

Basic information	
1995/0232(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Statistical returns in respect of carriage of passengers, freight and mail by air	
Subject 3.20.01 Air transport and air freight	

Key players			
European Parliament	Committee responsible		Rapporteur
	RETT Regional Policy, Transport and Tourism		POHJAMO Samuli (ELDR) 08/10/2002
	Former committee responsible		Former rapporteur
	TRAN Transport and Tourism		Appointed
	Former committee for opinion		Former rapporteur for opinion
	ECON Economic and Monetary Affairs, Industrial Policy		The committee decided not to give an opinion.
	JURI Legal Affairs, Citizens' Rights		The committee decided not to give an opinion.
Council of the European Union	Council configuration		Meetings
			Date
	Competitiveness (Internal Market, Industry, Research and Space)		2451
	Transport, Telecommunications and Energy		2142
	Transport, Telecommunications and Energy		2438
	Transport, Telecommunications and Energy		1907
European Commission	Commission DG		Commissioner
	Eurostat - European statistics		

Key events

Date	Event	Reference	Summary
14/09/1995	Legislative proposal published	COM(1995)0353 	Summary
09/10/1995	Committee referral announced in Parliament, 1st reading		
23/01/1996	Vote in committee, 1st reading		Summary
23/01/1996	Committee report tabled for plenary, 1st reading	A4-0009/1996	
28/02/1996	Debate in Parliament		
11/03/1996	Debate in Council		Summary
30/11/1998	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	
30/09/2002	Council position published	10011/2/2002	Summary
11/10/2002	Committee referral announced in Parliament, 2nd reading		
27/11/2002	Vote in committee, 2nd reading		Summary
27/11/2002	Committee recommendation tabled for plenary, 2nd reading	A5-0416/2002	
18/12/2002	Decision by Parliament, 2nd reading	T5-0616/2002	Summary
27/02/2003	Final act signed		
27/02/2003	End of procedure in Parliament		
11/03/2003	Final act published in Official Journal		

Technical information

Procedure reference	1995/0232(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Legal basis	EC Treaty (after Amsterdam) EC 285
Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/13040

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0009/1996 OJ C 047 19.02.1996, p. 0004	23/01/1996	
		T4-0103/1996		

Text adopted by Parliament, 1st reading/single reading		OJ C 078 18.03.1996, p. 0012-0028	29/02/1996	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
Committee recommendation tabled for plenary, 2nd reading		A5-0416/2002	27/11/2002	
Text adopted by Parliament, 2nd reading		T5-0616/2002 OJ C 031 05.02.2004, p. 0160-0170 E	18/12/2002	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	10011/2/2002 OJ C 275 12.11.2002, p. 0033 E	30/09/2002	Summary
Council statement on its position	11078/2002	30/09/2002	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1995)0353  OJ C 325 06.12.1995, p. 0011	14/09/1995	Summary
Reconsultation	SEC(1999)0581 	28/04/1999	
Commission communication on Council's position	SEC(2002)1068 	08/10/2002	Summary
Document attached to the procedure	SEC(2002)1055 	29/10/2002	
Follow-up document	COM(2007)0187 	17/04/2007	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EU	Implementing legislative act	32003R1358 OJ L 194 01.08.2003, p. 0009-0033	31/07/2003	Summary

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 11/03/1996

The Council reached broad agreement on the draft Council Regulation on statistical returns in respect of carriage of passengers, freight and mail by air, subject to a small number of outstanding problems being resolved.

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 14/09/1995 - Legislative proposal

OBJECTIVE: The proposal for a regulation aims to improve the comparability and coherence, at Community level, of statistics in the field of air transport. SUBSTANCE: - Collection of reliable, regular, updated, harmonized and comparable statistical data on the carriage of passengers, freight and mail by air, and on aircraft movements both within the Community and between the EC and third countries, with a view to the preparation of quarterly and annual statistics on air-transport operators using Community airports. Member States are to be responsible for collecting the information and for applying the appropriate methodology; - Dissemination of Community statistical data to national administrations and access to data on the air transport market for EC airports and for air transport operators; - Member States are able to exclude very small airports from the scope of the regulation and can request that slightly larger airports which meet certain conditions only have to submit summary annual statistics.

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 16/09/1999

The European Parliament confirmed its first reading in the context of the codecision procedure of the text voted upon on 29.02.1996 concerning this proposal for a regulation.

