

Basic information	
1995/0121(SYN) SYN - Cooperation procedure (historic)	Procedure completed
National and international inland waterway transport: systems of chartering and pricing	
Subject 3.20.04 Inland waterway transport	

Key players			
European Parliament	Committee responsible		Rapporteur
	TRAN Transport and Tourism		VAN DER WAAL Leen (EDN)
	Former committee responsible		Former rapporteur
	TRAN Transport and Tourism		VAN DER WAAL Leen (EDN)
	Former committee for opinion		Former rapporteur for opinion
	BUDG Budgets		WILLOCKX Frederik A.A. (PSE)
Council of the European Union	Council configuration		Meetings
	Transport, Telecommunications and Energy		1941
	Transport, Telecommunications and Energy		1907
	Budget		1964
		Date	
			1996-06-27
			1996-03-11
			1996-11-19

Key events			
Date	Event	Reference	Summary
23/05/1995	Legislative proposal published	COM(1995)0199 	Summary
23/10/1995	Committee referral announced in Parliament		
24/01/1996	Vote in committee		

24/01/1996	Committee report tabled for plenary, 1st reading/single reading	A4-0012/1996	
12/02/1996	Debate in Parliament		Summary
22/04/1996	Modified legislative proposal published	COM(1996)0182 	Summary
27/06/1996	Council position published	07731/2/1996	Summary
18/07/1996	Committee referral announced in Parliament, 2nd reading		
22/07/1996	Vote in committee, 2nd reading		
22/07/1996	Committee recommendation tabled for plenary, 2nd reading	A4-0252/1996	
16/09/1996	Debate in Parliament		Summary
21/10/1996	Modified legislative proposal published	COM(1996)0516 	
19/11/1996	Act adopted by Council after consultation of Parliament		Summary
19/11/1996	End of procedure in Parliament		
27/11/1996	Final act published in Official Journal		

Technical information

Procedure reference	1995/0121(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Legal basis	EC Treaty (before Amsterdam) E 075
Stage reached in procedure	Procedure completed

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0012/1996 OJ C 047 19.02.1996, p. 0005	24/01/1996	
Text adopted by Parliament, 1st reading/single reading		T4-0043/1996 OJ C 065 04.03.1996, p. 0020-0026	13/02/1996	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0252/1996 OJ C 277 23.09.1996, p. 0005	22/07/1996	
Text adopted by Parliament, 2nd reading		T4-0449/1996 OJ C 320 28.10.1996, p. 0019-0028	17/09/1996	Summary

Council of the EU

Document type	Reference	Date	Summary
	07731/2/1996		

Council position		OJ C 264 11.09.1996, p. 0009	27/06/1996	Summary
European Commission				
Document type		Reference	Date	Summary
Legislative proposal		COM(1995)0199 	23/05/1995	Summary
Modified legislative proposal		COM(1996)0182 	22/04/1996	Summary
Commission communication on Council's position		SEC(1996)1279 	15/07/1996	Summary
Modified legislative proposal		COM(1996)0516 	21/10/1996	
Other institutions and bodies				
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1315/1995 OJ C 039 12.02.1996, p. 0096	23/11/1995	Summary

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act
Directive 1996/0075 OJ L 304 27.11.1996, p. 0012 Summary

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 23/11/1995

The ESC supported the general approach of the Commission's proposals, which were aimed not only at reducing overcapacity, but also at improving the infrastructure of inland waterway transport and ensuring liberalisation of the market. This would make for more open market conditions, improved competitiveness - not only between inland waterway transport operators themselves but also between inland waterways and other modes of transport - and improved intermodal transport. This objective was a key feature of the transport policy financed by the EU and applied to the whole of the Community. As carriers were not in a position to finance this policy fully on their own, the ESC approved cofinancing by the EU, providing it remained within the budget set for the period up to 1999. In order to ensure that any imbalances in inland waterway transport after 2000 could be promptly and effectively tackled, the ESC felt that the following rules should remain in force: - further development of the Commission's intended market observation system; - the formation of a reserve fund for emergency measures, financed by the sector; - the application of the existing scrapping arrangements and old-for-new rules in unforeseen crisis situations; - the possibility of strengthening the position of (small) operators by means of trade groups.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 27/06/1996

The Council adopted the common position by qualified majority, with the United Kingdom voting against the 'restructuring' regulation. The text was to be referred to Parliament for a second reading under the terms of the cooperation procedure.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 23/05/1995 - Legislative proposal

