

Procedure file

| Basic information | |
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| COD - Ordinary legislative procedure (ex-codecision procedure) Directive | Procedure lapsed or withdrawn |
| European Vessel Reporting System in the maritime zones | |
| Subject 3.20.03 Maritime transport: passengers and freight 3.70.13 Dangerous substances, toxic and radioactive wastes (storage, transport) | |

| Key players | | | |
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| European Parliament | | | |
| Council of the European Union | | | |
| Council configuration | | Meeting | Date |
| Transport, Telecommunications and Energy | | 1803 | 22/11/1994 |

| Key events | | | |
|------------|--|------------------------------|---------|
| 16/12/1993 | Legislative proposal published | COM(1993)0647 | Summary |
| 07/02/1994 | Committee referral announced in Parliament, 1st reading | | |
| 24/03/1994 | Vote in committee, 1st reading | | Summary |
| 23/03/1994 | Committee report tabled for plenary, 1st reading | A3-0175/1994 | |
| 20/04/1994 | Decision by Parliament, 1st reading | T3-0236/1994 | Summary |
| 06/06/1994 | Modified legislative proposal published | COM(1994)0220 | Summary |
| 22/11/1994 | Debate in Council | 1803 | |
| 28/07/1999 | Vote in committee, 1st reading | | |
| 27/07/1999 | Committee report tabled for plenary confirming Parliament's position | A5-0005/1999 | |
| 16/09/1999 | Decision by Parliament, 1st reading | T5-0015/1999 | Summary |
| 11/12/2001 | End of procedure in Parliament | | |
| 11/12/2001 | Additional information | | Summary |

| Technical information | |
|-----------------------|--|
| Procedure reference | 1993/0491(COD) |
| Procedure type | COD - Ordinary legislative procedure (ex-codecision procedure) |

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| Procedure subtype | Legislation |
| Legislative instrument | Directive |
| Legal basis | EC Treaty (after Amsterdam) EC 080-p2 |
| Stage reached in procedure | Procedure lapsed or withdrawn |

Documentation gateway

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|---|--|---|------------|------|---------|
| Legislative proposal | | COM(1993)0647 OJ C 022 26.01.1994, p. 0007 | 17/12/1993 | EC | Summary |
| Committee report tabled for plenary, 1st reading/single reading | | A3-0175/1994 OJ C 128 09.05.1994, p. 0008 | 24/03/1994 | EP | |
| Text adopted by Parliament, 1st reading/single reading | | T3-0236/1994 OJ C 128 09.05.1994, p. 0127-0137 | 20/04/1994 | EP | Summary |
| Economic and Social Committee: opinion, report | | CES0747/1994 OJ C 295 22.10.1994, p. 0028 | 01/06/1994 | ESC | Summary |
| Modified legislative proposal | | COM(1994)0220 OJ C 193 16.07.1994, p. 0007 | 07/06/1994 | EC | Summary |
| Committee of the Regions: opinion | | CDR0020/1995 OJ C 210 14.08.1995, p. 0106 | 02/02/1995 | CofR | |
| Reconsultation | | SEC(1999)0581 | 28/04/1999 | EC | |
| Committee final report tabled for plenary, 1st reading/single reading | | A5-0005/1999 OJ C 054 25.02.2000, p. 0010 | 28/07/1999 | EP | |
| Text adopted by Parliament confirming position adopted at 1st reading | | T5-0015/1999 OJ C 054 25.02.2000, p. 0056-0079 | 16/09/1999 | EP | Summary |

European Vessel Reporting System in the maritime zones

The aim of this proposal was to supplement the mechanism established by Directive 93/75/EEC concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods by creating a European vessel-reporting system, to be known as Eurorep. This system would have two components: a general reporting system applicable to vessels carrying dangerous or polluting goods and a reporting system specific to the services responsible for controlling and tracking maritime traffic, to be known as the vessel traffic services (VTS), which would apply to certain ships. The Eurorep system was to be established in two stages: - In the initial stage, the system would not be compulsory except in cases where current international law prescribed otherwise, i.e. for vessels which were bound for or leaving a Community port or which operated under the flag of a Member State. The VTS system would be applicable within the territorial waters of the Member States and outside the straits used for international navigation. - In the second stage, beginning with the entry into force of new provisions of the International Convention on the Safety of Life at Sea (the SOLAS Convention) concerning the equipping of vessels with radio communication facilities or with the entry into force of the proposed directive, whichever occurred first, the Eurorep system would be made compulsory for all vessels carrying dangerous or polluting goods. Moreover, the VTS system would be made applicable to all vessels with a tonnage in excess of 300 grt. ?

