Basic information

2014/0345(NLE) NLE - Non-legislative enactments	Procedure completed
Budapest Convention (2005) on the Contract for the Carriage of Goods by Inland Waterways (CMNI): authorisation for Austria, Belgium and Poland to ratify or accede **Subject** 3.20.04 Inland waterway transport 3.20.15.06 Maritime or inland transport agreements and cooperation	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
JURI Legal Affairs	SVOBODA Pavel (PPE)	24/03/2015
	Shadow rapporteur DZHAMBAZKI Angel (ECR)	

Committee for opinion	Rapporteur for opinion	Appointed
TRAN Transport and Tourism	The committee decided not to give an opinion.	

Council of the European Union

European Commission

Commission DG	Commissioner
Mobility and Transport	JOUROVÁ Věra

Key events

Date	Event	Reference	Summary
08/12/2014	Preparatory document	COM(2014)0721	Summary
01/06/2015	Legislative proposal published	08223/2015	Summary
06/07/2015	Committee referral announced in Parliament		
13/07/2015	Vote in committee		
16/07/2015	Committee report tabled for plenary, 1st reading/single reading	A8-0231/2015	Summary
09/09/2015	Decision by Parliament	T8-0305/2015	Summary

09/09/2015	Results of vote in Parliament		
08/10/2015	Act adopted by Council after consultation of Parliament		
08/10/2015	End of procedure in Parliament		
21/10/2015	Final act published in Official Journal		

Technical information

Procedure reference	2014/0345(NLE)
Procedure type	NLE - Non-legislative enactments
Procedure subtype	Consent by Parliament
Legal basis	Treaty on the Functioning of the European Union TFEU 081-p2 Treaty on the Functioning of the European Union TFEU 218-p6a Treaty on the Functioning of the European Union TFEU 2-p1
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	JURI/8/02992

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE557.285	27/05/2015	
Committee report tabled for plenary, 1st reading/single reading		A8-0231/2015	16/07/2015	Summary
Text adopted by Parliament, 1st reading/single reading		T8-0305/2015	09/09/2015	Summary

Council of the EU

Document type	Reference	Date	Summary
Legislative proposal	08223/2015	01/06/2015	Summary

European Commission

Document type	Reference	Date	Summary
Preparatory document	COM(2014)0721	08/12/2014	Summary

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Decision 2015/1878
OJ L 276 21.10.2015, p. 0001

Summary

Budapest Convention (2005) on the Contract for the Carriage of Goods by Inland Waterways (CMNI): authorisation for Austria, Belgium and Poland to ratify or accede

2014/0345(NLE) - 08/12/2014

PURPOSE: to authorise Austria, Belgium and Poland to ratify or to accede to, the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

PROPOSED ACT: Council Decision.

ROLE OF THE EUROPEAN PARLIAMENT: the Council may adopt the act only if Parliament has given its consent to the act.

BACKGROUND: The Union is working towards the establishment of a common judicial area based on the principle of mutual recognition of judicial decisions. The Budapest Convention on the contract for the carriage of goods by inland waterways (CMNI) is a valuable instrument for promoting inland navigation across Europe.

The Convention has been adopted by the Diplomatic Conference organised jointly by the Central Commission for the Navigation of the Rhine and the Danube Commission in collaboration with the United Nations Economic Commission for Europe.

The Budapest Convention is not open to participation by regional economic integration organisations. As a result, the Union is not in a position to become a Contracting Party to the Budapest Convention. Eleven of the Member States of the Union, namely Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, the Netherlands, Romania, Slovakia are Contracting Parties to the Budapest Convention. Belgium ratified the Convention on 5 August 2008.

Austria and Poland, which have navigable inland waterways coming within the scope of the Convention, expressed their interest in becoming Contracting Parties. The remaining Member States of the Union indicated that they do not have inland waterways covered by the Budapest Convention and thus they do not have an interest in ratifying or acceding to the Convention.

