

Basic information	
1998/0281(SYN) SYN - Cooperation procedure (historic) Inland waterway transport: Community fleet capacity policy Amended by 2013/0303(COD) Subject 3.20.04 Inland waterway transport	Procedure completed

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	TRAN Transport and Tourism	SCHIERHUBER Agnes (PPE)	02/09/1998
	Former committee responsible	Former rapporteur	Appointed
	TRAN Transport and Tourism	SCHIERHUBER Agnes (PPE)	02/09/1998
	Former committee for opinion	Former rapporteur for opinion	Appointed
	BUDG Budgets		
	ECON Economic and Monetary Affairs, Industrial Policy	The committee decided not to give an opinion.	
Council of the European Union	Council configuration	Meetings	Date
	Transport, Telecommunications and Energy	2142	1998-11-30
	Transport, Telecommunications and Energy	2169	1999-03-29
	Environment	2153	1998-12-20

Key events			
Date	Event	Reference	Summary
28/09/1998	Legislative proposal published	COM(1998)0541 	Summary

04/11/1998	Committee referral announced in Parliament		
24/11/1998	Vote in committee		Summary
24/11/1998	Committee report tabled for plenary, 1st reading/single reading	A4-0434/1998	
30/11/1998	Debate in Council		
11/12/1998	Modified legislative proposal published	COM(1998)0792 	Summary
21/12/1998	Council position published	13585/1/1998	Summary
14/01/1999	Committee referral announced in Parliament, 2nd reading		
17/02/1999	Vote in committee, 2nd reading		Summary
17/02/1999	Committee recommendation tabled for plenary, 2nd reading	A4-0060/1999	
29/03/1999	Act adopted by Council after consultation of Parliament		
29/03/1999	End of procedure in Parliament		
02/04/1999	Final act published in Official Journal		

Technical information	
Procedure reference	1998/0281(SYN)
Procedure type	SYN - Cooperation procedure (historic)
Procedure subtype	Legislation
Amendments and repeals	Amended by 2013/0303(COD)
Legal basis	EC Treaty (before Amsterdam) E 075-p1
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/4/10666

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0434/1998 OJ C 398 21.12.1998, p. 0003	24/11/1998	
Interim resolution adopted by Parliament		T4-0705/1998 OJ C 398 21.12.1998, p. 0018-0038	03/12/1998	
Text adopted by Parliament, 1st reading/single reading		T4-0706/1998 OJ C 398 21.12.1998, p. 0018-0038	03/12/1998	Summary
Committee recommendation tabled for plenary, 2nd reading		A4-0060/1999 OJ C 153 01.06.1999, p. 0004	17/02/1999	
Text adopted by Parliament, 2nd reading		T4-0128/1999 OJ C 153 01.06.1999, p. 0013-0018	25/02/1999	Summary
Council of the EU				

Document type	Reference	Date	Summary	
Council position	13585/1/1998 OJ C 055 25.02.1999, p. 0025	21/12/1998	Summary	
European Commission				
Document type	Reference	Date	Summary	
Document attached to the procedure	COM(1997)0555 	03/11/1997	Summary	
Legislative proposal	COM(1998)0541  OJ C 320 17.10.1998, p. 0004	28/09/1998	Summary	
Modified legislative proposal	COM(1998)0792  OJ C 015 20.01.1999, p. 0015	11/12/1998	Summary	
Commission communication on Council's position	SEC(1998)2237 	06/01/1999	Summary	
Other institutions and bodies				
Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1449/1998 OJ C 040 15.02.1999, p. 0047	02/12/1998	
EU	Implementing legislative act	31999R0805 OJ L 102 17.04.1999, p. 0064-0066	16/04/1999	
EU	Implementing legislative act	32003R0411 OJ L 062 06.03.2003, p. 0018-0018	05/03/2003	

Additional information		
Source	Document	Date
European Commission	EUR-Lex	

Final act
Regulation 1999/0718 OJ L 090 02.04.1999, p. 0001
Summary

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 28/09/1998 - Legislative proposal

