

Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Directive	2002/0075(COD) Procedure completed
Safety rules and standards for passenger ships Amending Directive 98/18/EC 1996/0041(SYN)	
Subject 3.20.03 Maritime transport: passengers and freight 3.20.03.01 Maritime safety	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	RETT Regional Policy, Transport and Tourism		18/04/2002
		PPE-DE RIPOLL Y MARTÍNEZ DE BEDOYA Carlos	
	Committee for opinion	Rapporteur for opinion	Appointed
	JURI Legal Affairs and Internal Market	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	Agriculture and Fisheries	2494	17/03/2003
	Transport, Telecommunications and Energy	2438	17/06/2002
European Commission	Commission DG Energy and Transport	Commissioner	

Key events			
25/03/2002	Legislative proposal published	COM(2002)0158	Summary
08/04/2002	Committee referral announced in Parliament, 1st reading		
08/10/2002	Vote in committee, 1st reading		Summary
08/10/2002	Committee report tabled for plenary, 1st reading	A5-0348/2002	
06/11/2002	Debate in Parliament		
07/11/2002	Decision by Parliament, 1st reading	T5-0529/2002	Summary
04/12/2002	Modified legislative proposal published	COM(2002)0720	Summary
17/03/2003	Act adopted by Council after Parliament's		

	1st reading		
14/04/2003	Final act signed		
14/04/2003	End of procedure in Parliament		
17/05/2003	Final act published in Official Journal		

Technical information

Procedure reference	2002/0075(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
	Amending Directive 98/18/EC 1996/0041(SYN)
Legal basis	EC Treaty (after Amsterdam) EC 080-p2
Stage reached in procedure	Procedure completed

Documentation gateway

Legislative proposal	COM(2002)0158	25/03/2002	EC	Summary
Committee report tabled for plenary, 1st reading/single reading	A5-0348/2002	08/10/2002	EP	
Text adopted by Parliament, 1st reading/single reading	T5-0529/2002 OJ C 016 22.01.2004, p. 0015-0084 E	07/11/2002	EP	Summary
Modified legislative proposal	COM(2002)0720	04/12/2002	EC	Summary
Economic and Social Committee: opinion, report	CES1352/2002 OJ C 085 08.04.2003, p. 0020-0024	11/12/2002	ESC	

Additional information

European Commission	EUR-Lex
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Final act

Directive 2003/24 OJ L 123 17.05.2003, p. 0018-0021 Summary
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Safety rules and standards for passenger ships

PURPOSE : to amend Directive 98/18/EC on safety regulations for ferries. **CONTENT** : in order to ensure harmonisation of safety regulations applying to passenger ferries operating within the EU, Council Directive 98/18/EC was adopted to apply rules equivalent to those applicable at international level in a harmonised manner also to the domestic trade. The rules translate the relevant international instruments into safety requirements for vessels operating on domestic services. These apply to all types of domestic passenger ferries, whilst taking into account their size, age and the characteristics of the sea area in which they are licensed to operate. The provisions in the directive need to be updated as follows: - insert provisions that take into account developments of international conventions and codes for maritime safety, notably the 2000 High Speed Craft Code, - simplify and improve the procedure for the definition and publication of sea areas, a procedure that is crucial for the implementation of this directive, since the safety requirements applying to a specific vessel depend on the sea area in which it operates. - introduce specific stability requirements for certain categories of ro-ro passenger ships operating on domestic services, equivalent to those in the proposed Directive for ro-ro ships on international voyages (see COD020074) and phase out ro-ro passenger ships which are not upgraded to comply with such stability requirements. - require that Member States endeavour to make all its passenger vessels, regardless of

size, age and the sea area in which they operate safe and accessible for passengers with reduced mobility. This is in line with other proposals by the Commission to render other modes of transport accessible and safe for such passengers. - remove the derogation for Greece, thus simplifying the directive given the marginal impact of the derogation.?

