Basic information

2001/0048(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Regulation	Procedure completed
Rail transport statistics Repealed by 2017/0146(COD) Amended by 2013/0297(COD) **Subject** 3.20.02 Rail transport: passengers and freight 3.20.02.01 Railway safety 3.20.20 Transport statistics	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	CAMISÓN ASENSIO Felipe (PPE-DE)	10/07/2002

Former committee responsible	Former rapporteur	Appointed
RETT Regional Policy, Transport and Tourism	OJEDA SANZ Juan (PPE-DE)	20/03/2001

Former committee for opinion	Former rapporteur for opinion	Appointed
BUDG Budgets		
ECON Economic and Monetary Affairs	The committee decided not to give an opinion.	
ENVI Environment, Public Health, Consumer Policy	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2420	2002-03-25
Transport, Telecommunications and Energy	2452	2002-10-03
Agriculture and Fisheries	2441	2002-06-27

European Commission	Commission DG	Commissioner
	Eurostat - European statistics	

Key events

Date	Event	Reference	Summary
12/02/2001	Legislative proposal published	COM(2000)0798	Summary
15/02/2001	Committee referral announced in Parliament, 1st reading		
10/07/2001	Vote in committee, 1st reading		Summary
10/07/2001	Committee report tabled for plenary, 1st reading	A5-0265/2001	
04/09/2001	Decision by Parliament, 1st reading	T5-0415/2001	Summary
25/03/2002	Debate in Council		
27/06/2002	Council position published	08652/2/2002	Summary
03/07/2002	Committee referral announced in Parliament, 2nd reading		
03/10/2002	Debate in Council		
08/10/2002	Vote in committee, 2nd reading		Summary
08/10/2002	Committee recommendation tabled for plenary, 2nd reading	A5-0337/2002	
24/10/2002	Decision by Parliament, 2nd reading	T5-0511/2002	Summary
16/12/2002	Final act signed		
16/12/2002	End of procedure in Parliament		
21/01/2003	Final act published in Official Journal		

Technical information

Procedure reference	2001/0048(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Repealed by 2017/0146(COD) Amended by 2013/0297(COD)
Legal basis	EC Treaty (after Amsterdam) EC 285
Stage reached in procedure	Procedure completed
Committee dossier	RETT/5/15135

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single				

reading		A5-0265/2001	10/07/2001	
Text adopted by Parliament, 1st reading/single reading		T5-0415/2001 OJ C 072 21.03.2002, p. 0033-0058 E	04/09/2001	Summary
Committee recommendation tabled for plenary, 2nd reading		A5-0337/2002	08/10/2002	
Text adopted by Parliament, 2nd reading		T5-0511/2002 OJ C 300 11.12.2003, p. 0442-0540 E	24/10/2002	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	08652/2/2002 OJ C 275 12.11.2002, p. 0053 E	27/06/2002	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2000)0798 OJ C 180 26.06.2001, p. 0094 E	12/02/2001	Summary
Commission communication on Council's position	SEC(2002)0733	28/06/2002	Summary
Follow-up document	COM(2007)0832	20/12/2007	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0707/2001 OJ C 221 30.05.2001, p. 0063	30/05/2001	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Regulation 2003/0091
OJ L 014 21.01.2003, p. 0001-0016 Summary

Rail transport statistics

2001/0048(COD) - 28/06/2002 - Commission communication on Council's position

All the changes made by the Council are acceptable to the Commission because they aim at harmonising the data collection with the rail safety Directive, at guaranteeing a realistic coverage of the data or at respecting the current confidentiality provisions. There is also an annexed declaration from the Commission on the use of NUTS2 in Annex F of the proposal. In a statement on Annex F, the Commission states that it will take account of methodological developments and practical uses of the data to re-examine the regional breakdown to be used in Annex F. If appropriate Annex F shall be adapted in accordance with the procedure specified in Article 11, paragraph 2. It should be added that the Commission states that because of the monopolistic structure of the rail transport market, it is slightly disappointed with the confidentiality provisions applied for the disclosure of the data. However, even if the changes of the Article 7(1) and of the Annex I restrict the possibilities of the use of the dissemination of the statistical data, they still are in line with the original proposal of the Commission or the current statistical law and practise. Therefore, the common position is acceptable to the Commission. Overall, the Commission expresses a favourable opinion on the common position.

