

EUROPEAN ECONOMIC AREA

**JOINT PARLIAMENTARY COMMITTEE**

**38<sup>th</sup> Meeting**

**4 May 2012, Akureyri, Iceland**

**RESOLUTIONS**

Adopted pursuant to Rules 11 and 13 of the Rules of Procedure,  
at the 36<sup>th</sup> meeting of the Joint Parliamentary Committee

**in Akureyri**

**on 4 May 2012**

**Annual Report of the EEA Joint Committee on the Functioning of the EEA Agreement  
in 2011**

Co-rapporteurs: Mr Harry QUADERER (Independent, Liechtenstein)  
Ms Zuzana BRZOBOHATA (S&D, Czech Republic)

adopted unanimously

and

**The Review of the EEA**

Co-rapporteurs: Mr Svein Roald HANSEN (Labour Party, Norway)  
Mr Pat the Cope GALLAGHER (ALDE, Ireland)

adopted unanimously

and

**The White Paper on a Single European Transport Area**

Co-rapporteurs: Ms Anna HEDH (S&D, Sweden)  
Ms Irene JOHANSEN (Labour Party, Norway)

adopted unanimously

on

**the Annual Report of the EEA Joint Committee on the Functioning of the EEA Agreement in 2011**

The Joint Parliamentary Committee of the European Economic Area:

- A. in accordance with its task to examine the Annual Report of the EEA Joint Committee laid out by the EEA Agreement (Article 95, paragraph 4);
- B. emphasising that the EEA EFTA States are not third countries in matters concerning the Internal Market, but full participants;
- C. mindful of the importance of maintaining homogeneity within the EEA,;
- D. recalling its resolutions on the functioning of the EEA in 1994 (adopted on 29 May 1995), in 1995 (adopted on 3 June 1996), in 1996 (adopted on 14 April 1997), in 1997 (adopted on 25 May 1998), in 1999 (adopted on 16 March 2000), in 2000 (adopted on 24 May 2001), in 2001 (adopted on 20 June 2002), in 2002 (adopted on 20 May 2003), in 2003 (adopted on 27 April 2004), in 2004 (adopted on 25 April 2005), in 2005 (adopted on 22 May 2006), in 2006 (adopted on 27 June 2007), in 2008 (adopted on 25 March 2009), in 2009 (adopted on 29 March 2010) and in 2010 (adopted on 12 April 2011) ;
  1. takes note of the 2011 Annual Report of the EEA Joint Committee, which shows that the EEA Agreement is functioning well and relevant acts are being incorporated in an appropriate manner;
  2. agrees with the EEA Joint Committee on the main issues of concern in 2011 and key issues to be followed up in 2012;
  3. reiterates the need for more analytical content of the main issues for discussion in future Annual Reports in order for the EEA JPC to fulfil its advisory role as laid out in the EEA Agreement;
  4. welcomes the new item in the Annual Report on the processing of *acquis communautaire*, and agrees with the aims of the current process to reduce the time period between the entry into force of acts on the EU side and those on the EEA EFTA side, and to ensure that legal acts with constitutional requirements on the EEA EFTA side enter into force within the six-month period foreseen by the EEA Agreement;
  5. highlights the shared interest of both the EU and the EEA EFTA States in the timely and appropriate incorporation of legislative acts;
  6. requests that reporting on the processing of *acquis communautaire* become a permanent item in the Annual Report, including statistics on the progress made;