Safety rules and standards for passenger ships

The committee adopted the report by Carlos RIPOLL I MARTINEZ BEDOY (EPP-ED, F) broadly approving the proposal under the 1st reading of the codecision procedure, subject to a few amendments. It felt that the definition of "persons with reduced mobility" proposed by the Commission was too wide, and confined it to those passengers whom it felt were most in need of assistance, namely, anyone who has a particular difficulty using public transport, including the elderly, the disabled, those with sensory impairments, wheelchair users, pregnant women and people accompanying small children. It also stipulated that people with reduced mobility should not only be able to embark and disembark easily, as mentioned in the proposal, but should also have access between decks inside a vessel. In another amendment, the committee demanded that alarm systems should be accessible by, and should alert, all passengers with reduced mobility including those with sensory disabilities and learning disabilities. Other amendments clarified the definition of "ro-ro passenger ship" and called for a slightly longer deadline (1 October 2015 rather than 1 January 2015 as proposed) for phasing out Class A and B ro-ro vessels built before 2004.?

Safety rules and standards for passenger ships

The European Parliament adopted a resolution drafted by Carlos RIPOLL I MARTINEZ BEDOY (EPP-ED, Spain) on safety rules for passenger ships. (Please refer to the document dated 08/10/02.) ?

Safety rules and standards for passenger ships

Most of the amendments proposed by the European Parliament are clarifications and improvements to the current text of the Commission proposal. Others offered added value to the proposal, strengthening some of its aspects, while one amendment has been justified by the Parliament on grounds of subsidiarity. All these amendments have been incorporated into the present amended proposal. They mainly concern the following areas: - an addition in the recitals clarifying that the timetable for the introduction of specific stability requirements to existing ro-ro ships, provided in the new article 6a.2, should not affect the present enforcement of the specific stability requirements by the Member States parties to the Stockholm Agreement; - the addition of two new definitions in article 2 of the Directive. The first clarifies the term "ro-ro passenger ship" in line with the SOLAS definition as appearing in the Annex I of the Directive and the second the term "age" of a ship in line with existing Community legislation; - an adjustment to the definition of "persons with reduced mobility" in order to make it shorter and more specific to transport of passengers by sea; - clarifications to the new article 6a concerning specific stability requirements for domestic ro-ro passenger ships, in order to provide direct reference to the relevant articles of the new Directive on specific stability requirements for ro-ro passenger ships; - the deletion of the provision on the harmonisation of stability requirements for domestic ro-ro passenger ships operating close to the coast (classes C and D ships) built prior to 1/10/2004, which are presently covered by national requirements equivalent to SOLAS. The European Parliament stressed the fact that the present arrangements have the advantage of taking into account the local character in the operation of these ships. This position was accepted by the Commission in a spirit of political compromise; - an addition in the new article 6b, on accessibility and safety requirement on board passenger ships for persons with reduced mobility, in order to specify that these requirements apply to public transport means. Adjustments are also introduced in the same article as to the dates by which the member States will have to report to the Commission on the implementation of these measures; - improvements to the text of the new Annex III (guidelines) with a specific reference to the IMO recommendation for elderly and disabled persons and some additions to the text in favour of passengers with sensory disabilities; - a modification in the implementation date of the Directive which shall 18 months from the entry into force of the Directive.?

Safety rules and standards for passenger ships

PURPOSE : to strengthen the safety rules and standards for passenger ships. COMMUNITY MEASURE : Directive 2003/24/EC of the European Parliament of the Council amending Council Directive 98/18/EC on safety rules and standards for passenger ships. CONTENT : Council Directive 98/18/EC on safety rules and standards for passenger ships introduces a uniform level of safety of life and property on new and existing passenger ships and high-speed passenger craft, when both categories of ships and craft are engaged on domestic voyages, and lays down procedures for negotiation at international level with a view to a harmonisation of the rules for passenger ships engaged on international voyages. This amendment to the existing Directive provides for stability requirements and phasing out of ro-ro passenger ships, safety rules for passenger ships to include new safety requirements for high speed ships, for passengers with reduced mobility and for ro-ro ships operating on domestic voyages in Member States. The term "persons with reduced mobility" shall mean anyone which has a particular difficulty when using public transport, including elderly persons, disabled persons, persons with sensory impairments and wheelchair users, pregnant women and person accompanying small children. ENTRY INTO FORCE : 17 May 2003. TRANSPOSITION : 17 November 2004.?