Basic information

1995/0205(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure lapsed or withdrawn
Development of the Community's railways **Subject** 3.20.02 Rail transport: passengers and freight	

Key players

European Parliament

Former committee responsible	Former rapporteur	Appointed
TRAN Transport and Tourism	FARTHOFER Erich (PSE)	31/10/1995

Former committee for opinion	Former rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2108	1998-06-17

Key events

Date	Event	Reference	Summary
10/03/1995	Additional information		Summary
19/07/1995	Legislative proposal published	COM(1995)0337	Summary
11/12/1995	Committee referral announced in Parliament, 1st reading		
21/06/1996	Additional information		Summary
30/09/1996	Vote in committee, 1st reading		Summary
30/09/1996	Committee report tabled for plenary, 1st reading	A4-0293/1996	
24/10/1996	Debate in Parliament		Summary
24/11/1996	Debate in Parliament		Summary
13/02/1997	Modified legislative proposal published	COM(1997)0034	Summary
17/06/1998	Debate in Council		

28/07/1999	Vote in committee, 1st reading		
28/07/1999	Committee report tabled for plenary confirming Parliament's position	A5-0005/1999	
16/09/1999	Decision by Parliament, 1st reading	T5-0015/1999	
11/12/2001	End of procedure in Parliament		
11/12/2001	Additional information		Summary

Technical information

Procedure reference	1995/0205(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	EC Treaty (after Amsterdam) EC 071
Stage reached in procedure	Procedure lapsed or withdrawn

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0293/1996 OJ C 347 18.11.1996, p. 0004	30/09/1996	
Text adopted by Parliament, 1st reading/single reading		T4-0560/1996 OJ C 347 18.11.1996, p. 0420-0427	25/10/1996	Summary
Committee final report tabled for plenary, 1st reading /single reading		A5-0005/1999 OJ C 054 25.02.2000, p. 0010	28/07/1999	
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	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1995)0337 OJ C 321 01.12.1995, p. 0010	19/07/1995	Summary
Modified legislative proposal	COM(1997)0034 OJ C 124 21.04.1997, p. 0025	13/02/1997	Summary
Reconsultation	SEC(1999)0581	28/04/1999	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary

EESC	Economic and Social Committee: opinion, report	CES0248/1996 OJ C 153 28.05.1996, p. 0016	28/02/1996	Summary
CofR	Committee of the Regions: opinion	CDR0058/1999 OJ C 057 29.02.2000, p. 0040	18/11/1999	

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Development of the Community's railways

1995/0205(COD) - 25/10/1996 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mr Erich FARTHOFER (PSE, A), Parliament welcomed the continued liberalization of the railways in the Community. However, it introduced several amendments concerning measures to write off the debt of existing railway undertakings and to harmonize the rules applicable to all the modes of transport. Parliament also proposed that, in respect of VAT, cross-border passenger transport by rail should be at no disadvantage to other modes of transport offering similar services.

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1995/0205(COD) - 19/07/1995 - Legislative proposal

OBJECTIVE: the proposal for a Council directive aims to amend Directive 91/440/EEC (which establishes the rights of access for groupings of undertakings involved in the transport of goods to the railway networks of other Member States) with a view to making rail transport more competitive by attracting new capital and encouraging existing operators to improve their performance. SUBSTANCE: - the right of access would be extended to individual operators; - the scope of the directive would be extended to cover both national and international transport of freight and international transport of passengers.

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1995/0205(COD) - 13/02/1997 - Modified legislative proposal

The amended Commission proposal incorporated three of the nine amendments adopted by Parliament at first reading: - stressing that the principle of freedom to provide services must be applied uniformly in the Member States as the directive is implemented, in order to avoid distortions of competition in and between the Member States; - stressing the need to take account of the socio-economic role of regional rail transport in the process of liberalization; - stating that access and transit rights to the infrastructure must be granted on equitable, transparent and non-discriminatory conditions. The Commission rejected the following amendments: - requiring the Member States to help reduce debt and improve finances by the date of transposal of the directive; - requiring the Member States to ensure that the railways have customary own resources; - requiring the Member States to require the establishment of separate debt amortization units within railway undertakings; - requiring the Member States to ensure by 1 January 2000 that the railways are not at a disadvantage compared to other modes of transport as regards VAT on cross-border transport and other fiscal provisions such as duty-free sales; - requiring the Commission to report on plans to further interoperability.

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1995/0205(COD) - 28/02/1996 - Economic and Social Committee: opinion, report

Given the series of observations, arguments and analyses which accord with the unanimous assessments made by the Economic and Social Committee in its earlier Opinions on rail transport reform, one can take the view that the time has come for further liberalization of the sector, but only if such liberalization is correlated with a consistent, harmonized political choice on the overall reform of the sector in all its aspects - economic, social and managerial, and in particular: - management autonomy; - financial retrenchment; - taking problems of external costs into account; - development of intermodality; - interoperability problems; - definition of public service requirements at the European level; - harmonization in the social field, especially as regards employment problems and working hours; and - the framing of safety standards and rules at European level. More particularly, as regards the proposal for a Council Directive amending Directive 91/440/EEC, the Economic and Social Committee, while endorsing it and acknowledging its logical consistency with the overall approach to transport reform in the single market and with the need to increase the competitiveness of the rail sector, considers that harmonization among the Member States by national implementation of the Directives already adopted and those still awaiting final adoption by the Council of Ministers would greatly facilitate achievement of the stated aims. Moreover, the Committee calls upon the Commission to stimulate greater consultation of the social partners in order to quantify the impact on employment should the Directive, thus amended, be rapidly

adopted, and avoid likely negative social consequences through a Community support programme to be agreed with the social partners. In this context the Committee also asks the Commission to speed up the presentation of its Communication on public services. Finally, the Committee wonders whether it would not be useful, given the complexity of the problems connected with rail transport reform, to have a timetable for reference, as in the case of telecommunications, iron and steel or other equally complex sectors.

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1995/0205(COD) - 16/09/1999

The European Parliament confirmed its first reading in the context of the codecision procedure of the text voted upon on 25.10.1996 concerning this proposal for a directive.