CONTENT: the Commission proposes that the Council authorise Austria and Poland to ratify or to accede to, the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI). The Convention, which entered into force on 1 April 2005, has proven to be a great success and contributes to the internal market in the field of transport. It aims to harmonise contractual and inland navigational standards among European countries.

Budapest Convention (2005) on the Contract for the Carriage of Goods by Inland Waterways (CMNI): authorisation for Austria, Belgium and Poland to ratify or accede

2014/0345(NLE) - 09/09/2015 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 670 votes to 22, with 5 abstentions, a legislative resolution on the draft Council decision authorising the Kingdom of Belgium and the Republic of Poland, respectively, to ratify, and the Republic of Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

In line with the recommendation by the Committee on Legal Affairs, Parliament **gave its consent to the draft Council decision** authorising Belgium and Poland, respectively, to ratify, and Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways.

The Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways was adopted by a diplomatic conference organised jointly by the Central Commission for the Navigation of the Rhine and the Danube Commission in collaboration with the United Nations Economic Commission for Europe, and entered into force on 1 April 2005. It contributes to the internal market in the field of transport by harmonising contracts and inland navigation standards across Europe.

Budapest Convention (2005) on the Contract for the Carriage of Goods by Inland Waterways (CMNI): authorisation for Austria, Belgium and Poland to ratify or accede

2014/0345(NLE) - 08/10/2015 - Final act

PURPOSE: to authorise Austria, Belgium and Poland to ratify or to accede to, the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

NON-LEGISLATIVE ACT: Council Decision (EU) 2015/1878 authorising the Kingdom of Belgium and the Republic of Poland, respectively, to ratify, and the Republic of Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

CONTENT: by this Decision, the Council hereby **authorises Belgium and Poland, respectively, to ratify, and Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI)**.

The Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI) is a valuable instrument to promote inland navigation across Europe. It contributes to the internal market in the field of transport. It aims to harmonise contractual and inland navigational standards among European countries.

The Union is not in a position to become a Contracting Party to the Budapest Convention. The Member States which have navigable inland waterways falling within the scope of the Budapest Convention should therefore be authorised to ratify or accede to the Convention.

Eleven Member States: Belgium, Bulgaria, the Czech Republic, Germany, France, Croatia, Luxembourg, Hungary, the Netherlands, Romania and the Slovak Republic are Contracting Parties to the Budapest Convention.

Austria and Poland, which have navigable inland waterways falling within the scope of the Budapest Convention, have expressed their interest in becoming Contracting Parties to the Convention. Belgium ratified the Budapest Convention after the adoption of Regulation (EC) No 593/2008 by which the Union acquired exclusive external competence. The Council should therefore ex post authorise Belgium to ratify the Convention.

Austria and Poland have expressed their interest in becoming Contracting Parties to the Convention.

The Budapest Convention allows Contracting States to make declarations with regard to the scope of application of the Convention. Austria and Poland should make the declarations allowed under its provisions which they deem appropriate and necessary.

Denmark is not taking part in the adoption of this Decision and is not bound by it or subject to its application.

ENTRY INTO FORCE: 21.10.2015.

Budapest Convention (2005) on the Contract for the Carriage of Goods by Inland Waterways (CMNI): authorisation for Austria, Belgium and Poland to ratify or accede

2014/0345(NLE) - 01/06/2015 - Legislative proposal

PURPOSE: to authorise Belgium, respectively, to ratify, and Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

PROPOSED ACT: Council Decision.

ROLE OF THE EUROPEAN PARLIAMENT: Council may adopt the act only if Parliament has given its consent to the act.

CONTENT: under the proposed Decision, the Council would authorise Belgium and Poland, respectively, to ratify, and Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

The Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI) is a valuable instrument to promote inland navigation across Europe. Given that the Union is not in a position to become a Contracting Party to the Convention, Member States which have navigable inland waterways falling within the scope of the Budapest Convention should therefore be authorised to ratify or accede to the Convention.

Eleven Member States: Belgium, Bulgaria, the Czech Republic, Germany, France, Croatia, Luxembourg, Hungary, the Netherlands, Romania and the Slovak Republic are Contracting Parties to the Budapest Convention.

