Basic information

1998/2032(COS) COS - Procedure on a strategy paper (historic)	Procedure completed
Road haulage services, cabotage: admission of non-resident carriers (Regul. 3118/93/EEC). Report **Subject** 3.20.05 Road transport: passengers and freight	

Key players

European Parliament	**Committee responsible**	**Rapporteur**	**Appointed**
	TRAN Transport and Tourism	STENMARCK Per (PPE)	02/09/1998
Council of the European Union			

Key events

Date	Event	Reference	Summary
04/02/1998	Non-legislative basic document published	COM(1998)0047	Summary
18/12/1998	Committee referral announced in Parliament		
16/03/1999	Vote in committee		
16/03/1999	Committee report tabled for plenary	A4-0113/1999	
14/04/1999	End of procedure in Parliament		
30/07/1999	Final act published in Official Journal		

Technical information

Procedure reference	1998/2032(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/4/09757

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, single reading		A4-0113/1999 OJ C 219 30.07.1999, p. 0171	16/03/1999	
Text adopted by Parliament, single reading		T4-0278/1999 OJ C 219 30.07.1999, p. 0171-0190	14/04/1999	Summary

European Commission

Document type	Reference	Date	Summary
Non-legislative basic document	COM(1998)0047	04/02/1998	Summary

Road haulage services, cabotage: admission of non-resident carriers (Regul. 3118/93/EEC). Report

1998/2032(COS) - 04/02/1998 - Non-legislative basic document

PURPOSE: By virtue of Article 11 of Regulation 3118/93 establishing quotas for Cabotage (ie. national transport by non-resident hauliers), the Commission presents a report such as this one to the Council every two years on the application of this Regulation. CONTENT: After explaining the source and the extent of exhaustiveness of the given statistics, the report details the main results relating to Cabotage Statistics, 2nd half 1990 to 2nd half 1995 inclusive. In this time period, cabotage is said to have increased almost five-fold. Benelux hauliers are singled out as the most active in the cabotage market. In relation to this, it is pointed out that there is a greater incentive for hauliers from "geographically small" countries to do cabotage because their own national markets are so small and other national markets are "geographically quite close". The most "active" of the other nations in the cabotage market were France, Denmark, the United Kingdom and Sweden. Despite the relatively large number of authorizations allocated to Germany and Italy, their hauliers' involvement in cabotage remained limited. The fact that only 2% of the cabotage was carried out by hauliers from "low labour cost" countries (Greece, Portugal, Spain) undermines claims that hauliers from such countries would provide "unfair" competition for hauliers in "high labour cost" countries. Almost 70% of cabotage was carried out in Germany and 12% in France, while Italy's proportion has fallen from 12% to 5%. The largest quantity of cabotage carried out by hauliers from one specific state in another specific state was by Dutch hauliers in Germany. The report then forecasts that by 1998, cabotage will have risen by 70% on 1995. It is anticipated that Benelux hauliers will continue to dominate the market, with an estimated 60% of all cabotage in 1998. The largest quantity carried out by hauliers from one specific state in another specific state is expected to continue to be by Dutch hauliers in Germany, amounting to 33% of all cabotage by all hauliers in all states. The report finally draws the following conclusions: - although the number of cabotage authorizations has been raised considerably, the overall influence on the market is very small; - this situation is not expected to change abruptly following the abolition of cabotage quotas in mid-1998; - the most successful cabotage hauliers are not those from "low labour cost" countries, but those from Member States with very efficient enterprises.

Road haulage services, cabotage: admission of non-resident carriers (Regul. 3118/93/EEC). Report

1998/2032(COS) - 14/04/1999 - Text adopted by Parliament, single reading

Adopting the report by Mr Per STENMARCK (PSE, S), the European Parliament recommended that the Commission present a report on cabotage every two years and urged the Member States to provide the statistics needed in time. It insisted that all the players in the market should be treated on an equal footing and that checks and fines should therefore be harmonized as far as possible in order to ensure that there is no discrimination on the basis of nationality.