfer of traffic from roads to more environmentally friendly modes of transport by: - increasing the competitiveness of combined transport in relation to road haulage door-to-door; - promoting the use of advanced technology in the combined transport sector; - improving the availability of combined transport services. The regulation gives priority to combined transport services on main routes on the territory of the Community, but also covers combined transport routes partly situated outside the Community. Measures should be taken in the interest of the common transport policy and should concern the territory of at least one Member State. Measures with regard to construction and refurbishment of the transport network infrastructure and technological research projects are excluded from the regulation's field of application. The regulation provides in particular: - for up to three years: (a) Community financial support limited to 50% of the total cost for feasibility studies in connection with a particular innovative project; (b) co-financing, limited to 30% of the total cost of innovative measures; - improvement of procedures for submitting, selecting, monitoring and evaluating projects; - financial control of projects; - dissemination of the results of each project. **ENTRY INTO FORCE:** 14/10/1998 ?