Basic information

1997/2299(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Ports and maritime infrastructures, multimodal trans-European network. Green paper **Subject** 3.20.09 Ports policy	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	JARZEMBOWSKI Georg (PPE)	04/02/1998

Committee for opinion	Rapporteur for opinion	Appointed
BUDG Budgets		
ENER Research, Technological Development and Energy	SCAPAGNINI Umberto (UPE)	22/01/1998
REGI Regional Policy	VANDEMEULEBROUCKE Jaak H.-A. (ARE)	05/02/1998
ENVI Environment, Public Health and Consumer Protection	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2108	1998-06-17

Key events

Date	Event	Reference	Summary
10/12/1997	Non-legislative basic document published	COM(1997)0678	Summary
16/01/1998	Committee referral announced in Parliament		
17/06/1998	Debate in Council		

27/10/1998	Vote in committee		Summary
27/10/1998	Committee report tabled for plenary	A4-0375/1998	
12/01/1999	Debate in Parliament		
13/01/1999	End of procedure in Parliament		
14/04/1999	Final act published in Official Journal		

Technical information	
Procedure reference	1997/2299(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/4/09608

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0375/1998 OJ C 359 23.11.1998, p. 0004	27/10/1998	
Text adopted by Parliament, single reading		T4-0018/1999 OJ C 104 14.04.1999, p. 0038-0070	13/01/1999	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1997)0678	10/12/1997	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
CofR	Committee of the Regions: opinion	CDR0331/1998 OJ C 093 06.04.1999, p. 0020	14/01/1999	

Ports and maritime infrastructures, multimodal trans-European network. Green paper

1997/2299(COS) - 10/12/1997 - Non-legislative basic document

OBJECTIVE: to launch a broad debate on the situation with regard to European seaports and the desirability of fresh political initiatives at European level in this field to improve the efficiency of ports and port and maritime infrastructure and to adapt the existing infrastructure while preserving fair competition in this sector. SUBSTANCE: the Green Paper refers to two types of action which are possible: 1) a review of measures which could be implemented under existing policies, 2) new Community frameworks which would, firstly, harmonise the financing and charging practices in force in the Member States and, secondly, more systematically liberalise the market for port services in ports with international traffic. By means of the most immediate measures which could be implemented under existing policies, sea ports should be promoted as transfer points to and from land transport and as elements in the trans-European intermodal transport chain (including in connection with the future enlargement of the Union). Safety aspects are likewise stressed, as is the importance of promoting the most environmentally sound modes, such as maritime cabotage. Greater recourse to research and development is encouraged (development of maritime technologies, integration of telematics, etc.). The Commission wishes to take measures to influence the competitive environment of port facilities and to facilitate access to the market for Community operators. To this end, it could draw up a new Directive establishing a Community framework for the financing of and charges at European sea ports. Hitherto the Commission has not regarded public subsidies to port infrastructure as State aid. This situation could change, as ports are increasingly considered to be terminals having mainly commercial activities with greater involvement of the private sector and Community-wide competition. The aim is to harmonise existing national systems regarding all forms of ownership, organisation and administration. Initially, an overview of public spending on major ports could be drawn up. Then, in the light of the results of the Green Paper and the information gathered, the Commission should present (in 1998) a general communication on the financing of modes of transport and charging for infrastructure. The approach to be adopted would favour intermodality. Community action is also envisaged with regard to port services and market access, with a view to speeding up liberalisation at the main sea ports receiving international traffic, while permitting the granting of exemptions. Such rules would ensure transparent and non-discriminatory market access. They would establish certain common principles with regard to charging while instituting a reference framework for public service obligations considered necessary and safety requirements. Minimum standards for the training and qualifications of workers would be drawn up to harmonise a labour market dominated by certain highly organised professions (e.g. dockers). Replies to and comments on the views expressed in the Green Paper are to reach the Commission by 01.04.1998.

Ports and maritime infrastructures, multimodal trans-European network. Green paper

1997/2299(COS) - 13/01/1999 - Text adopted by Parliament, single reading

The resolution drafted by Georg JARZEMBOWSKI (D, EPP) on the Commission's Green Paper on sea ports and maritime infrastructure was approved by the European Parliament. The report calls on the Commission to take measures to clarify the conditions of competition among and within European ports and, in consultation with the Council and the Parliament, draw up a proposal for guidelines on the monitoring of aid to and competition among sea ports and port undertakings. It recommends that the Commission should break up the assessment of public financing of port and maritime infrastructure into three categories: - public port infrastructure measures do not constitute state aid within the meaning of Article 92 of the Treaty; - port infrastructure measures for undertakings do not constitute state aids if financed at cost level; - port superstructure measures related to undertakings are always subject to the provisions of aid legislation and their public financing is always ruled out; The report takes the view that operating aid for undertakings of or in sea ports is inadmissible and is opposed to the idea of adopting a Community framework concerning charges for sea port infrastructure, port fees or and/or terminal fees. It also sees no need for Community legislation on organisational structure and market access for port services.