

Thursday 14 June 2001

COUNCIL
COMMON POSITIONAMENDMENTS
BY PARLIAMENT

Amendment 21

Article 14, paragraph 2

2. Without prejudice to the right of Member States to develop, in the light of changing circumstances, different legislative, regulatory or contractual provisions in the field of working time, as long as the minimum requirements provided for in this Directive are complied with, implementation of this Directive shall not constitute valid grounds for reducing the general level of protection afforded to the persons referred to in Article 2(1).

Deleted

Amendment 22

Article 14, paragraph 3a (new)

3a. Member States shall take the necessary steps to ensure that the relationships between shippers, freight forwarders, prime contractors and sub-contractors are regulated through the adoption of obligatory contracts allowing the verification of compliance with this Directive.

3. Health and safety at work: work equipment *II****A5-0156/2001**

European Parliament legislative resolution on the Council common position for adopting a European Parliament and Council directive amending Council Directive 89/655/EEC concerning the minimum safety and health requirements for the use of work equipment by workers at work (2nd individual Directive within the meaning of Article 16(1) of Directive 89/391/EEC) (5766/2/2001 – C5-0135/2001 – 1998/0327(COD))

(Codecision procedure: second reading)

The European Parliament,

- having regard to the Council common position (5766/2/2001 – C5-0135/2001),
- having regard to its position at first reading⁽¹⁾ on the Commission proposal to Parliament and the Council (COM(1998) 678)⁽²⁾,
- having regard to the Commission's amended proposal (COM(2000) 648)⁽³⁾,
- having regard to Article 251(2) of the EC Treaty,
- having regard to Rule 78 of its Rules of Procedure,
- having regard to the recommendation for second reading of the Committee on Employment and Social Affairs (A5-0156/2001),

1. Approves the common position;
2. Notes that the act is adopted in accordance with the common position;
3. Instructs its President to sign the act with the President of the Council pursuant to Article 254(1) of the EC Treaty;

⁽¹⁾ 'Texts Adopted' of 21.9.2000, Item 8.

⁽²⁾ OJ C 247 E, 31.8.1999, p. 23.

⁽³⁾ OJ C 62 E, 27.2.2001, p. 113.

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4. Instructs its Secretary-General duly to sign the act and, in agreement with the Secretary-General of the Council, to have it published in the Official Journal of the European Communities;
5. Instructs its President to forward its position to the Council and Commission.

4. Community monitoring system for maritime traffic ***I

A5-0208/2001

Proposal for a European Parliament and Council directive establishing a Community monitoring, control and information system for maritime traffic (COM(2000)802 – C5-0700/2000 – 2000/0325(COD))

The proposal was amended as follows:

TEXT PROPOSED
BY THE COMMISSION⁽¹⁾

AMENDMENTS
BY PARLIAMENT

Amendment 1

Recital 7a (new)

(7a) Having a transponder and a voyage data recorder (black box) on board is not in itself enough to prevent accidents; the level of training and competence of the crew is equally important. Member States must ensure therefore that there are enough shore staff, particularly in vessel traffic services, coastal stations and rescue services, and that they are properly trained;

Amendment 2

Recital 8

(8) Accurate knowledge of dangerous or polluting goods being carried on board ships is essential to the preparation and effectiveness of operations to tackle pollution or the risk of pollution at sea. Ships leaving or bound for Member States must notify this information to the competent authorities or port authorities of those Member States. Ships not calling at a port located in the Community must provide the reporting systems operated by the coastal authorities of the Member States with information on the quantity and type of dangerous goods they are carrying.

(8) Accurate knowledge of dangerous or polluting goods being carried on board ships ***and of the standard of safety of ships themselves*** is essential to the preparation and effectiveness of operations to tackle pollution or the risk of pollution at sea. Ships leaving or bound for Member States must notify this information to the competent authorities or port authorities of those Member States. Ships not calling at a port located in the Community must provide the reporting systems operated by the coastal authorities of the Member States with information on the quantity and type of dangerous goods they are carrying ***and on the standard of safety of the ships themselves.***

Amendment 3

Recital 11

(11) Where ***a Member State considers*** that exceptionally poor weather and sea conditions are creating a serious threat for the environment, ***it stops all ships carrying dangerous or polluting goods from leaving port until the situation returns to normal. Within the framework of its power of discretion,***

(11) Where ***the competent authorities designated by the Member States consider*** that exceptionally poor weather and sea conditions are creating a serious threat for the environment, ***or endangering the life and safety of the crew and passengers they must inform the master of a ship which***

⁽¹⁾ OJ C 120 E, 24.4.2001, p. 67.