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RECOMMENDATION

on the proposal for a Council decision on the conclusion of the INTERBUS Agreement on the international occasional carriage of passengers by coach and bus
(13262/1/2001 – COM(2001) 540 – C5-0087/2002 – 2001/0242(AVC))

Committee on Regional Policy, Transport and Tourism

Rapporteur: Dana Rosemary Scallon

Symbols for procedures

- * Consultation procedure
majority of the votes cast
- **I Cooperation procedure (first reading)
majority of the votes cast
- **II Cooperation procedure (second reading)
*majority of the votes cast, to approve the common position
majority of Parliament's component Members, to reject or amend
the common position*
- *** Assent procedure
*majority of Parliament's component Members except in cases
covered by Articles 105, 107, 161 and 300 of the EC Treaty and
Article 7 of the EU Treaty*
- ***I Codecision procedure (first reading)
majority of the votes cast
- ***II Codecision procedure (second reading)
*majority of the votes cast, to approve the common position
majority of Parliament's component Members, to reject or amend
the common position*
- ***III Codecision procedure (third reading)
majority of the votes cast, to approve the joint text

(The type of procedure depends on the legal basis proposed by the Commission)

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PROCEDURAL PAGE

By letter of 22 February 2002 the Council requested Parliament's assent pursuant to Article 300(3), second subparagraph, in conjunction with Article 71(1) and 93 of the EC Treaty on the proposal for a Council decision on the conclusion of the INTERBUS Agreement on the international occasional carriage of passengers by coach and bus (13262/1/2001 – COM(2001) 540 – 2001/0242(AVC)).

At the sitting of 11 March 2002 the President of Parliament announced that he had referred the proposal to the Committee on Regional Policy, Transport and Tourism as the committee responsible (C5-0087/2002).

The Committee on Regional Policy, Transport and Tourism appointed Dana Rosemary Scallon rapporteur at its meeting of 20 November 2001.

It considered the proposal for a Council decision and the draft recommendation at its meetings of 22 May and 18 June 2002.

At the last meeting it adopted the draft legislative resolution by 28 votes to 0, with 1 abstention.

The following were present for the vote: Luciano Caveri, chairman; Emmanouil Bakopoulos, Philip Charles Bradbourn, Felipe Camisón Asensio, Luigi Cocilovo, Nirj Deva (for James Nicholson), Alain Esclopé, Jacqueline Foster, Konstantinos Hatzidakis, Ewa Hedkvist Petersen, Roger Helmer (for Renate Sommer), Georg Jarzembowski, Dieter-Lebrecht Koch, Emmanouil Mastorakis, Rosa Miguélez Ramos, Josu Ortuondo Larrea, Karla M.H. Peijs, Wilhelm Ernst Piecyk, Giovanni Pittella (for Giovanni Claudio Fava), Samuli Pohjamo, Reinhard Rack, Carlos Ripoll i Martínez Bedoya, Ingo Schmitt, Dirk Sterckx, Ulrich Stockmann, Hannes Swoboda (for Danielle Darras), Ari Vatanen, Mark Francis Watts and Brigitte Wenzel-Perillo (for Sérgio Marques).

The recommendation was tabled on 18 June 2002.

DRAFT LEGISLATIVE RESOLUTION

European Parliament legislative resolution on the proposal for a Council decision on the conclusion of the INTERBUS Agreement on the international occasional carriage of passengers by coach and bus (13262/1/2001 – COM(2001) 540 – C5-0087/2002 – 2001/0242(AVC))

(Assent procedure)

The European Parliament,

- having regard to the proposal for a Council decision (COM(2001) 540¹),
 - having regard to the INTERBUS Agreement on the international occasional carriage of passengers by coach and bus (13262/1/2001),
 - having regard to the Council's request for Parliament's assent pursuant to Article 300(3), second subparagraph, in conjunction with Article 71(1) and 93 of the EC Treaty (C5-0087/2002),
 - having regard to Rules 86 and 97(7) of its Rules of Procedure,
 - having regard to the report of the Committee on Regional Policy, Transport and Tourism (A5-0235/2002),
1. Gives its assent to conclusion of the agreement;
 2. Instructs its President to forward its position to the Council and Commission, and the governments and parliaments of the Member States and third countries in Central and Eastern Europe which are members of the Conference of Ministers of Transport.

¹ OJ C 51E, 26.2.2002, p. 193

EXPLANATORY STATEMENT

1. In accordance with the mandate given to it by the Council on 7 December 1995 the Commission negotiated a community agreement on the international occasional carriage of passengers by coach and bus with third countries in Central and Eastern Europe which are members of the Conference of Ministers of Transport.
2. The main aim was to obtain the same degree of liberalisation as that achieved by the ASOR agreement signed in Dublin in May 1982. This latter agreement which had been signed with countries that have since become Members of the European Union, did not provide for future accession.
3. The INTERBUS agreement therefore includes most of the liberalisation measures of the ASOR agreement but adds social, fiscal and technical measures based on the principle of non-discrimination between contracting parties. The agreement will cover not only traffic between the Community and third parties but also traffic between the third countries themselves thereby creating a certain degree of harmonisation of fiscal, social and technical requirements in addition to the rules on market access.
4. By 30 June the agreement was signed by the European Community and the following thirteen countries: Bosnia Herzegovina, Bulgaria, Poland, Croatia, Czech Republic, Hungary, Latvia, Lithuania, Moldavia, Poland, Romania, Slovak Republic, Slovenia and Turkey. For internal organisational reasons Estonia failed to sign by the deadline of 30 June. However it may accede at any time in the future and has indeed informed the Commission of its intention to do so shortly.
5. Your reporter proposes that the agreement be approved as useful for the liberalisation of the market.
6. It is clear that the extension of the liberalisation measures contained in the original ASOR agreement to countries which are candidates for accession to the European Union can only be beneficial. The inclusion of harmonisation of law with regard to transport operators and the fiscal arrangements avoiding double taxation are also conducive to simplification of management procedures and enlargement of the European Union.
7. This agreement has been referred to Parliament under the assent procedure. Consequently it has no possibility of directly influencing its content and therefore at this stage we can only reject or accept the agreement as a whole. Having regard to the positive effect the agreement will have in the context of the liberalisation of the market and the harmonisation of fiscal and social provisions, your rapporteur recommends that the agreement be approved.