7. compliments the EEA EFTA States on the achievement of their lowest average transposition deficit historically, and urges the EU Member States to continue working to reduce their average for the interim target;
8. notes that the Annual Report refers to the second biannual scoreboard, comparing it with the first biannual scoreboard, however recommends that the Annual Report refers rather to annual developments, comparing transposition deficits from the previous year;
9. urges the EU and EEA EFTA sides to seek early conclusion to the incorporation into the EEA Agreement of the legal acts that have long been pending on the EEA EFTA side;
10. agrees with the EEA EFTA States that the competence to impose fines of the EFTA Surveillance Authority (ESA) under the European Aviation Security Authority (EASA) cannot set a precedent for other cases, such as under the Paediatric Regulation;
11. encourages further exchanges of views between the EU and EEA EFTA States in order to find a solution to the following legislative acts:
  - Amendments to the Bank Deposit Guarantees Directive
  - Data Retention Directive
  - Third Postal Services Directive
  - Charging of Heavy Goods Vehicles Directive
  - Temporary Agency Directive;
12. asks for an elaboration on the ongoing discussion between the EU and the EEA EFTA States on the modalities for participation by the EEA EFTA States in new EU agencies and authorities in general, and in particular related to the new EU system of financial supervision, and highlights that this issue is of such importance for the functioning of the EEA that an account of the discussions undertaken in 2011 should be included in the general overview of the Annual Report, and not only referred to in the annex;
13. asks for an update on the issues raised concerning the EEA EFTA States' involvement in decision shaping in the EEA, that were raised in the Annual Report 2010 regarding the implications of institutional changes due to the Lisbon Treaty, such as the creation of a new comitology system, the establishment of the European External Action Service (EEAS) and concomitant changes to the rotating presidency of the EU Council;
14. underlines the importance of participation in decision shaping in the EEA, in particular pursuant to the EEA Agreement, notably Chapter 2 on "the decision-making procedure" of Part VII addressing Institutional Provisions, and encourages the EEA EFTA States to continue involving themselves in the decision-shaping process as much as possible and from as early a stage as possible;
15. recommends that increased and targeted involvement in decision shaping by the EEA EFTA States, both in the addressing and timing of comments and, bearing in mind the

institutional changes that resulted from the Lisbon Treaty, in particular invites the EEA EFTA parliaments to strengthen the input offered to the European Parliament by means of various interparliamentary exchanges;

16. reiterates its requests contained in previous EEA JPC resolutions on the Annual Report, asking the EEA Joint Committee for an analysis of the real effect of participation by the EEA EFTA States in the decision-shaping process;
17. welcomes the reference to EEA JPC resolutions in the Annual Report, and reiterates the appreciation of the EEA JPC for the attendance, statements and participation in discussions of EEA Joint Committee representatives in the meetings of the EEA JPC;
18. calls for a more detailed discussion on the contribution by the EEA JPC to the work of the EEA Joint Committee, and for recognition of the importance of the democratic role of the EEA JPC in the effective functioning of the EEA Agreement;
19. welcomes the progress made on the conclusion of the previous funding period of the EEA Grants and Norwegian Grants and on the launch of the current period, and refers to the Resolution adopted by the EEA JPC on the EEA Grants and Norwegian Grants in its meeting in Strasbourg on 26 October 2011;
20. urges the EU and EEA EFTA States to seek ways of enhancing the predictability of the negotiations for the next financing period of the EEA Grants and Norwegian Grants in order to avoid similar situations to previous negotiations, which jeopardised the good functioning of the EEA Agreement;
21. instructs its President to forward this Resolution to the EEA Joint Committee.

**on**

## **The Review of the EEA**

The European Economic Area Joint Parliamentary Committee:

- A. emphasising the full participation of the EEA EFTA States in the Internal Market,
- B. recalling its Resolution on Future Perspectives for the European Economic Area, adopted on 4 November 2008,
- C. recognising that the EEA Agreement is the most comprehensive international agreement ever concluded by the European Union and the EEA EFTA States,
- D. agreeing with the Conclusions of the Council of the EU of December 2010, which highlighted that the EEA continues to function well with very good and close relations between the EU and the EEA EFTA States, and which initiated a review of the EEA on the EU side,
- E. recognising that since the entry into force of the EEA Agreement, cooperation between the EU and the EEA EFTA States has proliferated into new areas and sectors,
- F. having regard to the European Parliament Resolution of 7 September 2010 on “EEA-Switzerland: Obstacles with regard to the full implementation of the Internal Market” (P7\_TA(2010)0300),
- G. having regard to the European Parliament Resolution of 14 March 2012 on the 2011 progress report on Iceland (P7\_TA-PROV(2012)0084),
  1. underlines that the review of the EEA should be undertaken in consultation with the European Parliament and the national parliaments of the EEA EFTA countries,
  2. notes that since the formal links between the EEA EFTA States and the European Parliament are not satisfactory, the strengthening of the European Parliament in the decision making has indirectly led to an increased democratic deficit on the EEA EFTA side,
  3. underlines that any revision of the EEA Agreement should address democratic concerns by strengthening the parliamentary dimension in the EEA institutional set-up,
  4. recognises that with the Lisbon Treaty, the lines between EEA-relevant Internal Market policies and other EU policies have become blurred,
  5. reiterates its concern over whether the EEA EFTA States can continue to deal on a case-by-case basis with the rapidly growing number of legal acts and policy initiatives that are both EEA relevant and at the same time contain elements that fall outside the EEA Agreement,

