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A3-0252/90

**II

RECOMMENDATION

of the Committee on Energy, Research and Technology

on the **COMMON POSITION** adopted by the Council with a view to the adoption of a decision adopting a specific research and technological development programme in the field of transport (EURET) 1990-1993 (C3-0255/90 - SYN 226)

Rapporteur: Mr Filippos PIERROS

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PE 144.121/fin.
Or FR/EL

A Series: Reports - B Series: Motions for Resolutions, Oral Questions - C Series: Documents received from other Institutions (e.g. Consultations)

*	= Consultation procedure requiring a single reading
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**II	= Cooperation procedure (second reading) which requires the votes of a majority of the current Members of Parliament for rejection or amendment
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**I	= Cooperation procedure (first reading)
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***	= Parliamentary assent which requires the votes of a majority of the current Members of Parliament
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At its sitting of 13 June 1990 the European Parliament delivered its opinion at first reading on the Commission proposal for a Council decision adopting a specific research and technological development programme in the field of transport (EURET) 1990-1993.

At the sitting of 12 September 1990 the President of Parliament announced that the common position had been received and referred to the Committee on Energy, Research and Technology as the committee responsible and to the Committee on Transport and Tourism and the Committee on Budgets for their opinions.

At its meetings of 18 September 1990, 28 September 1990 and 16 October 1990 it considered the common position and the draft recommendation.

At the last meeting it adopted the following recommendation by 13 votes to 0 with one abstention.

The following took part in the vote: La Pergola, chairman; Pierros, rapporteur; Anger, Bettini, Chiabrande, Falqui, Gasoliba I Böhm, Görlach (for Linkohr), Larive, Pompidou, Quisthoudt-Rowohl, Regge, Sanz Fernandez and Seligman.

This recommendation was tabled on 16 October 1990.

The deadline for tabling amendments to the common position or proposals to reject it will appear on the draft agenda for the part-session at which the recommendation is to be considered.

A

(Cooperation procedure: second reading)

on the common position adopted by the Council
with a view to the adoption of a decision adopting
a specific research and technological development programme
in the field of transport (EURET) 1990-1993
COM(89) 0557 final)¹

The Committee on Energy, Research and Technology,

- having regard to the common position of the Council (C3-0255/90 - SYN 226)

Recommends that the European Parliament amend the common position as follows:

Common position of the Council

Amendments

(Amendment No. 1)

Fifth recital

Whereas completion of the internal market will require the transport system as a whole to meet the increased demand for the carriage of goods and persons, and to do so as efficiently, economically and with as little damage to the environment as possible and in a manner benefiting the least-favoured regions;

Whereas completion of the internal market will mean a considerable increase in the demand for transport and will require the transport system as a whole to meet the increased demand for the carriage of goods and persons in the Community and to do so as efficiently, economically and with as little damage to health and the environment as possible and in a manner benefiting above all the least-favoured, insular and border regions;

(Amendment No. 2)

Sixth recital

Whereas technological innovation can make an important contribution to the efficiency and competitiveness of the various modes of transport and can improve their safety and reduce their negative environmental impact;

Whereas technological innovation can make an important contribution to the efficiency and competitiveness of the various modes of transport and can reduce their negative aspects, in particular their impact on the environment and their energy consumption, while improving their safety and whereas it can also contribute to improved working conditions for persons employed in this sector;

¹ OJ No. C 318, 20.12.1989, p. 5

(Amendment No. 3)

New recital after sixth recital

Whereas the growth in the volume of trade and travel will cause serious traffic congestion problems for which original solutions will be required once the appropriate goals are set for research, development and technological innovation;

(Amendment No. 4)

Ninth recital

Whereas small and medium-sized enterprises (SMEs) should be involved as far as possible in developing new transport technology; whereas account should be taken of their particular needs without prejudice to the scientific and technical quality of the programme;

Whereas small and medium-sized enterprises (SMEs) preferably from the less-developed Member States of the Community should be involved as much as possible in developing new transport technology; whereas account should be taken of their particular needs without prejudice to the scientific and technical quality of the programme;

(Amendment No. 5)

New recital after ninth recital

Whereas the transnational nature of the programme should be emphasized by selecting research projects involving at least two partners from two different Member States one of which, in the case of a number of projects of equal value, should preferably be a less-developed state;

(Amendment No. 6)

Second new recital after ninth recital

Whereas the programme must take account of the regional dimension and regional problems and relations with Eastern European and transit countries;

(Amendment No. 7)

Third new recital after ninth recital

Whereas it is essential, when evaluating and selecting the research projects submitted, that an attempt be made to avoid approving and financing proposals which have already been or are being funded in the context of other Community programmes;

(Amendment No. 8)

Fourth new recital after ninth recital

Whereas, in view of the preliminary nature of the present programme, it must be followed by a programme that covers a wider range of areas and meets the Community's increased research requirements in the field of transport;

