

Procedure file

Basic information		
SYN - Cooperation procedure (historic)	1995/0120(SYN)	Procedure completed
Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)		
Subject 3.20.04 Inland waterway transport		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism		23/06/1995
		EDN VAN DER WAAL Leen	
	Former committee responsible		23/06/1995
	TRAN Transport and Tourism		EDN VAN DER WAAL Leen
	Former committee for opinion		19/07/1995
	BUDG Budgets		PSE WILLOCKX Frederik A.A.
	CONT Budgetary Control	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meeting	Date
	Transport, Telecommunications and Energy	1893	07/12/1995
	Social Affairs	1892	07/12/1995
	Budget	1882	17/11/1995
	Transport, Telecommunications and Energy	1870	28/09/1995

Key events			
23/05/1995	Legislative proposal published	COM(1995)0200	Summary
18/09/1995	Committee referral announced in Parliament		
26/09/1995	Vote in committee		Summary
26/09/1995	Committee report tabled for plenary, 1st reading/single reading	A4-0215/1995	
28/09/1995	Debate in Council	1870	Summary
10/10/1995	Decision by Parliament	T4-0442/1995	Summary

17/11/1995	Council position published	11264/2/1994	Summary
22/11/1995	Vote in committee, 2nd reading		
28/11/1995	Committee referral announced in Parliament, 2nd reading		
29/11/1995	Decision by Parliament, 2nd reading	T4-0574/1995	Summary
07/12/1995	Resolution/conclusions adopted by Council		
07/12/1995	Act adopted by Council after consultation of Parliament		Summary
07/12/1995	End of procedure in Parliament		
07/12/1995	Final act published in Official Journal		

Technical information

Procedure reference	1995/0120(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Legal basis	Rules of Procedure EP 66_o-p4; EC before Amsterdam E 075
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/07291

Documentation gateway

Legislative proposal	COM(1995)0200 OJ C 292 07.11.1995, p. 0016	23/05/1995	EC	Summary
Economic and Social Committee: opinion, report	CES0967/1995 OJ C 301 13.11.1995, p. 0020	13/09/1995	ESC	Summary
Committee report tabled for plenary, 1st reading/single reading	A4-0215/1995 OJ C 287 30.10.1995, p. 0004	26/09/1995	EP	
Text adopted by Parliament, 1st reading/single reading	T4-0442/1995 OJ C 287 30.10.1995, p. 0023-0029	10/10/1995	EP	Summary
Council position	11264/2/1994 OJ C 325 06.12.1995, p. 0001	17/11/1995	CSL	Summary
Commission communication on Council's position	SEC(1995)1892	28/11/1995	EC	Summary
Text adopted by Parliament, 2nd reading	T4-0574/1995 OJ C 339 18.12.1995, p. 0011-0015	29/11/1995	EP	Summary

Additional information

European Commission	EUR-Lex
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Final act

Regulation 1995/2819 OJ L 292 07.12.1995, p. 0007-0008 Summary

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The Commission proposes to amend Regulation (EEC) No 1101/89 on structural improvements in inland waterway transport, mainly with a view to reducing the over-capacity of fleets through scrapping schemes coordinated at Community level. These schemes are already being applied to existing over-capacity. Because of the structural weakness of the inland waterway sector, the scrapping fund has limited financial resources to satisfy the new applications for scrapping premiums filed with it since 30 June 1994. Consequently, the proposal for a regulation seeks to make provision for additional intervention by the Community in scrapping schemes in order to reduce the structural over-capacity in cargo, estimated at approximately 15% in both sectors (dry cargo and liquid cargo). The objective of this large-scale action is to improve the long-term structure of the inland waterway market while gradually liberalizing it. In order to achieve this, additional financial resources are needed for a period of three years (1996-1997-1998), both from the Community budget and from the budgets of the Member States affected and the industry. It also proposes that: - financial solidarity should apply to all the scrapping funds' income and expenditure; - the Commission should coordinate the scrapping funds in order to promote proper cooperation between them and uniform application of the regulation. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The ESC welcomed the provision of Community funds for structural improvements in inland waterway transport. These funds would make it possible, in particular, to scrap vessels that were already on the waiting list. It felt that it was necessary, however, to change the nature and scope of the structural improvements, which so far had mainly been financed by the sector itself. It would seem to make sense, in the context of a liberalised common market, to aim for full solidarity between the funds. However, this would also touch on the question of the redistribution of public funds between Member States in connection with their inland shipping fleets. The ESC assumed that compensation between funds would be by agreement and the future of the scrapping schemes themselves would not in principle be jeopardised by any conflicts.

