Číslo oznámení : 1999/0487/NL (Netherlands)

Bill amending taxation acts, accompanied by their annexes (Taxation Plan 2000).

Datum přijetí : 22/10/1999
Ukončení odkladné lhůty : Not applicable
Fiskální opatření : Ano

Message

Departement of Trade and Industry - Stan dards and Technical Regulations - Dir 2
Mrs Brenda O'Grady

EFTA Surveillance Authority
Ms Solveig Georgsdottir

ELOT
Mr E. Melagrakis

European Free Trade Association
Ms Anne-Lise Bakke-D'Aloya

Kauppa-ja teollisuusministeriö
Mr Petri Kuurma

Kommerskollegium
Fru Kerstin Carlsson

Min. of Industry, Energy & Technology
Mr K. Polychronidis

Ministerie van Financiën - Belastingsdie nst - Douane / CDIU
De Heer IJ.G. van der Heiden

NSAI
Mr Owen Byrne

Représentation Permanente de l'Irlande
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Représentation Permanente du Royaume-Uni
.

SGS
Ms Christel Naveau

Message 002

Communication from the Commission - SG(1999) D/52366

Directive 98/34/EC
Translation of the message 001
Notification: 1999/487/NL

(MSG: 199902366.EN)
1. MSG 002 IND 1999 0487 NL EN 22-10-1999 NL NOTIF

2. Netherlands

3A. Ministerie van Financien.
Belastingdienst/Douane centrale dienst voor in- en uitvoer,
Afdeling O.R.

3B. Ministerie van Financien.
Directie Wetgeving Verbruiksbelastingen.

4. 1999/0487/NL

5. Bill amending taxation acts, accompanied by their annexes
(Taxation Plan 2000).

6. Cars powered by an engine that uses LPG or natural gas as fuel.

7. -

8. At present the 1994 Act on motor vehicle taxation already makes a distinction in the tariff levied, according to whether a car is powered by an engine that uses petrol, diesel oil or LPG as fuel (article 23). With regard to the use of LPG, from 1 July 1997, a distinction has been made between cars with a so-called third-generation installation and other cars. A reduction in the tariff for cars with a so-called third-generation installation has been proposed. The conditions to be met by this third-generation installation were notified as early as 1996 (no. 96/479/NL) and are not subject to any amendments. In addition, the same tariff is levied on cars that have an installation that allows natural gas to be used as fuel, as is levied on cars that have a so-called third-generation installation.

9. Through the reduction of motor vehicle tax for cars that have a so-called third-generation installation or a natural-gas installation, the intention is to encourage the use of these cars. This measure is taken in the context of the policy geared towards the so-called 'Optimal Fuel Mix 2010' [Dutch designation: Optimale Brandstofmix 2010], according to which, among other things, the use of motor vehicles powered by LPG or natural gas is promoted in urban areas.

The Secretariat of the World Trade Organisation does not need to receive notification of this draft regulation, on the basis of the Agreement on technical barriers to trade reached on 15 April 1994 in Marrakesh (Treaties Journal 1994, 235).

10. A. The present text of article 23, para. 3 of the 1994 Act on the taxation of motor vehicles;

B. The text of article X of the bill amending taxation acts and their annexes (Taxation Plan 2000) according to which article 23, para. 3 of the 1994 Act on the taxation of motor vehicles is being amended; and

C. Section 6 of the general section of the explanatory memorandum to the bill referred to under B, as well as the explanatory notes to article X.

D. Section 11 of the general section of the explanatory memorandum to the bill referred to under B.

11. No

12. -

13. No

14. Yes

Carlo Trojan
General Secretary
European Commission