

Measure 75: EU external relations in the transport sector

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| <p><i>Policy Package:</i> 2A: Rail liberalisation and harmonisation 3A: Air liberalisation and harmonisation 4A: Sea and inland waterway liberalisation and harmonisation</p> |
| <p><i>Measure 75:</i> EU External relations in transport: full membership for the European Community in the main international organisations, in particular the International Civil Aviation Organisation, the International Maritime Organisation, the Rhine Navigation Commission, the Danube Commission and Eurocontrol</p> |
| <p><i>What is the problem being addressed ?</i> The full membership of European Community in several international organisations will contribute to reinforce the role of EU in the international scene by speaking with a single voice in order to protect its social, economic and environmental interests. In particular:</p> <ul style="list-style-type: none">• accession to the IMO (SEC/2002/0381-1 final) and to the ICAO (SEC/2002/0381-2 final): currently, the EU has a status of permanent observer at the IMO and a status of non permanent observer at ICAO, but it appears justified that EU accede to the two organisations in order to guarantee consistency of the Community law compared to the international law and to prevent infringements by the Member states against their Community obligations.• the European Community's accession to the Convention aims to assist OTIF in pursuing its objective of promoting, improving and facilitating international rail transport concerning technical and legal dimensions. This is to be considered in the frame of the rail interoperability development, both within the Community and between the Community and neighbouring countries, and it has been illustrated as a separate WP related measure in the "revitalise railways" package (Measure 16). |
| <p><i>Measure's costs and benefits:</i></p> <ul style="list-style-type: none">• In order to establish a permanent representative and one secretary in the IMO headquarter in London, the needs for human and administrative resources shall be covered within the allocation granted to the managing DG in the framework of the annual allocation procedure: annual total amounting to EUR197 270.• In order to establish a permanent representative and one secretary in the ICAO headquarter in Montreal, the needs for human and administrative resources shall be covered within the allocation granted to the managing DG in the framework of the annual allocation procedure: annual total amounting to EUR308 000 |
| <p><i>Legislative implementation at the EU level:</i> - SEC/2002/0381-1 final Recommendation from the Commission to the Council in order to authorise the Commission to open and conduct negotiations with the International Maritime Organization (IMO) on the conditions and arrangements for accession by the European Community - SEC/2002/0381-2 final Recommendation from the Commission to the Council in order to authorise the Commission to open and conduct negotiations with the International Civil Aviation Organization (ICAO) on the conditions and arrangements for accession by the European Community</p> |
| <p><i>What are the objectives ?</i> Accession to the IMO and to ICAO will require amendments of the 1948 Geneva Convention setting up the IMO and of the 1944 Chicago Convention setting up the ICAO, both of the processes requiring on the average several years. In the meanwhile transitional arrangements are proposed to guarantee consistency of the EU action, e.g., adoption of appropriate EU internal procedures for effective participation in the work of the IMO and of the ICAO, as well as adoption and implementation of Community legislation relevant to the work of the two bodies, particularly with the objectives of the internal market and of the environmental policy (see also measure 27 to 41 and measures 17 to 26 respectively for the IMO and the ICAO).</p> |

Interactions with other WP measures:

SEC/2002/0381-1 final: interaction with measures 27 to 41, in particular for what concerns actions implemented in the domain of the internal market, maritime safety and environmental protection;

SEC/2002/0381-2 final: interaction with measures 17 to 26, in particular for what concerns actions implemented in the domain of the internal market, aviation safety and noise restrictions.

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Output indicators:

- SEC/2002/0381-1 final: the added value of having a permanent representation to the IMO in London will be regularly reviewed in relation to the relevant task allocations and work programmes. Once the act implemented, single voice positions adopted by the EU within the IMO will be taken into account.
- SEC/2002/0381-2 final: once the act implemented, single voice positions adopted by the EU within the ICAO will be taken into account.

Outcome indicators: intermediate impacts on transport markets

The increasing role of the Community as formal player in the international agreements will contribute to the overall enforcement of transport liberalisation and harmonisation processes in the various transport sectors. The greater expected impact will be on competitiveness and changes in customers' service levels. The latter should increase because EU requirements could become gradually accepted at international level.

Outcome indicators: final impacts on transport users and non users

The increased competition and efficiency of European industries will contribute to create several external benefits, including the reduction of emissions and accidents due to the extended adoption of international standards.