OBJECTIVE: the proposal for a regulation seeks to ensure that inland waterway transport can offer an alternative to other forms of transport and thus contribute to achieving the aim of sustainable mobility. SUBSTANCE: because of the specific characteristics of the inland navigation sector, in

particular as regards capacity, and the structural changes on the transport market necessitated by the liberalisation of the market on 1 January 2000, there is a need to have a joint approach to achieving the same objective to ensure transitional arrangements for regulating capacity and then a standby mechanism. This new proposal replaces Council Regulation 1101/89/EEC and enables Community coordination of capacity policy to be maintained while not negating the benefits of the structural improvement measures carried out at Community level since 1989, and while moving from a phase of Community intervention on the market over a maximum five year period in order to ensure uniformity and the necessary market transparency. The gradual reduction of the 'Old for New' ratios over a five year period will enable the sector to prepare for the free market: - to soak up (over five years) the extra costs arising from the higher special contributions paid before 28 April 1999; - to allow more efficient modernisation of the fleet; - to feel reassured about the future in that the standby mechanism provides a means of maintaining a form of surveillance without constraints, based on the market observation system now being set up, which should prevent subsequent slipping back towards overinvestment and overcapacity in the sector.

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 25/02/1999 - Text adopted by Parliament, 2nd reading

Adopting the recommendation for the second reading by Mrs Agnes Schierhuber (PPE, A), the European Parliament approved the common position (procedure without debate). 2

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 03/11/1997 - Document attached to the procedure

OBJECTIVE: to evaluate the effects of application of the 'old for new' arrangements in the context of the measures to promote structural improvement in inland waterway transport. SUBSTANCE: This Commission report evaluates the effect on structural improvements in the inland waterway transport market of the application of the 'old for new' arrangements since the launch of the scrapping scheme in 1990 and in particular since its extension (in April 1994) until the end of 1996. The 'old for new' arrangements were introduced in 1989 for a five-year period to counteract the trend to over-investment and to preserve the effects of reduction in extra capacity. The report also tackles the problem of whether or not to maintain the status quo by adapting a system for regulating the market (of the old for new type) following the total liberalisation of the market by the year 2000. The report concludes that the 'old for new' system is the best way of regulating the market thanks to the automatic offsetting of new capacity by scrapped capacity, while in no way inhibiting essential investment, notably in the carrier sectors. The scheme is supported by the entire industry, which currently wants to extend it on the grounds that it is seen as a form of security in terms of the future of the inland navigation market. With a view to the total liberalisation of the inland waterway market by 1 January 2000 it could prove necessary, if this is the desire of the industry, to reduce the 'old for new' ratio. In future this regulatory mechanism, if it is maintained beyond 1999, should be regarded as a monitoring mechanism and should offer the enhanced flexibility needed to respond more rapidly to market developments. The Commission thus proposes to examine, on the basis of arguments set out by the industry, the socio- economic groupings and the Member States concerned: - a proposal for a Commission regulation reducing the ratio in 1998 (whereby the new ratio will be fixed in the light of the findings of the market analysis conducted after the scrapping measures of 1997), - a proposal for a Council regulation seeking to maintain a regulatory mechanism of the 'old for new' type after 28 April 1999. The Commission may also present during 1999 a report on 'the future of inland waterway transport after 1 January 2000'.

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 03/12/1998 - Text adopted by Parliament, 1st reading/single reading

Parliament adopted without debate the report by Mrs Agnes SCHIERHUBER (EPP, A) on the extension of the 'Old for New' arrangements until 28 April 1999 in the context of the measures to promote structural improvements in inland waterway transport. In its amendments Parliament stressed that it was necessary to ensure that the scrapping scheme did not result in the disappearance of all smaller vessels which were able to use even the smallest ports and waterways, as such vessels might play an increasing role in the transport chain. Parliament also called for the reserve fund to be used in the course of the measures referred to in Article 8 of the Regulation only if unanimously requested by the organisations representing inland waterway transport at Community level, after opinions from the Member States concerned.

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 06/01/1999 - Commission communication on Council's position

The Commission notes that the Council endorsed its amended proposal and also agreed to the part of the European Parliament's second amendment which refers to the putting into service not of "new vessels" but of "new capacity". The Commission considers the the Common Position is an acceptable compromise and urges the European Parliament to accept it.

