Basic information

2000/0023(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure lapsed or withdrawn
Transport by rail, road and inland waterway: aid for the coordination **Subject** 2.60.03 State aids and interventions 3.20.07 Combined transport, multimodal transport	

Key players

Council of the European Union	**Council configuration**	**Meetings**	**Date**
	Transport, Telecommunications and Energy	2292	2000-10-02
	Transport, Telecommunications and Energy	2324	2000-12-20
European Commission	**Commission DG**	**Commissioner**	
	Energy and Transport		

Key events

Date	Event	Reference	Summary
26/07/2000	Legislative proposal published	COM(2000)0005	Summary
08/09/2000	Committee referral announced in Parliament, 1st reading		
02/10/2000	Debate in Council		
20/12/2000	Debate in Council		Summary
20/03/2001	Vote in committee, 1st reading		Summary
20/03/2001	Committee report tabled for plenary, 1st reading	A5-0096/2001	
04/04/2001	Debate in Parliament		
05/04/2001	Decision by Parliament, 1st reading	T5-0193/2001	Summary
06/08/2004	Additional information		Summary

Technical information

Procedure reference	2000/0023(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation

Legislative instrument	Regulation
Legal basis	EC Treaty (after Amsterdam) EC 071 EC Treaty (after Amsterdam) EC 089 EC Treaty (after Amsterdam) EC 073
Stage reached in procedure	Procedure lapsed or withdrawn
Committee dossier	RETT/5/13513

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A5-0096/2001	20/03/2001	
Text adopted by Parliament, 1st reading/single reading		T5-0193/2001 OJ C 021 24.01.2002, p. 0256-0318 E	05/04/2001	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2000)0005 OJ C 365 19.12.2000, p. 0179 E	26/07/2000	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0044/2001 OJ C 123 25.04.2001, p. 0034	25/01/2001	
CofR	Committee of the Regions: opinion	CDR0097/2002	10/10/2002	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Transport by rail, road and inland waterway: aid for the coordination

2000/0023(COD) - 20/12/2000

The Council held a policy debate on public service obligations in passenger transport by rail, road and inland waterway. Winding up the debate, the Presidency noted that there was a convergence of views on a number of very positive points: the fact that the Commission's proposal for a Regulation guarantees a fundamental role for public passenger services as services of general interest; - the need to recognise that the performance of public service requirements sometimes calls for financial compensation which must be clearly found to be compatible with the Treaty; - the importance of social aspects needing to be taken into account in public service contract award procedures. Environmental aspects were also mentioned. During this discussion, some Member States thought it ill-advised to open up the specific area of rail passenger transport to competition at a time when a similar approach had just been agreed regarding international rail freight carriage. Several Member States argued the importance of ensuring the permanence

of integrated services where there was a recognised need. Several Member States also thought that the responsible authorities should be able to opt for the direct management of such services. Several Member States were likewise insistent on the need to provide for more flexible provisions which would take into account both local situations and subsidiarity. Finally, it was noted that a number of Member States had, with the responsible authorities and operators concerned, set up public transport services on the basis of existing Community law which called for major investment, particularly from operators. These Member States thought that the duration of contracts should be extended and longer transitional periods provided for in order that a fair return on investment for the benefit of society at large might be guaranteed.

Transport by rail, road and inland waterway: aid for the coordination

2000/0023(COD) - 26/07/2000 - Legislative proposal

PURPOSE: Proposal for a Regulation concerning the granting of aid for the co-ordination of transport by rail, road and inland waterway. CONTENT: Since the 1970s, road, rail and inland waterways have gone through major processes of liberalisation, at various speeds and to differing extents. In addition, various guidelines and other instruments relating to Articles 87 and 88 EC Treaty have been published. Although Council Regulation 1107/70 /EEC has to some extent been amended to deal with these developments, such amendment has been piecemeal and there is a clear case for a wholesale simplification and consolidation of the text so that every Article has a purpose suited to the needs of the current context. The Commission believes the best way of achieving such clarity and simplicity is to replace the existing Regulation with an entirely new Regulation. One of the functions of the proposed Regulation is to clarify how the application of Article 73 EC Treaty will reflect the manner in which the transport market has developed over time. Article 73 certainly has a role to play with regard to the financing of infrastructure. The present Regulation proposes therefore a comprehensive exception for aid for the development and eventually operation of transport infrastructure which benefits infrastructure managers and, in the freight sector, aid for the benefit of users of transport infrastructure which compensates them for the unpaid cost of competing modes. The proposed Regulation implements the part of Article 73 EC Treaty which concerns co-ordination of transport activities concerning rail, road and inland waterways. It follows, in particular, that maritime transport facilities are not covered by the regulation. The main provisions of the proposed Regulation are the following: - The impact of tendering and tendering principles; - Practical illustrations of the need for an exception include public private partnerships, Trans-European Networks, terminals, state support for railway infrastructure and networks; - Relation between state aid rules and charging rules. Community law includes rules on charging with regard to road transport. As already proposed by the Commission, there are reasons to adopt rules with regard to railway charging. Therefore, it is necessary to ensure that any future Community requirements on infrastructure are not undermined by Member States financing infrastructure managers to a point where they can 'make ends meet' without recovering the costs required by such legislation for the users of the infrastructure; - Requirements for the aid; - State aid to compensate for unpaid costs of competing modes. Here, the aid must form part of a scheme that treats different undertakings within the same mode equally and moreover, it must relate to goods transport; - Notification of aid. Aid granted under the proposed regulation is notifiable by virtue of Article 88(3) EC Treaty unless the regulation provides otherwise; - Monitoring, revocation and transitional arrangements.

Transport by rail, road and inland waterway: aid for the coordination

2000/0023(COD) - 05/04/2001 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted the the report by Mr Felipe CAMISON ASENSIO (EPP/ED, E) on the granting of aid for the co-ordination of transport by rail, road and inland waterway. However, the report was subject to a number of amendments which aim to improve the commission text: - it was considered inappropriate to impose a three-year limit for the granting of aid for the use of infrastructure. Aid schemes, according to the Parliament, should have a duration of five years, which would give transport undertakings greater legal certainty and enable them to plan with greater confidence; - the Commission itself should monitor the aid and ensure that competition between transport modes and between Member States is not distorted; - short sea shipping, including combined transport operations at sea ports should be brought within the scope of the directive; - passenger transport should also be elgible for aid; - aid should not have to be notified if it does not exceed EUR 100,000 over a three-year period.