(Amendment No. 9)

Article 2(1)

- | | |
|---|---|
| <p>1. The funds estimated as necessary for the execution of the programme amount to ECU <u>25</u> million, including expenditure on a staff of six.</p> | <p>1. The funds estimated as necessary for the execution of the programme amount to ECU <u>28</u> million, including expenditure on a staff of six.</p> |
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(Amendment No. 10)

Article 4(1)

- | | |
|---|---|
| <p>1. <u>In</u> the second year of the implementation of the programme, the Commission shall review it and send a report on the results of its review to the European Parliament and the Council; this report shall be accompanied, where necessary, by proposals for amendment or extension of the programme</p> | <p>1. <u>At the end</u> of the second year of the implementation of the programme, the Commission shall review it and send a report on the results of its review to the European Parliament and the Council; this report shall be accompanied, where necessary, by proposals for amendment or extension of the programme.</p> |
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(Amendment No. 11)

Article 5, first paragraph

The Commission shall be responsible for implementing the programme. It shall be assisted by a Committee composed of the representatives of the Member States and chaired by the representative of the Commission.

The Commission shall be responsible for implementing the programme. It shall be assisted by a Committee composed of the representatives of the Member States and chaired by the representative of the Commission. Depending on the nature of the subjects to be considered, the Committee may, if necessary, be assisted by experts.

(Amendment No. 12)

Article 8(2)

2. Where framework agreements for scientific and technical cooperation between European third countries and the European Communities have been concluded, organizations and undertakings established in those countries may, on the basis of the criterion of mutual benefit, become partners in a project undertaken within this programme.

2. In the absence of any agreement in accordance with Article 130n of the Treaty, organizations and undertakings established in non-member countries in Europe participating in COST activities and in countries which have concluded framework agreements for scientific and technical cooperation may participate in a project undertaken within this programme.

(Amendment No. 13)

Article 8(4) (new)

4. Third European countries which participate shall bear in full the additional expenditure which their participation incurs.

(Amendment No. 14)

ANNEX I, fourth paragraph, third indent

- reduction of harmful external effects.

- optimization of safety conditions vis-à-vis transport (accidents);

(Amendment No. 15)

ANNEX I, fourth paragraph, fourth indent (new)

- reduction of harmful external effects.

(Amendment No. 16)

ANNEX I, point 1, subheading 1.1.

- | | |
|---|--|
| 1.1. Cost benefit and multi-criteria analysis for new road construction | 1.1. Cost benefit and multi-criteria analysis for new road construction <u>with special emphasis on connections with peripheral Member States, transit countries and the countries of Eastern Europe</u> |
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(Amendment No. 17)

ANNEX I, point 1, subheading 1.2.

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|--|---|
| 1.2. European rail traffic management system | 1.2. European rail traffic management system <u>with a view to an increase in potential both for goods and for passengers</u> |
|--|---|

(Amendment No. 18)

ANNEX I, point 1, subheading 1.3.

- | | |
|--|---|
| 1.3. Design and assessment of a vessel traffic management system | 1.3. Design and assessment of a maritime traffic management system <u>with special emphasis on regional maritime areas with high traffic density and island complexes</u> |
|--|---|

(Amendment No. 19)

ANNEX I, point 1, subheading 1.4.

- | | |
|--|---|
| 1.4. Trials in automated air/ground data exchange for air traffic management systems in Europe | 1.4. Trials in automated air/ground data exchange for air traffic management systems in Europe. <u>Study of controller work station in air traffic management in Europe</u> |
|--|---|

(Amendment No. 20)

ANNEX I, point 1, subheading 1.5.

- | | |
|--|---|
| 1.5. <u>Study of the controller work station in air traffic management in Europe</u> | 1.5. <u>Comparative analysis of urban traffic management systems in large Community cities with serious traffic problems and optimization of the use of mass public transport resources</u> |
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(Amendment No. 21)

ANNEX I, point 1, subheading 1.6. (new)

1.6. Research and development, testing of new technological, electronic and computerized systems to regulate and ease the flow of urban traffic and reduce its harmful effects

(Amendment No. 22)

ANNEX I, point 1, subheading 2.1.

2.1. Economic scenario and demand projections for freight transport in the Community

2.1. Economic scenario and demand projections for freight transport in the Community with particular reference to the increasing saturation of road and rail goods transport

(Amendment No. 23)

ANNEX I, point 2, subheading 2.2.

2.2. Economic and technical research of the transfer of goods- Design and evaluation of rapid transfer systems

2.2. Economic and technical research of the transfer of goods- Design and evaluation of rapid transfer systems, in particular in railway stations and termini, sea ports and ports on navigable rivers, airports and specially designed multi-modal transport centres

(Amendment No. 24)

ANNEX I, point 2, subheading 2.3.