6. asks the EEA Council to review the possibilities for a reinforced and more holistic approach in order to achieve more predictability in the notion of EEA relevance of new legislative proposals, and to address the concerns related to the incorporation of legal acts that fall both inside and outside the EEA Agreement,
7. acknowledges the gradual shift of certain competences from the European Commission to a growing number of specialised EU agencies and bodies,
8. underlines the importance of full participation by the EEA EFTA States in the EU agencies and bodies related to the Internal Market for the successful functioning of the EEA,
9. welcomes the increased role of national parliaments of the EU Member States in scrutinising the EU agencies in the Treaty of Lisbon, in particular in the case of Europol and Eurojust,
10. underlines the need for involvement in the scrutiny of these agencies by the national parliaments of the EFTA States that participate in Europol and Eurojust,
11. recognises the significance of the increased relations between the European Parliament and the national parliaments of the EU Members States with the entry into force of the Lisbon Treaty, in particular through the Conference of Parliamentary Committees for Union Affairs of Parliaments of the European Union (COSAC),
12. asks the members of COSAC to review their previous position and grant the EEA EFTA States' national parliaments permanent observer status, taking into account the fact that the EEA EFTA States are full participants in the Internal Market, as well as their numerous additional bilateral agreements with the EU, their deep participation in EU cooperation programmes and agencies and the substantial financial contributions that they make through the EEA Grants and Norway Grants,
13. acknowledges that the Conference of the Speakers of the Parliaments of the EU agreed in Brussels on 4 and 5 April 2011 on the setting-up of an Interparliamentary Conference for the Common Foreign and Security Policy (CFSP) and the Common Security and Defence Policy (CSDP), thus replacing the existing Conference of Foreign Affairs Committee Chairpersons of the Parliaments of the European Union (COFACC) and Chairpersons of Defence Affairs Committees (CODAC) meetings, notes that this conference should be composed of delegations of the national parliaments of the EU Member States and the European Parliament, and is satisfied that each national parliament of a candidate Member State and European member country of the North Atlantic Treaty Organization (NATO) can participate as observer,
14. calls for the inadequate knowledge in the EU institutions of the rights and obligations contained in the EEA Agreement to be addressed, as this creates challenges for EEA EFTA participation in EEA-relevant initiatives and committees as mandated by the Agreement,

15. welcomes the arrangement whereby the EFTA Secretariat forwards legislative proposals received from the European Commission to the national parliaments of the EEA EFTA States when these proposals relate to the Internal Market,
16. reiterates the importance of even more active participation by the EEA EFTA national parliaments in EEA matters with regard to strengthening bilateral relations with the European Parliament and its political party groups, and asks the respective committees of the European Parliament to regularly invite the EEA EFTA national parliaments to Interparliamentary Committee Meetings on EEA-relevant matters in order to include national considerations in the whole of the EEA and limit the need for adaptations when legislative acts are incorporated into the EEA Agreement,
17. recommends that the EFTA States systematically forward EFTA comments on draft legislative proposals to the relevant committees and rapporteurs in the European Parliament at the same time as these are sent to the European Commission,
18. underlines the importance of adequate participation by both the European Parliament and the EEA EFTA side in the EEA Joint Parliamentary Committee meetings for the EEA to function well,
19. supports the EEA Consultative Committee's proposal contained in its Resolution on the EEA Review, adopted on 4 May 2012, to launch a communication campaign in the EU Member States to raise awareness and inform individuals and businesses that the EEA EFTA States are equal partners in the Single Market, and calls on the EEA Council and relevant authorities to allocate the necessary budget and involve professionals in communication to prepare and run such a campaign, for instance on the occasion of the 20<sup>th</sup> anniversary in 2014 of the entry into force of the EEA Agreement;
20. calls on the EEA EFTA States to take a strategic and holistic approach to the system of national experts, including extending the system to institutions other than the European Commission, in particular the European Parliament, but also the advisory committees, in order to contribute to improving EEA knowledge in these institutions and strengthening EU knowledge among EEA EFTA stakeholders;
21. recommends that the European Parliament continue with the good practice of inviting members of EFTA countries' parliaments to public debates on EEA-relevant legislation and initiatives;
22. takes due note of the ongoing process of accession negotiations between Iceland and the EU, and acknowledges the consequences of Iceland's potential EU membership on the overall EEA framework;
23. welcomes the review of EU-Norway relations finalised in January 2012 by a committee appointed by the Norwegian Government, and takes note of the planned adoption of a white paper by end of 2012 by the Norwegian Government and of a resolution by the Norwegian Parliament in 2013;

