## Basic information

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|---|---|
| **1996/0207(SYN)**<br>SYN - Cooperation procedure (historic) | Procedure completed |
| Combined goods transport: financial assistance to action pilots PACT<br>**Subject**<br>3.20.07 Combined transport, multimodal transport | |

## Key players

### European Parliament

| Committee responsible | Rapporteur | Appointed |
|---|---|---|
| TRAN Transport and Tourism | STOCKMANN Ulrich (PSE) | 22/11/1995 |

| Former committee responsible | Former rapporteur | Appointed |
|---|---|---|
| TRAN Transport and Tourism | STOCKMANN Ulrich (PSE) | 22/11/1995 |

| Former committee for opinion | Former rapporteur for opinion | Appointed |
|---|---|---|
| BUDG Budgets | | |

### Council of the European Union

| Council configuration | Meetings | Date |
|---|---|---|
| Transport, Telecommunications and Energy | 1951 | 1996-10-03 |
| Transport, Telecommunications and Energy | 2074 | 1998-03-17 |
| Transport, Telecommunications and Energy | 2119 | 1998-10-01 |
| Transport, Telecommunications and Energy | 1992 | 1997-03-11 |

## Key events

| Date | Event | Reference | Summary |
|---|---|---|---|
| 24/07/1996 | Legislative proposal published | COM(1996)0335 | Summary |
| 03/10/1996 | Debate in Council | | |
| 29/01/1997 | Committee referral announced in Parliament | | |

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|---|---|---|---|
| 11/03/1997 | Debate in Council | | Summary |
| 14/04/1997 | Vote in committee | | Summary |
| 14/04/1997 | Committee report tabled for plenary, 1st reading/single reading | A4-0130/1997 | |
| 10/06/1997 | Debate in Parliament | | Summary |
| 30/10/1997 | Modified legislative proposal published | COM(1997)0507 | Summary |
| 17/03/1998 | Council position published | 05002/1/1998 | Summary |
| 02/04/1998 | Committee referral announced in Parliament, 2nd reading | | |
| 23/06/1998 | Vote in committee, 2nd reading | | Summary |
| 23/06/1998 | Committee recommendation tabled for plenary, 2nd reading | A4-0239/1998 | |
| 01/07/1998 | Debate in Parliament | | Summary |
| 09/09/1998 | Modified legislative proposal published | COM(1998)0519 | Summary |
| 01/10/1998 | Act adopted by Council after consultation of Parliament | | |
| 01/10/1998 | End of procedure in Parliament | | |
| 14/10/1998 | Final act published in Official Journal | | |

## Technical information

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|---|---|
| **Procedure reference** | 1996/0207(SYN) |
| **Procedure type** | SYN - Cooperation procedure (historic) |
| **Procedure subtype** | Legislation |
| **Legal basis** | EC Treaty (before Amsterdam) E 075-p1 |
| **Stage reached in procedure** | Procedure completed |
| **Committee dossier** | TRAN/4/09904 |

## Documentation gateway

**European Parliament**

| Document type | Committee | Reference | Date | Summary |
|---|---|---|---|---|
| Committee report tabled for plenary, 1st reading/single reading | | A4-0130/1997<br>OJ C 150 19.05.1997, p. 0002 | 14/04/1997 | |
| Text adopted by Parliament, 1st reading/single reading | | T4-0314/1997<br>OJ C 200 30.06.1997, p. 0098-0137 | 12/06/1997 | Summary |
| Committee recommendation tabled for plenary, 2nd reading | | A4-0239/1998<br>OJ C 226 20.07.1998, p. 0004 | 23/06/1998 | |
| Text adopted by Parliament, 2nd reading | | T4-0393/1998<br>OJ C 226 20.07.1998, p. 0011-0017 | 02/07/1998 | Summary |

**Council of the EU**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Council position | 05002/1/1998<br>OJ C 161 27.05.1998, p. 0001 | 17/03/1998 | Summary |

**European Commission**

| Document type | Reference | Date | Summary |
|---|---|---|---|
| Legislative proposal | COM(1996)0335 | 24/07/1996 | Summary |
| Modified legislative proposal | COM(1997)0507<br>OJ C 364 02.12.1997, p. 0005 | 30/10/1997 | Summary |
| Commission communication on Council's position | SEC(1998)0399 | 26/03/1998 | Summary |
| Modified legislative proposal | COM(1998)0519 | 09/09/1998 | Summary |