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 18/12/2002 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a resolution based on the report by Samuli POHJAMO (ELDR, Finland) and approved the Council's common position.

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 31/07/2003 - Implementing legislative act

COMMUNITY MEASURE : Commission Regulation 1358/2003/ EC implementing Regulation 437/2003/EC of the European Parliament and of the Council on statistical returns in respect of the carriage of passengers, freight and mail by air and amending Annexes I and II thereto. CONTENT : it is necessary to amend Regulation 437/2003/EC with a view to establishing a list of Community airports, apart from those having only occasional commercial traffic, and the derogations to be provided. In addition, it is necessary to specify the format in which the data are to be transmitted, in sufficient detail to ensure that such data can be processed rapidly and in a cost-effective way. Arrangements concerning the dissemination of the statistical results should also be drawn up. The Commission should adapt the specifications in the Annexes thereto. In particular, the record structure

for data transmission, the codes and the definitions set out in Annexes I and II to Regulation 437/2003/EC need to be adapted. The measures provided for in this Regulation are in accordance with the opinion of the Statistical Programme Committee set up by Decision 89/382/EEC/Euratom. ENTRY INTO FORCE : 21/08/2003.

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 30/09/2002 - Council position

Following the agreement reached by the UK and Spain at the beginning of 2002 on Gibraltar airport, the proposal for a regulation was re-tabled for discussion by the Council. Now that the Council has endorsed the general structure and main provisions of the proposal, the common position, which has been unanimously adopted, is basically consistent with the Commission's initial proposal. The Council approves of the objective of the proposed measure, which is to produce harmonised statistics on the transport of passengers, freight and mail by air comparable to those for other modes of transport. Considering inter alia the strong growth in air traffic and the growing importance of inter-modality, such statistics have become increasingly important to ensure the proper functioning of the European Union's transport system. The Member States will be responsible for the data collection and methods used, and data should, where possible, be compatible with international data provided by ICAO. In addition to the "Gibraltar" clauses, which have been incorporated, the main modifications as compared to the Commission proposal can be summarised as follows: - the Council considered it appropriate not to include the "airline code" in the transmission of data to EUROSTAT. This term has been replaced with "airline information", to collect information such as the country of licensing of the airline or whether the airline is based in the EU. A declaration by the Commission, which considers the information on "airline code" as essential for decision making and as a means to control information quality, will be entered in the Council Minutes; - thresholds and transition periods for reporting, as provided in Article 3, have been modified to take account of the fact that, for certain airports, statistics corresponding to those specified in Annex I are not yet collected, and that, as a consequence, the introduction of a new data collection system may prove difficult. The deadline for complete transmission to EUROSTAT has been set to end of September 2006; - article 11 now provides that the Statistical Programme Committee will be subject to the procedures for the exercise of implementing powers conferred on the Commission, set up by Council Decision 1999/468/EC, and that the Committee will be of a regulatory nature; - the Council introduced an amendment concerning the definition of "passenger unit" as "either one passenger or 90 kilograms of freight and mail". With regard to the new provisions introduced by the Council, the Council had to take account of a new feature - namely application of the codecision procedure - and of the changes made to the legal framework governing Community statistics since 1995.

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 29/02/1996 - Text adopted by Parliament, 1st reading/single reading

By adopting the report by Mr Seppo Pelttari (ELDR), Parliament approved the Commission proposal, subject to amendment of the section of Annex II entitled 'Definitions and statistical variables'. The EP takes the view that, for the purposes of the list of Community airports referred to in the Regulation, a passenger unit should correspond to 1 passenger or 90 kg (instead of 75 kg) of freight and mail.

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 27/02/2003 - Final act

PURPOSE : to establish the collection of statistical returns in respect of the carriage of passengers, freight and mail by air. COMMUNITY MEASURE : Regulation 437/2003/EC of the European Parliament and of the council on statistical returns in respect of the carriage of passengers, freight and mail by air. CONTENT : this Regulation comes about due to the need for the Community institutions to have comparable, consistent, synchronised and regular statistical data on the scale and development of the carriage of passengers, freight and mail by air within the Community or to and from the Community. There are currently no such comprehensive statistics. The Regulation makes the following provisions: - Member States must establish statistical returns on the carriage of passengers, freight and mail by commercial air services as well as on civil aircraft movements to or from Community airports, except for flights by State aircraft. The application of this Regulation to Gibraltar airport is suspended until the arrangements in the Joint Declaration made by Spain and the United Kingdom of 2 December 1987 come into operation. The application of the Regulation to the airport of Gibraltar is without prejudice to the respective legal positions of Spain and the United Kingdom over Gibraltar. Member States must collect statistical data relating to passengers, freight and mail, flight stages, passenger seats available, and aircraft movements. Each Member State will collect all data set out in Annex I for all Community airports in its territory with traffic in excess of 150 000-passenger units annually. The Commission will draw up a list of Community airports. There are transitional provision for certain smaller airports. There are additional provisions on data processing, transmission of results and dissemination of the statistics. After data have been collected over a period of three years, the Commission must submit a report to the European Parliament and the Council on experience acquired in the application of the Regulation, with particular reference to the transmission of results and dissemination. ENTRY INTO FORCE : 31/03/03.

