


Procedure file

Basic information		
AVC - Assent procedure (historic)	1999/0105(AVC)	Procedure completed
EC/Switzerland agreement: rail, road and combined transport of goods		
Subject 3.20.15 Transport agreements and cooperation		
Geographical area Switzerland		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	ITRE Industry, External Trade, Research, Energy		14/10/1999
		PSE CARRARO Massimo	
	Committee for opinion	Rapporteur for opinion	Appointed
	BUDG Budgets		
	RETT Regional Policy, Transport and Tourism		31/08/1999
		PPE-DE GROSCH Mathieu	
Council of the European Union	Council configuration	Meeting	Date
	Justice and Home Affairs (JHA)	2411	04/04/2002
	General Affairs	2192	21/06/1999
European Commission	Commission DG	Commissioner	
	External Relations		

Key events			
04/05/1999	Initial legislative proposal published	COM(1999)0229	Summary
13/04/2000	Legislative proposal published	09750/1999	Summary
14/04/2000	Committee referral announced in Parliament		
19/04/2000	Vote in committee		Summary
19/04/2000	Committee report tabled for plenary, 1st reading/single reading	A5-0118/2000	
03/05/2000	Debate in Parliament		
04/05/2000	Decision by Parliament	T5-0191/2000	Summary
04/04/2002	Act adopted by Council after consultation		

	of Parliament		
04/04/2002	End of procedure in Parliament		
30/04/2002	Final act published in Official Journal		

Technical information

Procedure reference	1999/0105(AVC)
Procedure type	AVC - Assent procedure (historic)
Procedure subtype	International agreement
Legal basis	EC Treaty (after Amsterdam) EC 071; EC Treaty (after Amsterdam) EC 300-p2-a1; EC Treaty (after Amsterdam) EC 300-p4; EC Treaty (after Amsterdam) EC 300-p3-a2
Stage reached in procedure	Procedure completed

Documentation gateway

Initial legislative proposal	COM(1999)0229	04/05/1999	EC	Summary
Supplementary legislative basic document	07260/2000	03/04/2000	CSL	Summary
Legislative proposal	09750/1999	13/04/2000	CSL	Summary
Committee report tabled for plenary, 1st reading/single reading	A5-0118/2000 OJ C 041 07.02.2001, p. 0005	19/04/2000	EP	
Text adopted by Parliament, 1st reading/single reading	T5-0191/2000 OJ C 041 07.02.2001, p. 0025-0041	04/05/2000	EP	Summary
Implementing legislative act	22002A0430 OJ L 114 30.04.2002, p. 0006-0072	05/04/2002	EU	

Additional information

European Commission	EUR-Lex
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Final act

Decision 2002/309 OJ L 114 30.04.2002, p. 0001 Summary

EC/Switzerland agreement: rail, road and combined transport of goods

PURPOSE: conclusion of an agreement with Switzerland regarding land-based transport. **CONTENT:** In the context of the overall package of liberalisation agreements negotiated with Switzerland and initialed by the parties on 26.02.1999, the Commission is proposing an agreement aimed at the liberalisation of road, rail and combined transport of freight with this country. The approach advocated by the Community is a 'global' one integrating in each of the 7 agreements concerned, a common clause on simultaneous entry into force (this is to avoid that the referendum method that operates in Switzerland to approve these agreements does not generate a partial application of the agreements). As far as land-based transport is concerned, this proposal seeks, on the basis of principles of non-discrimination, reciprocity and free choice of operator, to lay down the following general objectives: - maintain freedom of transit for road vehicles crossing Switzerland on the basis of a reasonable level of tax based on internal and external costs and on the level of taxes in operation on the main trans-Alpine routes of neighbouring countries : from 2001, Switzerland will introduce a new system of road tariffs for 40 tonne trucks undertaking a trans-Alpine crossing of 300 km. The level of charges will vary as a function of the level of pollution of the vehicles (from 145 to 205 Swiss francs, depending on the category, from 2001). By 2008, the average level of charges would be a maximum of 350 Swiss francs. Other charges would be made for 28 tonne vehicles travelling with low loads or empty (this system will cease to exist from 2005); - prevention of rerouting of Swiss traffic towards neighbouring countries; - reciprocal liberalisation of bilateral and transit road transport operations, but not of triangular operation with third countries or national transport (for the transport of passengers, the level of liberalisation would have to be equivalent to that achieved in the Community). It is also envisaged that Switzerland would accede to 'grand cabotage' for road freight (i.e. journeys between Member

States of the Community). Total liberalisation of these operations will only take place in 2005; - establishment of a system aimed at limiting the negative side effects for the Community of the prohibition of night traffic for heavy goods vehicles on Swiss territory (single system of derogations); - reciprocal extension of access to the rail network, on the basis of the 'acquis communautaire' : provision of combined transport capacities sufficient to satisfy Community demand; - adoption by Switzerland of legislative acts equivalent to certain aspects of the 'acquis' in the fields of road and transport allowing for a transitional period of 2 years for rules regarding the technical inspection of vehicles; - adoption by Switzerland of a calendar for the progressive adoption of Community rules regarding weights and dimensions of vehicles : it would progressively increase the maximum authorised weight of vehicles, which would rise from its current level of 28 tonnes to 34 tonnes on 01.01.2001 and to 40 tonnes on 01.01.2005. In anticipation of this last deadline, annual contingents would be opened up to 400,000 trips in 2004 for the payment of specific charges for road infrastructure use (refer to procedure COD990022 for the allocation of authorisations for Community heavy goods vehicles on Swiss territory); - respect by Switzerland for Community rules regarding state aids to road transport.?

EC/Switzerland agreement: rail, road and combined transport of goods

The Council presented a consolidated version of the agreement on rail, road and combined transport of goods between the Community and Switzerland, that also includes the final act and the signatures of all of the contracting parties. It should be recalled that this agreement will cover: - maintaining the freedom of transit for road transport vehicles crossing Switzerland, on the basis of reasonable levies, in other words, based on internal and external costs and on the level of levies in force on the main trans-Alpine transport routes of bordering countries; - the introduction in Switzerland of new pricing systems for road transport on the basis of a precise timetable, linked to the availability of new rail capacities and the application of Community standards concerning vehicle weights; - the prevention of diversions of traffic from Switzerland to neighbouring countries; - the reciprocal liberalisation of bilateral road transport and transit operations; - immediate access to 40 tonne vehicles to the main Swiss economic centres, as well as the gradual reduction in the duration of the prohibition of night traffic of heavy vehicles; - reciprocal extension of access to the rail network, based on the *acquis communautaire*; - the adoption by Switzerland of legislative acts equivalent to certain aspects of the *acquis* in the fields of road and rail transport, as well as a timetable for the gradual adoption of Community rules regarding weights and dimensions of vehicles; - the respect by Switzerland of Community rules concerning State aids to road transport. The agreement will provide a sufficient level of competitiveness in rail and combined transport in relation to trans-Alpine road transport. It should also translate into a significant reduction in road traffic which is currently rejected on to the Community's Alpine crossings because of the limitation on vehicle weights in Switzerland.?

EC/Switzerland agreement: rail, road and combined transport of goods

The European Parliament adopted its resolution drafted by Mr. Massimo CARRARO (PES, Italy) and gave its assent to the conclusion of the Agreement on the carriage of goods and passengers by rail and road made between the European Community and the Swiss Confederation.?