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 21/12/1998 - Council position

The Common Position incorporates the two amendments of the European Parliament accepted by the Commission. The Council proposes a number of changes to the amended Commission proposal, the main ones being as follows: - the maximum period for the application of the "old for new" rule is reduced from 5 to 4 years starting from the 29th April 1999; - the ratio must be continually reduced to bring it as quickly as possible and in regular stages to zero, within four years at the latest from 29th April 1999; - Member States have the option of excluding vessels under 450 tonnes from the

scope of the Regulation; - the surplus funds from structural improvement schemes intended for the reserve fund will be derived solely from financial contributions from the industry; - the decisions to be taken by the Commission on the operation of the "old for new" rule will be subject to prior consultation of the Member States and the organisations representing inland waterway transport at Community level - deletion of the Article and corresponding recital dealing with the negotiations which the Community should initiate with Switzerland and other third countries for the implementation of the Regulation. The Council did not adopt those European Parliament amendments providing for the reintroduction of the scrapping scheme, the consultation of Member States or the reactivation by the Commission of the "old for new" rule only after expiry of the transitional period.

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 29/03/1999 - Final act

PURPOSE: operation of a Community-fleet capacity policy to promote inland waterway transport. COMMUNITY MEASURE: Council Regulation 718 /1999/EC on a Community-fleet capacity policy to promote inland waterway transport. CONTENT: The purpose of this Regulation is to replace Regulation 1101/89/EEC on structural improvements in inland waterway transport, which expires on 28 April 1999. The latter Regulation provides for the reduction of fleet over-capacity in inland waterway transport through vessel-scrapping actions co-ordinated at Community level. The new Regulation aims to maintain the market regulation mechanism currently in force ('old for new' rule) for a maximum period of four years, in order to prevent the effects of the scrapping actions carried out since 1990 being wiped out by the bringing into service of new capacity just after the expiry of Regulation 1101/89/EEC. During this period, the owner of a vessel to be brought into service must: - either scrap, without receiving a scrapping premium, tonnage in line with the ration between old and new tonnage set by the Commission; - or pay a special contribution into the Inland Waterways Fund. The ratio should be constantly reduced to bring it as quickly as possible and in regular stages to zero over the aforementioned four-year period. After that period, the tonnage regulation mechanism would be transformed into a surveillance mechanism which would enable the 'old for new' rule to be reactivated, but only in the event of a serious market crisis, and if necessary, to accompany it with structural improvement measures. ENTRY INTO FORCE: 29.04.1999.CNS98221 24/06/99 DAF FR OBJECTIF : modifier le règlement 858/94/CE afin de faciliter la gestion du régime d'enregistrement des captures de thon rouge. MESURE DE LA COMMUNAUTÉ : Règlement 1446/1999/CE du Conseil modifiant le règlement 858/94 /CE du Conseil instituant un régime d'enregistrement statistique relatif au thon rouge dans la Communauté. CONTENU : Dans le cadre des mesures de conservation et de gestion des stocks de thon rouge (Thunnus thynnus), la Commission internationale pour la conservation des thonidés de l'Atlantique (CICTA), à laquelle la Communauté est partie, a institué un régime d'enregistrement statistique des captures de cette espèce ainsi que des importations par les parties contractantes. Ce régime a été mis en oeuvre dans la Communauté par le règlement 858/94/CE du Conseil. La CICTA a récemment adopté 2 recommandations qui visent : - l'une à faciliter la gestion du régime d'enregistrement statistique par la Communauté et ses États membres (il s'agit en particulier de permettre la validation par un État membre du document statistique afférent aux captures de thon rouge effectuées par un navire battant pavillon d'un autre État membre); - l'autre à améliorer la fiabilité de ce régime (il s'agit d'étendre ledit régime aux opérations de réexportation). L'objectif du présent règlement est de mettre en oeuvre les mesures prévues par ces 2 recommandations en modifiant le règlement 858 /94/CE pour y incorporer les nouvelles dispositions requises à cet effet. ENTRÉE EN VIGUEUR : 02/07/1999.

Inland waterway transport: Community fleet capacity policy

1998/0281(SYN) - 11/12/1998 - Modified legislative proposal

The Commission's amended proposal incorporates 2 of the 7 amendments adopted by the European Parliament at first reading. These concern: - allowing that the Commission may reactivate the "old-for-new" rule, only if there is a serious disturbance in the market, which should be understood from Article 6 of the Common Position, rather than Article 7 of Directive 96/75/EC; - reducing the time limit for bringing a vessel into service from 18 months, as proposed by the Commission, to 12 months.