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The Committee has unanimously adopted the report of Mr. Leen VAN DER WAAL (NL, ENS) on the proposal for a Council Regulation amending Regulation (EEC) No 1101/89 on structural improvements in inland waterway transport. This Regulation seeks to ensure the continuation at EU level of coordinated scrapping schemes to reduce inland shipping overcapacity and thus marks the beginning of structural improvement in this sector after 1995. The object of the amendment is to introduce the temporary co-financing of the scrapping funds with the inclusion of Community contributions. These scrapping funds have hitherto been financed solely by the Member States and with the contributions required by Articles 4 and 8 of the Regulation. In the budget for 1995, 5 mEcu is set aside for participation in the financing of scrapping schemes. The proposed amendment would create the legal basis for the EU's financial participation from 1995 until 1998. Rapporteur VAN DER WAAL recommended the approval of this regulation without amendment. He said yesterday that its sole purpose is to create a legal basis to enable European as well as national resources to be used when vessels are scrapped. This will open the way for the 5 mEcu to be used in this year. The EP has now received the Commission communication on the establishment of an organization of the European inland waterway transport market and accompanying measures. This contains the following proposals: - a proposal for a Council Directive on the systems of chartering and pricing in national and international inland waterway transport in the Community: - a proposal for a Council regulation amending Regulation (EEC) 1101/89 on structural improvements in inland waterway transport and - a proposal for a Council regulation amending Regulation (EEC) 1107/70 on the granting of aids for transport by rail, road and inland waterway. Mr. VAN DER WAAL explained the Committee that the legal basis for the proposed contributions of European resources towards scrapping activities in 1996, 1997 and 1998 is now provided. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

Pending the opinion of the European Parliament, the Council held a policy debate on the proposal for a directive, the purpose of which is to provide a suitable legal basis for implementing the Community budget in respect of structural improvements in inland waterway transport. The Council came out broadly in favour of the option of adding Community contributions, limited to 1995, to the financing from the Member States concerned and other financing provided for in Regulation (EEC) No 1101/89. The Permanent Representatives Committee will continue discussions with a view to the adoption of a common position as soon as the European Parliament has delivered its opinion.

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

Adopting the report by Mr Leen van der WAAL (EDN, NL) on the proposal for an amendment to Regulation (EEC) No 1101/89 on structural improvements in inland waterway transport, the European Parliament approved the Commission's proposal without amendment. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The Council's common position introduced a number of changes to the initial proposal. First, the Council considered that, given the characteristics of the sector in question (small undertakings, crisis situation), a gesture of solidarity was needed on the part of the Community in the form of Community contributions. Secondly, the Council wished to avoid favouring one form of transport (inland waterways) over the others, which had never received this type of aid. In view of these considerations, the Council decided: - to put participation by the Member States in question to scrapping action in the conditional; - to limit the possibility of channeling funds from the Community to the scrapping funds to 1995, whereas the initial proposal covered the period from 1995-1998; - that the regulation should enter into force on the date of its publication in the Official Journal of the European Communities. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The Commission was able to accept the new provisions introduced by the Council, as the regulation gave it ECU 5 million from the Community budget for 1995, but it regretted that the Council had not provided at this stage to extend the legal basis to coming years (1996 to 1998). The Commission therefore considered that the common position represented an acceptable compromise and urged the European Parliament to approve it, taking account of the deadlines imposed for the implementation of Community appropriations.?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

The European Parliament approved the Council's common position on structural improvements in inland waterway transport in accordance with Article 66(7) of its Rules of Procedure. The Council was called on to adopt this act in its common position as quickly as possible.?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

OBJECTIVE: sustainable improvements in the structure of the inland waterway market in parallel with its progressive liberalization with additional Community support for scrapping schemes, in order to reduce structural over-capacity in cargo estimated at approximately 15% in the two sectors (dry cargo and liquid cargo). COMMUNITY MEASURE: Council Regulation (EC) No 2819/95 amending Regulation (EEC) No 1101/89 on structural improvements in inland waterway transport. SUBSTANCE: - creation of a suitable legal basis to permit the implementation of the Community budget with regard to structural improvements in inland waterway transport; - introduction of the possibility of a Community financial contribution to the national funds of the Member States concerned and earmarked for scrapping schemes, for 1995; - the Commission will ensure coordination between the scrapping funds to make for uniform application of the regulation. - Date of entry into force of the regulation: 8 December 1995. ?

Structural improvements in inland waterway transport (amend. Regulation (EEC) No 1101/89)

?Following the policy debate it held on the Commission proposals on the organisation of the inland waterway transport market and supporting measures, the Council: 1. took note of the action programme submitted by the Commission in response to the request made in the Council Resolution of 24 October 1994; 2. agreed on the principle of liberalisation of the inland waterway transport market that gradually limits the scope of the rotation system in order to arrive at a system where there is freedom as regards chartering and pricing in inland waterway transport by 1 January 2000; 3. underlined the need for further substantial structural improvements in order to reduce the capacity of the active fleet by around 15%, while noting that the possibilities for funding such a measure are still to be defined; 4. instructed the Permanent Representatives Committee, in collaboration with the Commission and the Member States, to continue discussions on this matter.?