**Other institutions and bodies**

| Institution/body | Document type | Reference | Date | Summary |
|---|---|---|---|---|
| EESC | Economic and Social Committee: opinion, report | CES0102/1997<br>OJ C 089 19.03.1997, p. 0018 | 29/01/1997 | Summary |
| CofR | Committee of the Regions: opinion | CDR0136/1997<br>OJ C 379 15.12.1997, p. 0047 | 17/09/1997 | |

**Additional information**

| Source | Document | Date |
|---|---|---|
| European Commission | EUR-Lex | |

**Final act**

Regulation 1998/2196
OJ L 277 14.10.1998, p. 0001 Summary

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 11/03/1997

The Council expressed a favourable attitude towards a draft common position prior to adoption of a Regulation concerning the granting of Community financial assistance for actions to promote combined goods transport; the German and United Kingdom delegations announced that they would vote against the draft. According to the committee procedure, the Commission would grant financial assistance directly to the Member States and to natural or legal persons established within the Community for expenditure and costs incurred on Community territory. In the light of the European Parliament's Opinion, the Permanent Representatives Committee will examine the draft with a view to its final adoption.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 02/07/1998 - Text adopted by Parliament, 2nd reading

In adopting the recommendation for second reading by Mr Ulrich STOCKMANN (PSE, D), the European Parliament called for the amount allocated to the programme of financial assistance for actions of an innovative nature to promote combined transport (rail, road, waterway) to be ECU 43 m rather than ECU 35 m as proposed in the common position of the Council. It called for ECU 4 m to be allocated in 2000 and 2001 to the development of projects in the applicant countries or to communication with those countries. Parliament called on the Commission to ensure, when making its selection, that due consideration was given to projects which make connections to the countries of Central and Eastern Europe and to projects establishing synergies with the PHARE programme and transport projects under the Cohesion Fund. It called for 10% of the funding for the programme to be earmarked, as a priority, for projects directly implementing results of innovative research, while also satisfying the other criteria. It wished trans-European rail freight freeways to be one of the main criteria for the desirability of projects.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 12/06/1997 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mr Ulrich Stockmann, (PPE; D), the European Parliament approved, with amendments, the Pilot Actions to promote Combined Transport (PACT) programme. It calls in particular for measures linked with PHARE projects in the countries of Central and Eastern Europe, and measures linked with Cohesion Fund projects in Cohesion Fund countries, to be eligible for assistance. Community financial assistance should be limited to 30% for feasibility studies and 50% for innovative measures. In the light of the eastward enlargement of the Union, Parliament considers that there should be negotiations in 1999 on increasing the financial framework for the programme. An additional amount of ECU 4 million should be made available annually in support of projects in, or transport axes to, the new Member States. Other amendments stress the importance of inland waterways and the 'sea-road' mode, especially for the islands and outermost regions of the EU. Parliament also wishes that 10% of the funding for the programme should be reserved, as a priority, for projects directly implementing results of innovative research. It further calls for the Commission to be assisted by an advisory committee.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 24/07/1996 - Legislative proposal

OBJECTIVE: The proposal for a regulation aims to continue and broaden the scope of the current scheme to grant financial assistance for pilot actions to promote combined transport (PACT). SUBSTANCE: The action programme incorporates the main elements of the existing pilot actions, which were launched in 1992 for a five-year experimental period and ended in 1996. Now that these pilot actions have been operating for four years, this proposal converts the scheme into a programme to run for five years starting in 1997. Since the programme is now entering a fully operational phase, the proposal extends the range of budgetary possibilities. The proposal for a regulation specifies the conditions, rules and procedures for granting Community financial assistance to projects, which contribute to the increased use of combined goods transport through: - increasing the competitiveness of combined transport, both in terms of price and of service quality, as against road transport, or - promoting the use of advanced technology in combined transport, or - improving access to combined transport for undertakings, regardless of their size.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 29/01/1997 - Economic and Social Committee: opinion, report

The ESC endorses the proposed regulation concerning the granting of Community financial assistance for actions to promote combined goods transport but calls on the Commission to amend it so as to: - clarify unsatisfactory and incomplete definitions; - specify which activities are/are not eligible for the proposed subsidies; - ensure effective arrangements for monitoring the implementation and management of the approved projects. In addition, in pointing out that the new PACT programme's provision for 30% financial assistance for certain types of action could generate unfair competition, the ESC feels that it is vital for this programme also to be open to small enterprises. It also stresses the need to press on with the far-reaching organizational and structural reform of Community railways set in motion under Council Directive 91/440 (EC) of 29 July 1991 and the two implementing texts 95/18 and 95/19, with particular reference to making access to European railways easier for private operators. Lastly, the ESC underlines the importance of listening to transport users as well as to service operators and other suppliers so as to remove both financial and legal barriers and further promote combined transport.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 30/10/1997 - Modified legislative proposal

