Basic information

1996/0910(CNS) CNS - Consultation procedure Decision	Procedure lapsed or withdrawn
EEA Agreement: amending Annex XIII (transport, maritime cabotage) **Subject** 3.20.03 Maritime transport: passengers and freight 6.40.01 Relations with EEA/EFTA countries	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
RELA External Economic Relations		

Committee for opinion	Rapporteur for opinion	Appointed
TRAN Transport and Tourism	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2059	1997-12-10

Key events

Date	Event	Reference	Summary
22/03/1996	Legislative proposal published	SEC(1996)0436	Summary
24/05/1996	Committee referral announced in Parliament		
28/05/1996	Vote in committee		
23/06/1997	End of procedure in Parliament		
10/12/1997	Debate in Council		

Technical information

Procedure reference	1996/0910(CNS)
Procedure type	CNS - Consultation procedure
Procedure subtype	Legislation

Legislative instrument	Decision
Legal basis	Rules of Procedure EP 52-p1 EC Treaty (before Amsterdam) E 098 EC Treaty (before Amsterdam) E 000
Stage reached in procedure	Procedure lapsed or withdrawn
Committee dossier	RELA/4/07861

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Text adopted by Parliament, 1st reading/single reading		T4-0325/1996 OJ C 198 08.07.1996, p. 0018-0025	18/06/1996	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	SEC(1996)0436	22/03/1996	Summary

Additional information

Source	Document	Date
European Commission	EUR-Lex	

EEA Agreement: amending Annex XIII (transport, maritime cabotage)

1996/0910(CNS) - 22/03/1996 - Legislative proposal

OBJECTIVE: Extension to the EEA of Regulation (EEC) No 3577/92 on maritime cabotage. SUBSTANCE: In the context of extending Community legislation to the EEA, this draft Decision of the EEA Joint Committee aims to extend Regulation (EEC) No 3577/92 on maritime cabotage (freedom to provide services to maritime transport within Member States) as part of the 'interim package' (relevant acquis adopted between signature and entry into force of the EEA agreement) and which should have been incorporated into the EEA acquis after September 1995. The delay is explained by the fact that the draft includes certain adaptations to the Community Regulation (one of which renders the temporary derogation at Article 1 of the Regulation inapplicable to the EFTA member states and to any new Member States of the Union). It therefore had to be referred back to the Council to establish the Community position, pursuant to Council Regulation No 2894/94 concerning the arrangements for implementing the EEA agreement. The Council should now adopt the draft without delay after Parliament has given its opinion.

EEA Agreement: amending Annex XIII (transport, maritime cabotage)

1996/0910(CNS) - 18/06/1996 - Text adopted by Parliament, 1st reading/single reading

Parliament approved the proposal without amendments. 19/06/1996 08/07/1996 COD0470 EN DCN ----- ACTUAL TEXT Parliament adopted the report by Mr Roger BARTON (PSE, RU). The EP reiterated the position it had adopted at first reading, i.e. the manufacturing, import and sale of replacement parts permitting non-compliance with the directive should be prohibited. However, as long as vehicles conformed to the requirements of the directive, no Member State could refuse registration or use of them. with regard to pollutant and noise emissions, Parliament and the Council agreed on the need to carry out a study before new levels are determined. In this connection, it adopted an amendment providing that the Decision of the European Parliament and of the Council, adopted on the basis of the Commission proposal which is adopted before 1 January 2001, is to take account of the need to incorporate factors other than mere limit values which have been tightened up. A study and assessment of the costs and benefits deriving from

the implementation of the measures provided for in the Decision are to be undertaken jointly with industry and users. The costs and benefits are to be proportional and reasonable in the light of the intended aims. Concerning tyres, Parliament rejected the idea that particular brands could be imposed for very powerful motorcycles, and proposed the possibility of using any brand of tyre which conforms to the performance rating and safety specification indicated by the vehicle manufacturer. With regard to the limit values for sound level entering into force with effect from 1 January 1997, Parliament proposed less stringent values than those laid down by the common position: - two-wheel mopeds: .25 km/h or less: 70 decibels instead of 66; .over 25 km/h: 73 instead of 71; - three-wheel mopeds: 78 instead of 76 - motorcycles: .80 cm3 or less: 77 instead of 75; .between 80 and 175 cm3: 79 instead of 77; .over 175 cm/3: 82 instead of 80; - tricycles: 80.