Austria and Poland, which have navigable inland waterways falling within the scope of the Budapest Convention, have expressed their interest in becoming Contracting Parties to the Convention. Belgium ratified the Budapest Convention after the adoption of Regulation (EC) No 593/2008 by which the Union acquired exclusive external competence. The Council should therefore ex post authorise Belgium to ratify the Convention.

This Convention is applicable to any contract of carriage according to which the port of loading or the place of taking over of the goods and the port of discharge or the place of delivery of the goods are located in two different States of which at least one is a State Party to this Convention.

This Convention is applicable regardless of the nationality, place of registration or home port of the vessel or whether the vessel is a maritime or inland navigation vessel and regardless of the nationality, domicile, registered office or place of residence of the carrier, the shipper or the consignee.

For further details, please refer to the summary of the Commission's initial legislative procedure dated 8.12.2014.

Budapest Convention (2005) on the Contract for the Carriage of Goods by Inland Waterways (CMNI): authorisation for Austria, Belgium and Poland to ratify or accede

2014/0345(NLE) - 08/12/2014 - Preparatory document

PURPOSE: to authorise Austria, Belgium and Poland to ratify or to accede to, the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

PROPOSED ACT: Council Decision.

ROLE OF THE EUROPEAN PARLIAMENT: the Council may adopt the act only if Parliament has given its consent to the act.

BACKGROUND: The Union is working towards the establishment of a common judicial area based on the principle of mutual recognition of judicial decisions. The Budapest Convention on the contract for the carriage of goods by inland waterways (CMNI) is a valuable instrument for promoting inland navigation across Europe.

The Convention has been adopted by the Diplomatic Conference organised jointly by the Central Commission for the Navigation of the Rhine and the Danube Commission in collaboration with the United Nations Economic Commission for Europe.

The Budapest Convention is not open to participation by regional economic integration organisations. As a result, the Union is not in a position to become a Contracting Party to the Budapest Convention. Eleven of the Member States of the Union, namely Belgium, Bulgaria, Croatia, Czech Republic, France, Germany, Hungary, Luxembourg, the Netherlands, Romania, Slovakia are Contracting Parties to the Budapest Convention. Belgium ratified the Convention on 5 August 2008.

Austria and Poland, which have navigable inland waterways coming within the scope of the Convention, expressed their interest in becoming Contracting Parties. The remaining Member States of the Union indicated that they do not have inland waterways covered by the Budapest Convention and thus they do not have an interest in ratifying or acceding to the Convention.

CONTENT: the Commission proposes that the Council authorise Austria and Poland to ratify or to accede to, the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI). The Convention, which entered into force on 1 April 2005, has proven to be a great success and contributes to the internal market in the field of transport. It aims to harmonise contractual and inland navigational standards among European countries.

Budapest Convention (2005) on the Contract for the Carriage of Goods by Inland Waterways (CMNI): authorisation for Austria, Belgium and Poland to ratify or accede

2014/0345(NLE) - 16/07/2015 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Legal Affairs adopted the report by Pavel SVOBODA (EPP, CZ) on the draft Council decision authorising the Kingdom of Belgium and the Republic of Poland, respectively, to ratify, and the Republic of Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI).

The committee recommended that the European Parliament give its consent to the draft Council decision authorising Belgium and Poland, respectively, to ratify, and Austria to accede to the Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways.

The Budapest Convention on the Contract for the Carriage of Goods by Inland Waterways was adopted by a diplomatic conference organised jointly by the Central Commission for the Navigation of the Rhine and the Danube Commission in collaboration with the United Nations Economic Commission for Europe, and entered into force on 1 April 2005. It contributes to the internal market in the field of transport by harmonising contracts and inland navigation standards across Europe.

Eleven of the Member States are already parties to the Budapest Convention, whereas fifteen Member States have indicated that they do not have inland waterways covered by the convention.

Austria and Poland have expressed an interest in becoming parties to the convention. Members considered that their participation will foster the broad implementation of this legal instrument, with benefits for citizens and businesses.