

Udvalget udbeder sig - i 5 eksemplarer - ministerens besvarelse af følgende spørgsmål:

Ad

EUU alm. del

- 19 Ministeren bedes oplyse, om og i givet fald hvordan det vil påvirke de enkelte EU-medlemsstaters medlemskab af de internationale organisationer på transportområdet, hvis EU bliver selvstændigt repræsenteret i de pågældende organisationer, jf. transportkommissær Jacques Barrot's skriftlige svar på spørgsmål 12 i forbindelse med Europa-Parlamentets høring af ham (spørgsmål og svar er vedlagt)".

P.u.v.
Claus Larsen-Jensen
formand.

Til

udenrigsministeren
kopi til trafikministeren

12. Globalisation in the field of transport poses a major challenge to the EU and means that international competences should, in many cases, be shared with the Member States (as in the case of the open-sky agreements). What is your view of the problems connected with membership of, and representation and voting rights within, international transport bodies?

I would like to make the external dimension one of the pillars of European transport policy.

Most of the Community's transport rules have an international impact. The Union must therefore adopt the means to ensure consistency between its internal rules and international law in what is a key sector for the European economy and its global position.

As a first step, the positions adopted by Member States on issues relating to the Community legal order need to be coordinated more closely and, once a common position has been adopted, action is needed to ensure that it is respected. In the long run, the Union's accession to the major international organisations will be necessary. It is not normal that the European Commission cannot state its views in an organisation such as the ICAO.

From this starting point, I wish to see the Community adequately represented in the main international bodies for the regulation of transport (Community accession to the International Maritime Organisation (IMO), the International Civil Aviation Organisation (ICAO), as well as the Intergovernmental Organisation for International Carriage by Rail (OTIF), the Central Commission for the Navigation of the Rhine (CCNR), and the Danube Commission. The Community is one of the busiest parts of the world in terms of both maritime transport and air transport and can take advantage of its harmonised legislation. As with the Food and Agriculture Organisation (FAO) of the United Nations which it managed to join some time ago, the Community should become a full member of the ICAO and the IMO, with its representation and position finally unified.

I hope to convince the Member States that accession is the most effective and logical way to enable both Community and national interests to be defended. Together, the Community and the Member States will be stronger than the Member States by themselves.

I am convinced that ratification of the Constitution, which will give the Union the legal personality it lacks, will subsequently ease the process of joining the major international organisations.

In the event of accession, the voting rules must take account of the allocation of competences between the Union and the Member States.