Rail transport statistics

2001/0048(COD) - 24/10/2002 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a resolution drafted by Felipe CAMISON ASENSIO (EPP-ED, Spain) which approved the Council's common position.

Rail transport statistics

2001/0048(COD) - 16/12/2002 - Final act

PURPOSE : to establish common rules for the production o Community rail statistics. COMMUNITY MEASURE : Regulation 91/2003/EC of the European Parliament and of the Council on rail statistics. CONTENT : the objective of this Regulation is to establish common rules for the production of Community rail transport statistics. The Regulation shall cover all railways in each community. Each Member State shall report statistics which relate to rail transport on its national territory. Where a railway undertaking operates in more than one Member State, the national authorities concerned shall require the undertaking to provide data separately for each country in which it operates so as to enable national statistics to be compiled. It should be made clear that Member States may exclude from the scope of this Regulation: - railway undertakings which operate entirely or mainly within industrial and similar installations, including harbours; - railway undertakings which mainly provide local tourists services, such as preserved historical steam railways. As regards data collection, the statistics to be collected are set out in the Annexes to this Regulation. Concerning data sources, Member States shall designate a public or private organisation to participate in collecting the data required under this Regulation. ENTRY INTO FORCE : 09/02 /2003.

Rail transport statistics

2001/0048(COD) - 04/09/2001 - Text adopted by Parliament, 1st reading/single reading

The European Parliament endorsed the report by Mr Juan OJEDA SANZ (EPP-ED, E) with slight amendments on rail transport statistics. One seeks to delete metro and light rail systems from the regulation. (Please refer to the previous text).

Rail transport statistics

2001/0048(COD) - 12/02/2001 - Legislative proposal

PURPOSE : to establish common rules for the production of Community statistics relating to rail transport. CONTENT : the improvement of rail safety is an increasingly important element of Community policies on rail transport. The provision of harmonised safety data is a fundamental precondition for monitoring the development of rail safety, for comparison of safety performance between modes of transport and for benchmarking between Member States and between railway undertakings. The lack of comparable statistical information in this area has been a widely recognised shortcoming of rail statistics, which this proposed Regulation aims to remedy this situation. The proposed Regulation defines a set of statistical tables on the transport of goods and passengers by rail, as well as on accidents, together with the most important definitions needed to ensure the comparability of the statistics. It sets out the rules on the coverage of railway undertkaings by these statistical and on the role of national authorities and other organisations in collecting and transmitting data. It also provides for the future adoption of rules on data transmission formats, as well as for the future adaptation of the Regulation, for example by changes to the definitions and to the list of tables.

Rail transport statistics

2001/0048(COD) - 20/12/2007 - Follow-up document

In accordance with provisions set out in Regulation (EC) N° 91/2003 on rail transport statistics, the Commission is obliged to submit a report to the European Parliament and to the Council on the application of this Regulation. It is to do so every three years. This is the first such report and covers the period 2003-2005.

To recall, the main objective of the Regulation is to provide the Commission, other EU Institutions, national governments and the general public with comparable, reliable, harmonised, regular and comprehensive statistical data on the scale and development of the carriage of freight and passengers by rail in the EU. The Regulation applies directly, and in its entirety, to all Member States although it does not need to be transposed into national legislation.

The report finds that the overall data obtained regarding implementation of the Regulation is very positive. The resources put into applying the Regulation – both at a Community, as well as a national level, have allowed for a quick production of comparable and reliable results. Data provisions, over the last two years, have improved considerably, albeit a few problems remain – particularly as regards the completeness of data provided. The report also finds that all of the Member States respected the May 2007 deadline for forwarding quarterly data.

