Basic information

1997/0148(SYN) SYN - Cooperation procedure (historic)	Procedure completed
Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included **Subject** 3.20.01 Air transport and air freight	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	VAN DAM Rijk (I-EDN)	29/10/1997

Former committee responsible	Former rapporteur	Appointed
TRAN Transport and Tourism	VAN DAM Rijk (I-EDN)	29/10/1997

Former committee for opinion	Former rapporteur for opinion	Appointed
ENVI Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Economic and Financial Affairs ECOFIN	2160	1999-02-08
Competitiveness (Internal Market, Industry, Research and Space)	2117	1998-09-24
Transport, Telecommunications and Energy	2108	1998-06-17

Key events

Date	Event	Reference	Summary
09/07/1997	Legislative proposal published	COM(1997)0246	Summary
15/09/1997	Committee referral announced in Parliament		
17/03/1998	Vote in committee		Summary
17/03/1998	Committee report tabled for plenary, 1st reading/single reading	A4-0089/1998	
14/05/1998	Debate in Parliament		Summary

15/06/1998	Modified legislative proposal published	COM(1998)0381	Summary
24/09/1998	Council position published	10029/2/1998	Summary
22/10/1998	Committee referral announced in Parliament, 2nd reading		
24/11/1998	Vote in committee, 2nd reading		Summary
24/11/1998	Committee recommendation tabled for plenary, 2nd reading	A4-0433/1998	
08/02/1999	Act adopted by Council after consultation of Parliament		
08/02/1999	End of procedure in Parliament		
13/02/1999	Final act published in Official Journal		

Technical information

Procedure reference	1997/0148(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Legal basis	EC Treaty (before Amsterdam) E 075 EC Treaty (before Amsterdam) E 084-p2
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/10465

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0089/1998 OJ C 138 04.05.1998, p. 0004	17/03/1998	
Text adopted by Parliament, 1st reading/single reading		T4-0299/1998 OJ C 167 01.06.1998, p. 0288-0297	15/05/1998	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0433/1998 OJ C 398 21.12.1998, p. 0004	24/11/1998	
Text adopted by Parliament, 2nd reading		T4-0703/1998 OJ C 398 21.12.1998, p. 0017-0034	03/12/1998	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	10029/2/1998 OJ C 360 23.11.1998, p. 0069	24/09/1998	Summary

European Commission

Document type	Reference	Date	Summary

Legislative proposal	COM(1997)0246 OJ C 267 03.09.1997, p. 0067	09/07/1997	Summary
Modified legislative proposal	COM(1998)0381 OJ C 240 31.07.1998, p. 0017	15/06/1998	Summary
Commission communication on Council's position	SEC(1998)1708	14/10/1998	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0105/1998 OJ C 095 30.03.1998, p. 0027	28/01/1998	Summary

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Regulation 1999/0323
OJ L 040 13.02.1999, p. 0001 Summary

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 09/07/1997 - Legislative proposal

OBJECTIVE: to update the rules on computerized reservation systems (CRSs). SUBSTANCE: the European Commission proposes to update and widen the scope of the existing Code of Conduct which ensures transparency and non-discriminatory application of computerized reservation systems for air carriers and the CRS industry. The main amendment proposed concerns the inclusion of rail services to be supplied by CRSs to travellers and travel agencies, particularly as regards timetables and the possibilities of train connections from airports throughout the Union. The Commission also proposes that travel agencies should come within the scope of the Code of Conduct, in the same way as the air carriers and those who run the various existing CRSs in Europe, in order to ensure that the rule of neutrality and the rule of objectivity in granting information on available flights are respected in the direct relations between travel agencies and their customers. Finally, the Commission proposes to make binding a series of recommendations, laid down in the International Air Transport Association (IATA) Code of Ethics, aimed at reducing the cost of running CRSs.

