## Basic information

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

## Key players

### European Parliament

| Committee responsible | Rapporteur | Appointed |
|---|---|---|
| TRAN Transport and Tourism | VAN DER WAAL Leen (EDN) | 23/06/1995 |

| Former committee responsible | Former rapporteur | Appointed |
|---|---|---|
| TRAN Transport and Tourism | VAN DER WAAL Leen (EDN) | 23/06/1995 |

| Former committee for opinion | Former rapporteur for opinion | Appointed |
|---|---|---|
| BUDG Budgets | WILLOCKX Frederik A.A. (PSE) | 19/07/1995 |
| CONT Budgetary Control | The committee decided not to give an opinion. | |

### Council of the European Union

| Council configuration | Meetings | Date |
|---|---|---|
| Transport, Telecommunications and Energy | 1893 | 1995-12-07 |
| Transport, Telecommunications and Energy | 1870 | 1995-09-28 |
| Budget | 1882 | 1995-11-17 |
| Social Affairs | 1892 | 1995-12-07 |

## Key events

| Date | Event | Reference | Summary |
|---|---|---|---|
| | | COM(1995)0200 | Summary |

| | | | |
|---|---|---|---|
| 23/05/1995 | Legislative proposal published | | |
| 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 | | 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 | | |
| 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

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

## Documentation gateway

**European Parliament**

| Document type | Committee | Reference | Date | Summary |
|---|---|---|---|---|
| Committee report tabled for plenary, 1st reading/single reading | | A4-0215/1995<br>OJ C 287 30.10.1995, p. 0004 | 26/09/1995 | |
| Text adopted by Parliament, 1st reading/single reading | | T4-0442/1995<br>OJ C 287 30.10.1995, p. 0023-0029 | 10/10/1995 | Summary |
| Text adopted by Parliament, 2nd reading | | T4-0574/1995<br>OJ C 339 18.12.1995, p. 0011-0015 | 29/11/1995 | Summary |

**Council of the EU**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Council position | 11264/2/1994<br>OJ C 325 06.12.1995, p. 0001 | 17/11/1995 | Summary |

**European Commission**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Legislative proposal | COM(1995)0200<br>OJ C 292 07.11.1995, p. 0016 | 23/05/1995 | Summary |
| Commission communication on Council's position | SEC(1995)1892 | 28/11/1995 | Summary |

**Other institutions and bodies**

| Institution/body | Document type | Reference | Date | Summary |
|---|---|---|---|---|
| EESC | Economic and Social Committee: opinion, report | CES0967/1995<br>OJ C 301 13.11.1995, p. 0020 | 13/09/1995 | Summary |

| Additional information | | |
|---|---|---|
| **Source** | **Document** | **Date** |
| European Commission | EUR-Lex | |

| Final act | |
|---|---|
| Regulation 1995/2819<br>OJ L 292 07.12.1995, p. 0007-0008 | Summary |

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

1995/0120(SYN) - 13/09/1995 - Economic and Social Committee: opinion, report

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)

1995/0120(SYN) - 17/11/1995 - Council position

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)

1995/0120(SYN) - 28/11/1995 - Commission communication on Council's position

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)

1995/0120(SYN) - 28/09/1995

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)

1995/0120(SYN) - 23/05/1995 - Legislative proposal

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)

1995/0120(SYN) - 29/11/1995 - Text adopted by Parliament, 2nd reading

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)

1995/0120(SYN) - 05/12/1995 - Final act

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)

1995/0120(SYN) - 17/11/1995

The Council adopted, with the German and UK delegations voting against, the common position with a view to amending Regulation (EEC) No 1101/89 on structural improvements in inland waterway transport. The purpose of the proposal for a regulation is to create an appropriate legal basis for the Community budget to be implemented in this area. The common position provides for the possibility of adding Community contributions, restricted to 1995, to the financial resources of the Member States concerned and to other resources provided for in Regulation (EEC) No 1101/89.

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

1995/0120(SYN) - 10/10/1995 - Text adopted by Parliament, 1st reading/single reading

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)

1995/0120(SYN) - 07/12/1995

‘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.’