24. awaits further details from the Council of the EU on the possibility of including microstates and other third countries in the EEA Agreement, mindful of the fact that they are neither Members of the EU nor of EFTA;
25. asks the EU Member States to address the review of the EEA with utmost attention;
26. instructs its President to forward this Resolution to the EEA institutions, the European Parliament and the EEA EFTA Parliaments.

on

## **The White Paper on a Single European Transport Area**

The Joint Parliamentary Committee of the European Economic Area:

- A. emphasising the importance of participation of the EEA EFTA States in the Common Transport Policy;
- B. having regard to the European Commission White Paper entitled 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' (COM(2011)0144);
- C. having regard to the "EU 2020 Strategy";
- D. recalling its resolution on "Europe 2020: Innovation and the EEA" adopted at its 35th meeting in Strasbourg on 24-25 November 2010;
- E. having regard to European Parliament resolution of 15 December 2011 on the Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (P7\_TA(2011)0584);
- F. having regard to European Parliament resolution of 27 September 2011 on European road safety 2011-2020 (P7\_TA(2011)0408);
- G. having regard to the EU Council Presidency's Synthesis of Member States' views of 16 June 2011 on the Commission's 2011 White Paper;
- H. having regard to the EEA EFTA Comments on the 2011 White Paper of 19 September 2011;
  1. welcomes the overall goal and strategy set out in the Commission's 2011 White Paper;
  2. supports the EU's objective to achieve a single European transport market by removing barriers, taking a multimodal approach and emphasising safety and security in the transport sector;
  3. emphasises that citizens and businesses within the EEA will be direct beneficiaries of a single European transport area which has as one of its goals a closer integration of the markets;
  4. stresses that establishing high-quality transport infrastructure and appropriate levels of access to it will make all regions economically more viable;
  5. calls for a deep and continuous consultation among EU institutions and the EEA EFTA States in this area during the decision-making process on legislative proposals related to the Common Transport Policy;
  6. considers it urgent to strengthen European transport research and innovation policy; calls on participation of EEA EFTA States in EU research projects related to cleaner and more

efficient transport and is supportive of the strategy for the coherent development and deployment of key technologies to create a more modern, efficient and user friendly transport system;

7. draws particular attention to the need for a differentiated transport policy in peripheral and sparsely populated areas and to the specific needs of some EEA EFTA States;
8. welcomes the EEA EFTA States contribution to sustainable transport and in this context takes note of the policy objectives contained in the report on "the Enhancement of the Green Economy in Iceland" adopted by the Icelandic Parliament in March 2012;
9. supports, in general, the objective of reduction of overall greenhouse gas emissions by 60%; however is concerned about the impact of this on the EEA states' competitiveness in a global context; therefore support initiatives to work internationally in order to negotiate similar commitments with all the global partners in the framework of international organisations such as the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO);
10. notes, that major goals of the 2001 White Paper were achieved either only in part or not at all, and is supportive of the proposals contained in the EP resolution on the 2011 White Paper, in particular contained in paragraphs 1-3 thereof, asking the European Commission:
  - to propose measures by 2013 to halve the number of deaths and severe injuries on the roads by 2020 in relation to 2010;
  - to submit a proposal to provide for the internalisation of the external costs of all modes of freight and passenger transport in accordance with their specific nature by 2014,
  - to put forward, by 2013, a proposal on social and working conditions in order to facilitate the creation of a genuinely integrated European transport market and, at the same time, enhance the attractiveness of the sector for workers;
  - to submit, by 2013, on the basis of the information provided by the Member States, a coherent, quantitative analysis of the current situation with regard to the level of infrastructure, the density of the transport network and the quality of transport services in all EU Member States;
  - to draw up legal rules to achieve a 20% reduction in emissions of CO<sub>2</sub> and other greenhouse gases from transport (by comparison with 1990 reference figures) and the following intermediate goals by 2020 (by comparison with 2010 reference figures), in accordance with the 20-20-20 targets and in cooperation with international partners:
    - a 20% reduction in CO<sub>2</sub> emissions from road transport,
    - a 20% reduction in noise and energy consumption for rail transport,
    - a 30% reduction in CO<sub>2</sub> emissions from air transport across European airspace,
    - an EU-wide uniform 30% reduction in emissions of CO<sub>2</sub> and pollutants in shipping, to which the IMO agreements on the Energy Efficiency Design Index and the Ship Energy Efficiency Management Plan will make a contribution;