Statistical returns in respect of carriage of passengers, freight and mail by air

The Commission endorses the Council's unanimous common position. The Commission has published a declaration which states that it confirms that, for the "airline information" coding in tables A1 and B1 of Annex I, it is not seeking to make transmission of the airline code obligatory. The "airline information" variable is designed for the collection of information at a higher level of aggregation, such as the country in which the airline is registered, or whether the airline is based in the EU or not".

Statistical returns in respect of carriage of passengers, freight and mail by air

1995/0232(COD) - 17/04/2007 - Follow-up document

The Commission has presented a report on experience acquired in the application of Regulation (EC) No 437/2003 of the European Parliament and of the Council on statistical returns in respect of the carriage of passengers, freight and mail by air, after data have been collected over a period of three years, the Commission shall submit a report to the European Parliament and the Council on experience acquired in the application of this Regulation. This report is aimed to comply with this requirement once the first three years of data collection have been completed (2003-2005).

After a general description of the background, objectives and policy context of the legal act, some issues linked to the implementation are discussed. The report also presents information on the main results achieved. The final section provides conclusions and possible future developments.

The experience gained and the results obtained on the implementation of Regulation 437/2003 can be considered, in general, as very positive. Even if a similar system was running before the adoption of the Regulation, the work and resources put into the setting up of the legal requirements, both at national and Eurostat level, have allowed a quick production of comparable and reliable results. This is particularly relevant in the case of the ten Member States which joined the EU in 2004, where previous experience in air transport data collection was limited.

Most of the issues linked to the interpretation of the Regulation, data collection, compilation, transmission and validation have been addressed and properly tackled. The implementation of this Regulation has led to an increase in the availability of information on the sector as well as an improvement on data quality and timeliness.

Regarding the use of the data, the results obtained have an immediate application for policy-making, particularly for the development, implementation and monitoring of the air transport sector policies at national and EU level. Data dissemination through different public means has contributed to give visibility to the whole process and to provide a return to the citizens for the investment of resources made on it.

Short term developments:

In the short term, the efforts should be concentrated on the following issues:

- further improvement of data quality for certain elements. Some reporting countries need to make additional efforts to supply regularly reliable and comparable data for the freight variables, the information on seats available or some of the elements contained on dataset C1;
- provision of airline information. The delivery of airline information separating, at least, EU from non-EU carriers should be a reachable objective for all Member States without diminishing their confidentiality restrictions. Furthermore, under special circumstances such as the negotiation of air transport agreements with third countries, it maybe needed to define a procedure for which the Commission could request Member States to provide detailed airline information not delivered under the regular data provision;
- enlargement of the EU to Bulgaria and Romania. Eurostat will pay particular attention to ensure that these two new Member States comply with the EU legislation on air transport statistics.

Long term developments:

Long term developments would probably imply the extension of the data collection to new variables such as: (i) true origin/final destination of passengers when the journey includes multiple flights (at least, for passengers having one single ticket for the complete journey); (ii) nationality of incoming extra-EU passengers; (iii) ticket pricing; number of indirect transit passengers (i.e. transfer passengers) by airport; (iv) or a breakdown of the number of movements by period of the day and by technology according to standards on certified noise levels.

These variables are addressed by new policy needs and go beyond the present scope of the Regulation. However, reporting countries have clearly expressed the current impossibility of collecting such information and the need to duly justify any further burden linked to the collection of air transport statistics. Anyway, at least two future developments not linked to new data requirements could be envisaged:

- a short reduction on the data transmission period to five months after the end of the period of observation, in line with the statistical data collection of other modes of transport;
- extension of the geographical coverage due to either future EU enlargements or the voluntary involvement of third countries through co-operation agreements.