OBJECTIVE: to establish common provisions at Community level for the whole of the inland waterway market so that the undertakings concerned can benefit fully from the opportunities offered by the single market. The organization of chartering by rotation needs to be adjusted so as to move towards greater commercial flexibility and a system of totally free transactions by 1 January 2000. COMMUNITY MEASURE: proposal for a Council directive on the systems of chartering and pricing in national and international inland waterway transport in the Community. CONTENT: * in the national and international inland waterway freight transport sector in the Community, contracts are concluded freely between the parties involved and prices are negotiated freely; * by way of exception, the Member States may, under certain circumstances, maintain a system of minimum compulsory tariffs and systems of chartering by rotation for a limited period up to 1 January 2000; * the scope of chartering by rotation systems is limited during the transitional period to general freight; * during the transitional period, the Member States will take the steps needed to make chartering by rotation systems as flexible as possible; * Member States will take measures within two years of the date on which the directive enters into force so that shippers have a free choice between three types of contract: time-based contracts, including charter parties, tonnage-based contracts and single or multiple voyage contracts using the chartering by rotation system; * in the event of serious disturbance on the inland waterway transport market, the Commission may, on its own initiative or at the request of a Member State, take measures designed to prevent any new increase in the transport capacity on offer on the market in question.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 22/04/1996 - Modified legislative proposal

The Commission's amended proposal takes over the EP amendments seeking to: - ensure that the Member States adopt accompanying social measures to assist carriers who close down their businesses; - change the date of the Directive's entry into force in the Member States from 1 January 1996 to 1 January 1997.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 27/06/1996 - Council position

The Council's common position incorporates the EP amendment changing the date for the Directive's entry into force in the Member States to 1 January 1997. The Council also makes various amendments to the Commission proposal, with a view to: - ensuring that vessel operators who do not own their vessels are also covered by the Directive, and simplifying the definition of 'carrier'; - deleting the reference to charter exchanges; - bringing together under a single article all transport not subject to chartering by rotation and making it clear that only Member States practising rotation work are covered by the article; - making it clear that Regulation (EEC) No 1101/89 continues to apply whether or not there is a serious disturbance in the inland waterway market and stipulating that the Commission should be able to take the measures concerned solely at the request of a Member State, not on its own initiative.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 11/03/1996

The Council reached political agreement by a qualified majority, with the United Kingdom voting against the structural improvements Regulation, on its common position.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 13/02/1996 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mr Leen van der WAAL (EDN, NL), the European Parliament approved, with amendments, the Commission proposal aimed at liberalizing, restructuring and promoting inland waterway transport. The EP called, in particular, for the system of minimum compulsory tariffs and systems of chartering by rotation not to be maintained beyond 1 January 1999. In order to be able to respond to imbalances in the transport market even after completion of the liberalization programme, the Commission was asked to submit before 1 January 1998 two proposals with a view to: - extending the 'old for new' system (i.e. discouraging the building of new vessels by varying the ratio between the tonnage to be scrapped and new tonnage taken into service) by five years, to 28 April 2004; - establishing a fund, using contributions from the inland waterway transport industry, allowing the withdrawal of vessels from the market by means of scrapping in new situations of overcapacity. The EP called on the Commission to pursue an accompanying social policy under which an uncompromising form of restructuring could be avoided.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 19/11/1996 - Final act

OBJECTIVE: the establishment at Community level of common provisions for the whole of the inland waterways market so that the undertakings concerned can benefit fully from the opportunities offered by the single market. There is a need to adjust the organization of chartering by rotation so as to move towards greater commercial flexibility and a system of totally free transactions by 1 January 2000. COMMUNITY MEASURE: Council Directive 96/75/EC on the systems of chartering and pricing in national and international inland waterway transport in the Community. SUBSTANCE: the directive provides for the disappearance by 1 January 2000 at the latest of the system of minimum compulsory tariffs and systems of chartering by rotation. In the event of serious disturbance in the inland waterway transport market, the Commission may on its own initiative or at the request of a Member State take measures designed to prevent any new increase in the transport capacity on offer on the market in question. ENTRY INTO FORCE: 30/11/1996 DEADLINE FOR TRANSPOSITION: 01/01/1997

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 19/11/1996

The Council formally adopted the Directive.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 15/07/1996

The Commission considered that the common position was an acceptable compromise and urged the European Parliament to approve it.

National and international inland waterway transport: systems of chartering and pricing

1995/0121(SYN) - 17/09/1996 - Text adopted by Parliament, 2nd reading

In adopting the recommendation for second reading by Mr Leen VAN DER WAAL (EDN, NL), Parliament approved the common position, while calling on the Member States to adopt accompanying social measures to assist carriers who close down their businesses.