The Commission's amended proposal retained, in full or in part, four of the amendments adopted by the European Parliament at first reading. These hoped to: - ensure that the innovative measures supported under the PACT programme (Pilot Actions for Combined Transport) related to specific operational measures, which was an important detail; - stress the importance of ensuring that the proposals promoted conformity with the main axes of the trans-European networks and freight freeways; - promote aid to help with the costs of access to inland waterway infrastructure; - highlight the importance of synergies with the PHARE programme.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 09/09/1998 - Modified legislative proposal

The re-examined Commission proposal retains Parliament's amendments introducing the concept of trans European freight freeways as a criterion for the selection procedure. The Commission, however, cannot accept the amendments aiming to: - provide the possibility of using funds from the budget granted under the regulation to support action outside the EU; - reserve as a priority 10% of the programme's budgetary provision for projects which would directly implement innovative research results.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 01/10/1998 - Final act

OBJECTIVE: to give a more structured form to the experimental measures it launched in June 1992 with the PACT programme (Pilot Actions for Combined Transport) to promote combined transport. COMMUNITY MEASURE: Council Regulation 2196/98/EC concerning the granting of Community financial assistance for actions of an innovative nature to promote combined transport. SUBSTANCE: Like the PACT programme, the regulation covers a five-year period (1997-2001). The financial reference amount for the five years is ECU 35 million. The regulation lays down conditions, rules and procedures for granting Community financial support to innovative projects promoting increased use of combined transport and encouraging transfer of traffic from roads to more environmentally friendly modes of transport by: - increasing the competitiveness of combined transport in relation to road haulage door-to-door; - promoting the use of advanced technology in the combined transport sector; - improving the availability of combined transport services. The regulation gives priority to combined transport services on main routes on the territory of the Community, but also covers combined transport routes partly situated outside the Community. Measures should be taken in the interest of the common transport policy and should concern the territory of at least one Member State. Measures with regard to construction and refurbishment of the transport network infrastructure and technological research projects are excluded from the regulation's field of application. The regulation provides in particular: - for up to three years: (a) Community financial support limited to 50% of the total cost for feasibility studies in connection with a particular innovative project; (b) co-financing, limited to 30% of the total cost of innovative measures; - improvement of procedures for submitting, selecting, monitoring and evaluating projects; - financial control of projects; - dissemination of the results of each project. ENTRY INTO FORCE: 14/10/1998

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 26/03/1998 - Commission communication on Council's position

Although the Commission recognizes that the Council common position deviates from the original proposal by reducing the geographical scope of PACT and by changing the decision-making procedure, it does support the common position. The objectives and features of the instruments have not changed substantially. The Commission is currently exploring other financial instruments, for instance in the framework of PHARE and TACIS, which could fill the funding gap for combined transport projects linking the EC and its neighbours. The Commission regrets the shift from a IIa to a IIIa procedure.

# Combined goods transport: financial assistance to action pilots PACT

1996/0207(SYN) - 17/03/1998 - Council position

The Council common position corresponds very largely to the Commission's proposal but includes the following changes; (a) Scope of combined transport projects: the common position states that a combined transport action may, under certain conditions, cover routes outside Community territory. The action must be carried out in the interests of the common transport policy and concern the territory of at least one Member State. (b) Applicants submitting a combined transport project: any Member State and any public or private natural or legal person established within the Community may submit a combined transport project to the Commission. Third countries and public or private natural or legal persons established outside the Community and directly concerned may be associated, in presenting a project, with the Community applicants. (c) Beneficiaries of financial assistance under the Regulation; the beneficiaries are the Member States and any public or private natural or legal person established within the Community in respect of the expenditure and costs incurred in Community territory. In the case of projects relating to routes situated partially outside Community territory, Community assistance is limited to the Community part of the route. (d) Comitology: the common position provides for a type IIIa committee to assist the Commission in granting financial support. (e) Financial reference amount: a new article specifies the financial reference amount laid down for the period 1 January 1997 to 31 December 2001, namely ECU 35 m. It should be noted that the Council has followed the Commission proposal in adopting Parliament amendments aiming to: - specify that innovative measures introduced under this regulation consist of investments in specific operational measures; - include the possibility of granting assistance for the cost of access to the inland waterway infrastructure; - include among the criteria to be taken into account when assessing a project the degree of harmonization with the main routes of trans-European networks or trans-European rail freight corridors (importance of the project in terms of the development and use of trans-European networks). The amendments aiming to stress synergy with the PHARE programme were not adopted.