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 15/06/1998 - Modified legislative proposal

The Commission's amended proposal accepted Parliament's amendments seeking to: - provide clarification on the inclusion of rail products in the principal display; - give a wider definition of the rail operator; - extend data protection to rail services included in the principal display; - reinforce the protection of personal data and allowing subscribers or small and medium sized airlines to purchase information which they were not previously able to afford; - clarify the context in which a rail operator can be considered as a participating carrier; - avoid unnecessary passive bookings; - allow separate coupons for all sectors; - require CRS to designate the carriers on a non-discriminatory basis; - set out clearly the limits the booking fee should not exceed.

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 15/05/1998 - Text adopted by Parliament, 1st reading/single reading

In adopting the report by Mr Rijk van DAM (I-EDN, NL) Parliament approved the Commission proposal amending the code of conduct for computerised reservation systems (CRSs) with regard to the obligation of subscribers, the inclusion of rail services within the scope of this code and the tariff policy. Parliament stressed that the consumer should not be misled and called for steps to be taken to ensure that there was no discrimination between air and rail transport products.

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 28/01/1998 - Economic and Social Committee: opinion, report

On the whole, the Committee welcomes the Commission's proposed amendments to the code of conduct for the use of CRSs. However, on a number of detailed, but important points the Committee believes additional changes are required. In particular : the Commission should produce regular reports on the operation of the CRS code. it should monitor the effectiveness of the new rules dealing with unnecessary bookings, in cooperation with airline and travel agency representatives; the code should specify precisely the obligations of all the parties involved in the display of rail services in order to avoid argument and delay.

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 14/10/1998 - Commission communication on Council's position

The Commission supports the common position which reflects the Commission's aim of making the necessary amendments to Regulation 2299/89 /EEC in order to reinforce the rules applicable to subscribers, include rail options, regulate the situation for services distributed via the Internet and to clarify the principles for charging.

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 08/02/1999 - Final act

PURPOSE: to update the rules for computer reservation systems (CRSs). COMMUNITY MEASURE: Council Regulation 323/1999/EC amending regulation 2299/89/EEC on a code of conduct for computer reservation systems (CRSs). CONTENT: the regulation extends the field of application of regulation 2299/89/EEC and alters its provisions in order to: - enable the integration of rail services into the CRS principle display and ensure that rail service operators distributing their srvices through CRSs are subject to conditions comparable to those imposed on air carriers; - including in the code's field of application systems which directly and electronically provide information to the consumer; - specifying the basis on which parent carriers should be charged for bookings they are required to accept from competing CRSs; - specifying the basis on which the CRSs set fees for the services which they provide to participating carriers and subscribers; - ensuring that third parties which provide services on behalf of a CRS are subject to the same obligations as the code imposes on that CRS. ENTRY INTO FORCE: 15/03/1999.

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 03/12/1998 - Text adopted by Parliament, 2nd reading

Parliament adopted without debate the recommendation for second reading by Mr Rijk VAN DAM (I-EDN, NL) on a code of conduct for computerised reservation systems (CRSs).

Transports: computerised reservation systems CRSs, code of conduct (amend. Regulation (EEC) No 2299/89). Report included

1997/0148(SYN) - 24/09/1998 - Council position

The common position adopted by the Council corresponds largely to the amended proposal submitted by the Commission and takes on board most of the amendments (11 in total) adopted by the European Parliament. Some adjustments were introduced by the Council with a view to clarifying the application of the code in particular as regards the basis on which CRSs charge for the services they provide, the definition of financial arrangement and the provision of information concerning individual bookings in accordance with Community data protection legislation. The amendments included in the common position basically seek to: - enable an integration of rail services and specify the provisions on their integration; - strengthen the protection of personal data, while at the same time enabling subscribers or small and medium-sized airlines to purchase information which was not previously available to them; - ensure that billing information on magnetic data is not treated differently from other billing supports; - strengthen the principle that if the consumer contacts the air carrier directly either at its offices or through Internet he should not be misled and the identity of the carrier(s) in question should be clearly identified at all time; - clarify the context when a rail operator can be considered as a participating carrier; - avoid unnecessary passive bookings; - maintain the current display ranking.