

Amended proposal for a Council Regulation (EC) on a Community fleet capacity policy to promote inland waterway transport ⁽¹⁾

(1999/C 15/06)

(Text with EEA relevance)

COM(1998) 792 final — 98/0281(SYN)

(Submitted by the Commission pursuant to Article 189a(2) of the EC-Treaty on 14 December 1998)

⁽¹⁾ OJ C 320, 17.10.1998, p. 4.

ORIGINAL PROPOSAL

AMENDED PROPOSAL

Article 4

2. The ratio may be set at different levels for different sectors of the market, i.e. dry cargo carriers, tanker vessels and pusher craft; the ratio must gradually be reduced to zero within not more than five years of 28 April 1999. Once the ratio has been set at zero, the arrangements shall become a standby mechanism and may be reactivated only in the event of a serious disturbance of the market, as provided for by Article 7 of Directive 96/75/EC.

2. The ratio may be set at different levels for different sectors of the market, i.e. dry cargo carriers, tanker vessels and pusher craft; the ratio must gradually be reduced to zero within not more than five years of 28 April 1999. Once the ratio has been set at zero, the arrangements shall become a standby mechanism and may be reactivated only in the event of a serious disturbance of the market, as provided for in Article 6 of the present Regulation.

Article 4

3. The owner of the vessel shall have the choice between paying the special contribution or scrapping old tonnage either at the time that the firm order for construction of the new vessel is placed or at the time that the application for import is lodged, provided the vessel is brought into service within eighteen months thereafter, or at the time that the new or imported vessel is brought into service. This choice must be stated at the time of ordering or applying to import the vessel. The vessel offered for scrapping as compensatory tonnage must have been scrapped before the new vessel is brought into service. Owners of vessels to be brought into service who have a higher tonnage than necessary scrapped shall receive no financial compensation for this surplus. Vessels definitively withdrawn from the market for use for purposes other than the carriage of goods such as vessels for humanitarian purposes, museum ships, vessels for developing countries outside Europe or vessels placed at the disposal of non-profitmaking bodies may be counted as compensatory tonnage, i.e. treated as if they had been scrapped, at the decision of the Commission.

3. The owner of the vessel shall have the choice between paying the special contribution or scrapping old tonnage either at the time that the firm order for construction of the new vessel is placed or at the time that the application for import is lodged, provided the vessel is brought into service within twelve months thereafter, or at the time that the new or imported vessel is brought into service. This choice must be stated at the time of ordering or applying to import the vessel. The vessel offered for scrapping as compensatory tonnage must have been scrapped before the new vessel is brought into service. Owners of vessels to be brought into service who have a higher tonnage than necessary scrapped shall receive no financial compensation for this surplus. Vessels definitively withdrawn from the market for use for purposes other than the carriage of goods such as vessels for humanitarian purposes, museum ships, vessels for developing countries outside Europe or vessels placed at the disposal of non-profitmaking bodies may be counted as compensatory tonnage, i.e. treated as if they had been scrapped, at the decision of the Commission.