

tinuing application in this field of the commercial principles applied by shipping lines of the OECD countries and in trades between these countries;

Whereas to secure observance of these principles and objectives, since the Code of Conduct contains no provision allowing the accession of the Community as such, it is important that Member States ratify or accede to the Code of Conduct subject to certain arrangements provided for in this Regulation;

Whereas the stabilizing role of conferences in ensuring reliable services to shippers is recognized, but it is nevertheless necessary to avoid possible breaches by conferences of the rules of competition laid down in the Treaty; whereas the Commission will accordingly forward to the Council a proposal for a Regulation concerning the application of those rules to sea transport,

cipper, som OECD-landenes rederier lægger til grund for deres virksomhed, og som anvendes i søfarten mellem disse lande;

for at sikre, at disse principper og målsætninger overholdes, er det væsentligt at medlemsstaterne, i betragtning af at kodeks ikke indeholder bestemmelse om, at Fællesskabet som sådant kan tiltræde den, ratificerer denne kodeks eller tiltræder den med forbehold af de i denne forordning omhandlede særordninger;

det er erkendt, at konferencernes stabiliserende indflydelse er egnet til at sikre afskiberne en pålidelig betjening, men at eventuelle overtrædelser af traktatens konkurrencebestemmelser fra konferencens side må undgås; Kommissionen agter derfor at forelægge Rådet et forslag til forordning om anvendelse af disse bestemmelser på søtransport –

#### HAS ADOPTED THIS REGULATION:

##### *Article 1*

1. When ratifying the United Nations Convention on a Code of Conduct for Liner Conferences, or when acceding thereto, Member States shall inform the Secretary-General of the United Nations in writing that such ratification or accession has taken place in accordance with this Regulation.

2. The instrument of ratification or accession shall be accompanied by the reservations set out in Annex I.

##### *Article 2*

1. In the case of an existing conference, each group of shipping lines of the same nationality which are members thereof shall determine by commercial negotiations with another shipping line of that nationality whether the latter may participate as a national shipping line in the said conference.

If a new conference is created, the shipping lines of the same nationality shall determine by commercial negotiations which of them may participate as a national shipping line in the future conference.

2. Where the negotiations referred to in paragraph 1 fail to result in agreement, each

#### UDSTEDT FØLGENDE FORORDNING:

##### *Artikel 1*

1. Når medlemsstaterne ratificerer eller tiltræder De forenede Nationers konvention om en kodeks for linjekonferencer, meddeler de skriftligt De forenede Nationers generalsektær, at denne ratifikation eller tiltrædelse har fundet sted i overensstemmelse med denne forordning.

2. Ratifikations- eller tiltrædelsesdokumentet ledsages af de i bilag I anførte forbehold.

##### *Artikel 2*

1. Hver gruppe af rederier af samme nationalitet, som er medlemmer af en eksisterende konference, beslutter ved kommercielle forhandlinger med et andet rederi af denne nationalitet, om dette kan deltage som nationalt rederi i den pågældende konference.

Hvis der oprettes en ny konference, beslutter rederier af samme nationalitet ved kommerciel forhandling, hvilke eller hvilket af dem, der kan deltage som nationalt rederi i den fremtidige konference.

2. Såfremt der ikke opnås enighed under de i stk. 1 omhandlede forhandlinger, kan