11. underlines the unexplored prospective of transport in many areas, and points out to the importance of a Single European Transport Area, in this respect highlights the undesirability of ‘border-effects’ between EEA-EU and EEA EFTA Member States in all transport modes, urges the European Commission and the EEA states to address the accessibility problems facing the outermost regions, islands, landlocked and peripheral regions and good connections between EU Member States and their EEA EFTA neighbouring countries;
12. highlights in this respect the positive contribution of the Northern Dimension Policy, including the EU, Norway, Iceland and Russia, and its partnership on transport and logistics, to the increase of cross-border transport infrastructure projects between the EU and EEA EFTA States;
13. underlines the need to eliminate disparities in terms of the quality of transport infrastructures between the Member States of the EEA;
14. draws attention to the potentially problematic infrastructure charges based on total cost recovery which may give rise unreasonably high tariffs, especially for regional and rural infrastructure with relatively low utilisation; suggests as an alternative option financing through a combination of state budget and user charges;
15. underlines the importance of reinvesting revenues from the internalisation of external costs in sustainable transport infrastructure and mitigating environmental costs;
16. notes that since the oil crises 40 years ago the transport system has not fundamentally changed in spite of the technical progress providing for energy efficiency improvements; emphasises that the challenge remains for EU and national decision-makers to propose policies which provide a clear road map for moving towards alternative energy sources and enhancing the competitiveness in the transport sector; highlights that EU is to a high degree dependent on secure and reliable oil and gas imports;
17. welcomes the goal of achieving a clean urban transport and commuting and supports the initiatives that promote environmentally friendly public transport, walking and cycling, especially in towns and cities, with the aim of doubling their number of users;
18. supports the EU’s ambitious objectives for road safety and the inclusion of a Vision Zero strategy in the White Paper;
19. calls on the EU and EEA EFTA Governments to clarify future policy frameworks for industry in order to plan investments, in this context emphasises a need for coherence at EEA level is vital whereas exclusive use of one concept (e.g. biofuel cars) by one Member State and an another one by a second Member State (e.g. electric cars) would defy the concept of free travel across Europe;
20. agrees that improving the performance of rail transport is vital for its future development; supports efforts to separate organisation of infrastructure management and railway; however draws attention to the specific situation of Iceland, Cyprus and Malta since there are no railways or inland waterways limiting the possibilities of multimodal land transport in the country;

21. endorses the deployment of the Single European Sky Air Traffic Management Research (SESAR) Programme in the agreed timeframe, furthermore accentuates the great importance of the Air Traffic Management technology to provide services to users in low-traffic countries on the periphery of Europe, as well as equal access to funding during the deployment phase to both EU and EEA EFTA countries;
22. highlights the cooperation of EEA EFTA States on the EU Global Navigation Satellite Systems (GNSS): the current European Geostationary Navigation Overlay Service (EGNOS) and the Galileo satellite programme, Europe's global navigation satellite system which will provide more precise and more widely available positioning signals to citizens and businesses in Europe and across the globe; in this context specifically highlights Norway's contribution to Galileo through ground stations in Svalbard, at the Norwegian Troll Antarctic base, as well as with a third one to be built on the island of Jan Mayen in the North Atlantic.