Further, most issues covered by the Regulation such as data collection, compilation, transmission and validation have been addressed and correctly tackled. Indeed, implementation of the Regulation has resulted in an increase in the availability of sector specific information. The collection of rail statistics has had an immediate affect on policy making, particularly as regards the development, implementation and monitoring of the rail transport sector. Data dissemination, through different public means, has contributed to the visibility of the whole process.

Based on these findings, the Commission sets out a number of short-term as well as long-term developments:

Short-term developments:

In the short-term the Commission is proposing to:

- finalise the introduction of harmonised definitions for improved comparability between different countries and different modes of transport;
- integrate and harmonise some rail accident data in order to avoid duplication;
- improve the quality of data;
- disseminate traffic flows on the rail network and regional data;
- require Eurostat to monitor Bulgaria and Romania in order to guarantee that they comply with EU legislation on rail transport statistics;
- lift confidentiality restrictions to allow for a timely dissemination of EU aggregates.

Long-term developments:

In the long term, the Commission acknowledges that new variables may need to be introduced, based on data user needs – such as train-km performance divided into diesel and electricity, which could be useful for environmental purposes. Similarly, there may be a need to collect data on high-speed passenger trains such as the number of passengers, and the passenger-km and the train-km ratio. This needs to be balanced against the wishes of the Member State who remark on the problems of collecting this kind of data and the need to justify any further burdens. However, there are at least two future developments, not linked to new data requirements, that are foreseen in the long-term. They are:

- A short reduction of the data transmission period to five months at the end of the observation period for the annual data on rail passengers, in line with the statistical data collection of other modes of transport.
- An extension of the geographical coverage due to either future EU enlargements of the voluntary involvement of third countries through cooperation agreements.

Rail transport statistics

2001/0048(COD) - 27/06/2002 - Council position

After the European Parliament first reading, the Council adopted a common position unanimously. Three of the five amendments proposed by the European Parliament have been incorporated in the common position either in full or in part or principle. Overall, the common position is in line with the original proposal of the Commission since the Council has approved the general structure and the main provisions of the proposal. Yet, the confidentiality provisions for the use and dissemination of the data of the common position are stricter than originally proposed by the Commission, but in line with the Member States' statistical law and practice. As regards the amendments by the Parliament accepted by the Commission and incorporated in the common position, these concern: - the modification of Recital 4 bringing it into line with the final state of the Directive 2001/12/EC (which was not known when the rail statistics proposal was finalised); - the addition of a new part to Article 2, taking part of the text from paragraph 16 of the Explanatory Memorandum. This will require an operator to supply separate data for each country in which the operator provides rail services. The common position does not include the following amendment which was accepted by both the Parliament and the Commission which introduces into Annex G, for data on network traffic, a breakdown by type of passenger train. As regards the amendments by the Parliament not accepted by the Commission but incorporated in the Common Position, these refer to: - the deletion of the reference in Annex I to "metros and light rail". Following other changes made to Annex I in the Council Transport Working Group. With regard to the new provisions introduced by the Council, the changes made concern: - thresholds for reporting : the original proposal provided for two thresholds. To avoid inconsistent treatment of operators in larger and smaller Member States, it was agreed to remove one threshold and to specify the second threshold explicitly as 500 million tonne-km or 200 million passenger-km, with the possibility of later adaptation through the committee procedure. These changes make clear which operators will be covered by simplified reporting, and ensure a more consistent coverage of the market across all Member States; - disclosure of confidential data: the Commission originally wanted to disclose all confidential data unless the disclosure would have been explicitly forbidden by the undertaking providing the data. This disclosure "by default" was opposed based on the current statistical law and practice. In the new text, the confidential data will not be disclosed by default. However, the Member States are obliged to ask the undertakings for permission for the disclosure of all confidential data and to inform Eurostat of the result of this consultation; - reporting : the report will also include an analysis of the impact of confidentiality on the quality of the rail transport statistics.