European Vessel Reporting System in the maritime zones

The Committee on Transport and Tourism adopted the report of Mr. DE PICCOLI (It, PES). As to the rapporteur, it is sad to note that Council and Commission have decided to give priority to safety at sea only after an unacceptably large number of accidents or disasters in Community waters. On 13 September 1993, the Council adopted 93/75/EEC concerning minimum requirements for vessels bound for or leaving Community ports and carrying dangerous or polluting goods. This directive, which will enter into force on 13 September 1995, lays down mandatory notification procedures in respect of vessels transporting dangerous or polluting goods to or from Community ports and in the event of an incident which poses a threat to the coastline or related interests of a Member State. Article 13 of the directive required the Commission to produce new proposals for the introduction of a fuller reporting system for the Community by 31 December 1995. The proposals were also to cover vessels transiting along the coasts of the Member States and include electronic data interchange systems between vessels and shore-based installations. This requirement was met by the Commission with the proposal for a directive, of which the objective is to complete and extend the information system provided for in the above-mentioned directive 93/75/EEC. The European vessel reporting system, known as Eurorep, consists of a general reporting system and a specific system of reporting to vessel traffic services (VTSs). Under this proposal, any vessel exceeding 300 GRT transporting dangerous or polluting goods is required to report its entry into the Eurorep zone to the competent

authorities of the Member State concerned and to provide the other information required in Directive 93/75/EEC. The proposal also sets out to introduce a specific system of reporting to VTSS. The Eurorep zone is intended to provide coastal states with information on the movement of ships at a sufficient distance, up to 150 miles from the coast approximately, for effective action to be taken if necessary. Initially, the system of notification for all vessels in transit will only be mandatory for vessels flying the flag of a Member State or which are either bound for or leaving a port in the Community. But in a second stage the system will be mandatory for all ships in transit, irrespective of their flag. The specific VTS reporting system will then also apply to all ships over 300 GTR. Rapporteur De PICCOLI said that this proposal bridges a major gap in respect of maritime safety. But for such an ambitious project as Eurorep to succeed, it is necessary to introduce a comprehensive series of supplementary technical measures involving harmonization of all VTS systems within Eurorep, standard communications procedures and vessel reporting standards. These technical measures must be submitted by the Commission without delay and the rapporteur recommend that this be done before the end of 1994.

European Vessel Reporting System in the maritime zones

Parliament adopted the report by Mr DE PICCOLI on the notification of vessels in maritime zones of Member States of the European Community. ?

European Vessel Reporting System in the maritime zones

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European Vessel Reporting System in the maritime zones

1) SUBSTANCE 1. The directive aims to establish in the Community a system of notification for vessels with a view to improving the safety of vessel traffic and the prevention of pollution by vessels. 2. It does not apply to war vessels and other government ships used for non-commercial purposes, nor to victualling or equipment intended to be used on board. 3. Creation of European system for the notification of vessels known as "Eurorep" incorporating a general system of notification and a system of notification for the vessel traffic services system (VTS). 4. Requirement for the Member States to appoint the competent VTS and authorities, which would receive the information and notifications provided for in the directive, and to inform the Commission of these appointments; 5. Requirement for information concerning the transport: * requirement for the captain of any vessel transporting dangerous or polluting goods that is participating in the Eurorep system to notify the competent authority of the Member State involved of its entry as well as its intended movements in the Eurorep zone and in each of the Eurorep sub-zones, in accordance with the procedures set out in Annex II; * requirement for all vessels to notify their name, call sign, IMO identification number, if it exists, their position, route and, if necessary, the presence on board of dangerous or polluting goods to the competent VTS as soon as it enters the zone covered by the latter; * requirement for the Member States to ensure that the competent VTS under their responsibility have access, in particular, to appropriate surveillance radars and communication methods and that they are used in accordance with the IMO directives on vessel traffic services in force on the date of adoption of this directive, and particularly those contained in its resolution A578(14). 6. Requirement to participate in the Eurorep system for all vessels transporting dangerous or polluting goods sailing to a port situated in the Community or due to drop anchor in the territorial waters of a Member State, as a condition for entry into the port or for dropping anchor in these territorial waters, or flying the flag of a Member State of the Community. This requirement is likely to be extended to vessels in transit after the entry into force of the amendments to the SOLAS Convention on the compulsory records of vessels. 7. Requirement for the Commission: * to submit to the advisory committee established by Directive 93/75/EEC (summary 4.4.9.1) in good time a draft of detailed technical measures required for the implementation of the Eurorep system; * to ask for its opinion on the measures to be taken. 2) OBJECTIVE To improve information on the movements of vessels in order to increase the safety of vessel traffic and prevent pollution. Source: European Commission - Info92 08/95 ?

European Vessel Reporting System in the maritime zones

The European Parliament in the context of the codecision procedure confirmed its first reading of the text voted upon on 20.04.1994 concerning this proposal for a directive.?

European Vessel Reporting System in the maritime zones

The Directorates General or responsible departments have asked for this proposal to be withdrawn. The reasons are indicated as follows: A) for objective reasons (change of de facto situation, objectives already achieved by other means, etc) B) because the Commission has now adopted another approach : - the proposal is replaced implicitly, - a new proposal is in preparation, - no planned replacement.?