Basic information

1996/2065(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Towards a new maritime strategy **Subject** 3.20.03 Maritime transport: passengers and freight	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	DANESIN Alessandro (UPE)	22/11/1995

Committee for opinion	Rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs, Industrial Policy	KATIFORIS Giorgos (PSE)	25/06/1996
ENER Research, Technological Development and Energy	HOLM Ulf (V)	23/04/1996
RELA External Economic Relations	VAN DER WAAL Leen (EDN)	23/04/1996
REGI Regional Policy	BERNARDINI Antoine-François (PSE)	04/06/1996
ENVI Environment, Public Health and Consumer Protection		

Council of the European Union

Council configuration	Meetings	Date
General Affairs	1996	1997-03-24
Transport, Telecommunications and Energy	1937	1996-06-18
Transport, Telecommunications and Energy	1979	1996-12-13
Transport, Telecommunications and Energy	1951	1996-10-03

Key events

Date	Event	Reference	Summary

13/03/1996	Non-legislative basic document published	COM(1996)0081	Summary
18/04/1996	Committee referral announced in Parliament		
18/06/1996	Debate in Council		
03/10/1996	Debate in Council		Summary
13/12/1996	Resolution/conclusions adopted by Council		
26/02/1997	Vote in committee		Summary
26/02/1997	Committee report tabled for plenary	A4-0067/1997	
24/03/1997	Resolution/conclusions adopted by Council		Summary
23/04/1997	Debate in Parliament		
24/04/1997	End of procedure in Parliament		
19/05/1997	Final act published in Official Journal		

Technical information

Procedure reference	1996/2065(COS)
Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 148
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/07770

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0067/1997 OJ C 132 28.04.1997, p. 0005	26/02/1997	
Text adopted by Parliament, single reading		T4-0211/1997 OJ C 150 19.05.1997, p. 0016-0052	24/04/1997	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1996)0081	13/03/1996	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
	Economic and Social Committee:	CES1257/1996		

EESC	opinion, report	OJ C 056 24.02.1997, p. 0009	31/10/1996	Summary
CofR	Committee of the Regions: opinion	CDR0137/1997 OJ C 379 15.12.1997, p. 0060	17/09/1997	

Towards a new maritime strategy

1996/2065(COS) - 24/03/1997

The Council adopted its resolution.

Towards a new maritime strategy

1996/2065(COS) - 24/04/1997 - Text adopted by Parliament, single reading

In adopting the report by Mr Alessandro DANESIN (UPE, I), the European Parliament welcomed the Commission's proposal for a new maritime strategy, particularly the target of reducing flagging out to 25% of the fleet by the year 2005. It calls for a European register to be introduced to ensure uniform levels of quality and safety in the maritime sector. Given the shortage of qualified seafarers in the Union, Parliament calls for measures to attract young people to the maritime profession by providing opportunities for labour mobility and retraining, more land-based tasks, improved conditions for periods spent at sea and an improved insurance system. Noting that many ships are no longer up to standard, because of the evasion of safety standards and social costs, the report calls for genuine penalties against such ships and their owners, believing that merely detaining ships in port until repairs are completed is inadequate. Parliament believes the Commission should consider introducing restrictions on the emission of harmful substances by ships' engines. It also calls for support measures to offset the additional costs to the Community fleet of meeting the social and safety standards in force in the Union. It also calls for the 1996 directive on port State control to be applied uniformly and asks the Commission to consider the possibility of introducing differentiated port dues based on criteria of environment friendliness and safety. It calls for port State control to be stepped up for all ships which sail in Community waters and calls for all ships carrying dangerous or polluting cargoes to request approval for their routes, which should avoid environmentally sensitive coastal reserves. It also calls on the Commission to devise a European system for collecting ships' waste (bilge water) and to coordinate an effective system at European level for depositing this waste. It takes the view that national aid to the maritime sector should be aimed at promoting the Community's naval industry on the world market, its know-how in the maritime field and the numerous industries within the sector. It stresses the need for training and recruitment of seamen and staff on land. Needless to say, such aid should not create distortions of competition and it condemns the indirect state aid created through the flag of convenience system at international level and through the deregulation of national registers or the introduction of second registers at European level. Finally, it stresses the need to include seaports in the trans-European networks as points of interconnection between maritime transport and other transport modes. It also wants to promote both short-distance shipping (coastal and inter-island) and long-distance maritime transport for intra-Community liaison.