2.3. Optimization of manpower in maritime transport: improvement of competitiveness in Community maritime transport through implementing advanced technology

2.3. Optimization of manpower in maritime transport: improvement of competitiveness in Community maritime transport through implementing advanced technology. Taking human factors into consideration in the man/ship system, with particular reference to ferry services

(Amendment No. 25)

ANNEX I, point 3

3. Reduction of external harmful effects 3. Optimization of transport safety conditions (accidents)

(Amendment No. 26)

ANNEX I, point 4 (new)

4. Reduction of harmful external effects

(Amendment No. 27)

ANNEX I, point 4, subheading 4.1. (new)

4.1. Development and technical research into systems for reducing noise emissions with special emphasis on road, rail and air transport

(Amendment No. 28)

ANNEX I, point 4, subheading 4.2. (new)

4.2. Studies, development and technical research into methods for reducing emissions of polluting gases by vehicles with special emphasis on major urban centres

(Amendment No. 29)

ANNEX II

SUMMARY OF THE PROGRAMME AND INDICATIVE ALLOCATION OF FUNDS

SUMMARY OF THE PROGRAMME AND INDICATIVE ALLOCATION OF FUNDS

Indicative allocation
(millions of ECU)

Indicative allocation
(millions of ecus)

1. OPTIMUM NETWORK EXPLOITATION 16.5%
(66%)

1. OPTIMUM NETWORK EXPLOITATION 18.5

1.1. Cost benefit and multicriteria analysis for new road construction	0.5	<u>1.1. Coordinated activities</u>	0.5
1.2. European rail traffic management conception	5.0	1.2.	5,0
1.3. Design and assessment of a vessel traffic management system	3.0	1.3.	3.0
1.4. Trials in automated air/ground data exchange for air traffic management systems in Europe	5.0	1.4.	7.02
1.5. Study on the controller work station in air traffic management systems in Europe	3.0	1.5.	1.5
		1.6.	1.5
2. LOGISTICS	7.5 (30%)	2. LOGISTICS	7.5
2.1. Economic scenario and demand projections for freight transport in the Community	0.5	<u>2.1. Coordinated activities</u>	0.5
2.2. Economic and technical research into the transfer of goods - Design and evaluation of rapid transfer systems	3.0	2.2.	3.0
2.3. Optimization of manpower in maritime transport	3.0	2.3.	4.0
2.4. Taking human factors into consideration in the man/ship system	1.0		
3. REDUCTION OF HARMFUL EXTERNAL EFFECTS	1.0 (4%)	3. OPTIMIZATION OF TRANSPORT SAFETY CONDITIONS	1.0
3.1. Improved methods for evaluating the road safety of car and trailer trains	0.5	<u>3.1. Coordinated activities</u>	0.5

3.2. Assessment of the driving safety of possible truck and trailer combinations 0.5

25 (1)

(1) Including staff and administrative costs amounting to ECU 2.6 million. ECU 2 million could be allocated to concerted actions (1.1; 2.1; 3.1, 3.2) 2.2

3.2. Coordinated activities 0.5

4. REDUCTION OF HARMFUL EXTERNAL EFFECTS 1.0

4.1. Coordinated activities 0.5

4.2. Coordinated activities 0.5

(Amendment No. 30)

ANNEX III, third paragraph

Shared-cost research projects should as a general rule be carried out by independent participants from at least two Member States.

The programme must be transnational, which means selecting research projects involving at least two partners from two different Member States, one of which, in the case of a number of projects of equal value, should preferably be a less-developed state.

EXPLANATORY STATEMENT

1. On 13 June 1990 the European Parliament approved the Commission proposal on a specific research and development programme in the field of transport (EURET), modifying it considerably with 33 amendments. These amendments related to the programme's budget, subject matter and choice of topics.
2. The Commission took up 19 of the amendments, 7 to the recitals, 6 to the articles and 6 to the annexes.
3. We may therefore note a certain measure of agreement between the Commission's position and Parliament's.
4. After consideration by the Council on 29 June 1990, however, only 5 of Parliament's amendments were incorporated into the common position, and though these were important (reduction of the duration of the programme to three years, review during the third year, etc.), the content of the programme which Parliament sought to modify through its amendments remained entirely unchanged.

It is regrettable that the Council did not see fit to take a significant step in Parliament's direction, when it had been offered every opportunity of doing so, with the aim of improving and strengthening the Commission's original proposal.

5. In its comments on the common position contained in its Communication to the European Parliament (C3-255/90 of 6 September 1990), the Commission deplores this situation, and according to the contacts we have made with the relevant departments, it intends to reinstate the amendments it accepted at first reading in its re-examined proposal.
6. Your rapporteur therefore proposes to re-submit at second reading all the amendments which were not adopted by the Council. However, to support the Commission's efforts vis-à-vis the Council, some minor changes are proposed to six of these amendments, which would allow the Commission to take up all of them at second reading.