Towards a new maritime strategy

1996/2065(COS) - 03/10/1996

The UK delegation submitted a note suggesting that the cost of maritime infrastructures (such as navigation aids) should be transferred from the budgets of the Member States to those users who benefited from the services being provided, and that such a system should be set up for the entire EU area. After an initial exchange of views, which highlighted the different opinions that existed as regards the opportunities presented by such a strategy and its consequences, the presidency announced that the UK proposal would be discussed in greater detail as part of the Council examination of the communication.

Towards a new maritime strategy

1996/2065(COS) - 31/10/1996 - Economic and Social Committee: opinion, report

The Committee regrets the lack of progress towards enhancing the competitiveness of the EC shipping sector since 1989 and stresses that the consequence of the absence of positive measures is plain to see in the continued decline in the tonnage on EC registers and in the employment of EC seafarers. The Committee believes that a competitive and efficient maritime transport sector is an indispensable element for the global competitiveness of the EC economy, not only because of the latter's dependence on such transport for the carriage of its industry's goods and materials, but also because of the contribution to the broader economy made by the whole range of shipping-related activities. Against this background steps should be taken to: - neutralize the competitive advantage enjoyed by lower cost substandard ship operation and manning by imposing sanctions on such operators; - ensure that EC shipping operates in a free market and can compete for the carriage of cargo and passengers on equal terms; - alleviate cost burdens imposed on EC ship operators (particularly by way of taxation and social on-costs) which their competitors do not have to bear.

Towards a new maritime strategy

1996/2065(COS) - 13/03/1996 - Non-legislative basic document

OBJECTIVE: the document introduces a new Commission approach to maritime strategy. The aim is to reassess Community maritime policy and set further goals with a view to establishing a common maritime purpose. SUBSTANCE: in its communication, the Commission notes that maritime policy to date has succeeded in opening up markets, particularly in Europe, and giving the consumer a wide choice of shipping services. The application of EC competition rules to all market participants regardless of flag has furthered consumer interests and ensures fair treatment of all liner shipping companies. However, the measures taken by the Community and Member States to increase the competitiveness of EC flags have thus far not been able to reverse the trend towards flagging out and loss of employment in this sector. In this respect, the biggest failure of the EU's maritime policy has been the Council's inability to adopt the Commission proposal seeking to establish a Community shipping register 'EUROS', and indeed the Commission intends to withdraw this proposal, as well as the proposal on a common definition of a Community ship owner. The Commission is therefore proposing to base the EU's new maritime strategy on four pillars: 1. With regard to maritime safety, the Commission is proposing: - to pursue a policy based on convergent application of internationally agreed rules. This policy should be applied to all flags and the binding requirements should also apply to ships flying the flag of non-EEC states when trading to or from EC ports to ensure that these ships do not receive more favourable treatment than EC flagged ships; - to draw up a directive laying down principles for registers in the Member States; - to strengthen the role of port State control ships; - to encourage the establishment of voluntary codes of conduct for maritime transport; - to consider adopting legislation on penalties to be imposed on operators who use substandard vessels; - to consider the possibility of making mandatory coverage of third-party liability a condition of entry into Community ports; - to consider adopting legislation to support any agreement between carriers and trade unions on working conditions on board ferries. 2. In order to main open markets, the Commission proposes to continue ensuring free access and fair competitive conditions throughout the global shipping market (preferably on a multilateral basis), to work for the conclusion of an international agreement on observance of the rules of competition in maritime transport and to review its trade protection instruments in this sector. Further proposals will be examined in detail in future communication on external relations in the maritime sector. 3. In order to ensure competitiveness in the Community shipping sector, the Commission is proposing joint action by the Community and the Member States to foster training programmes to attract young people to the profession and promote RDT activities in the maritime sector, under the future framework programme, with the emphasis on advanced technology for safety systems, environmental protection and human resources. 4. Finally, on the question of state aids, the Commission intends to keep a close eye on aid granted to the maritime sector and will draw up revised guidelines on state aids to shipping, following an approach designed to benefit Community shipowners. The Commission sought to garner the opinions of other European institutions, the Member States and the parties concerned by September 1996, with particular reference to its proposals on employment, registers and competition policy.