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REPORT

drawn up on behalf of the Committee on Energy, Research
and Technologyon the proposal from the Commission to the Council for a
decision adopting a specific research and technological
development programme in the field of transport (EURET)
1990-1993

(COM(89) 557 - C 3-244/89)

Rapporteur: Mr PIERROS

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A Series: Reports - B series: Motions for Resolutions, Oral Questions.

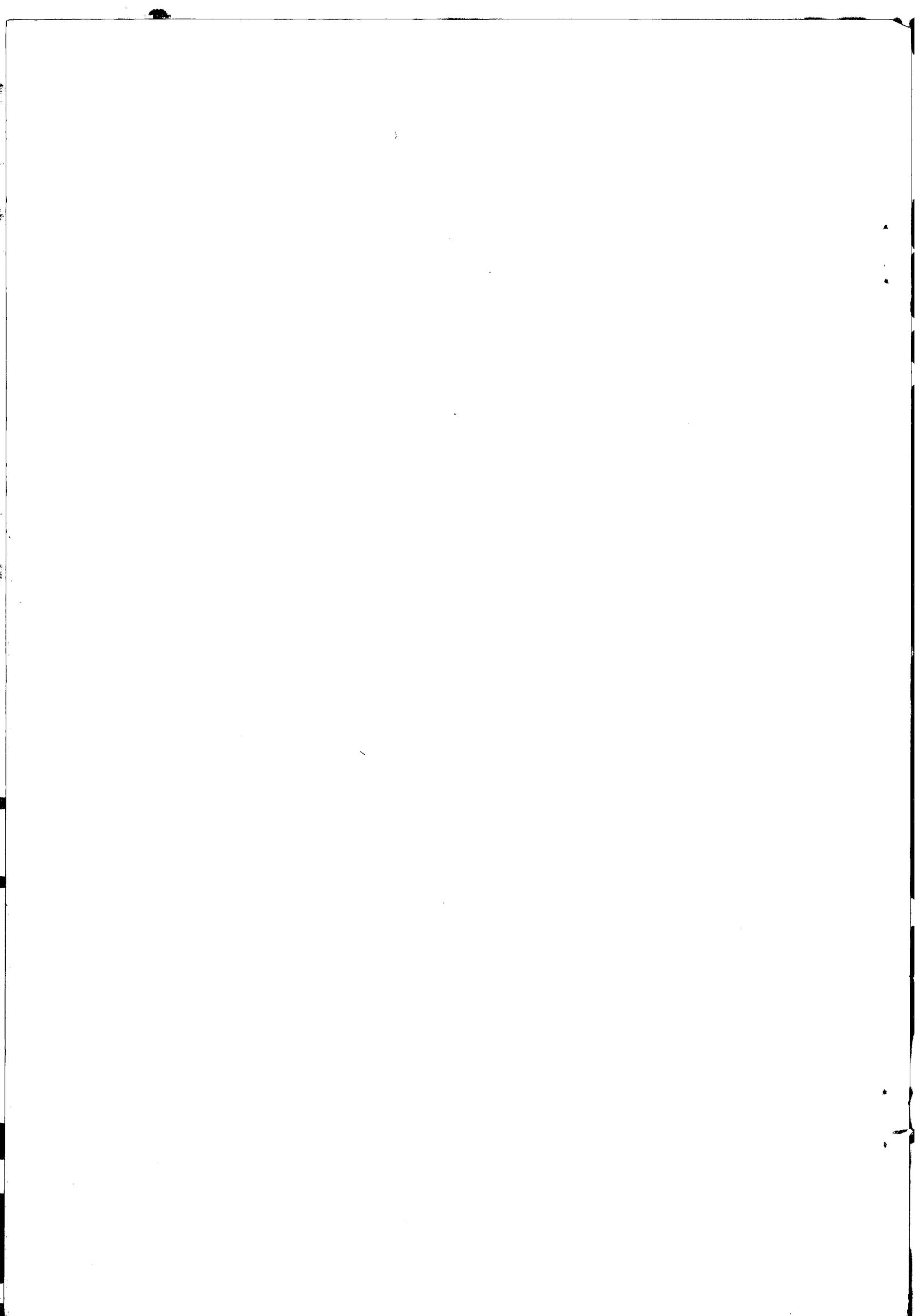
- C Series: Documents received from other Institutions (e.g. Consultations)

* = Consultation procedure requiring a single reading

**II = Cooperation procedure (second reading) which requires the votes of the majority of the Members of Parliament

**I = Cooperation procedure (first reading)

*** = Parliamentary assent which requires the votes of the majority of the current Members of Parliament



By letter of 12 December 1989, the President of the Council of the European Communities consulted the European Parliament, pursuant to Article 130q(2) of the Treaty establishing the European Economic Community, on the Commission's proposal for a Council decision adopting a specific research and technological development programme in the field of transport (EURET) 1990-1993.

On 15 January 1990, the President of the European Parliament referred this proposal to the Committee on Energy, Research and Technology, as the committee responsible, and the Committee on Transport and Tourism and the Committee on Budgets for their opinion.

At its meeting of 23 January 1990, the Committee on Energy, Research and Technology appointed Mr Pierros rapporteur.

At its meetings of 1 February, 21 February, 20 March, 19 April and 22 and 31 May 1990, the committee considered the Commission's proposal and the draft report.

At the last meeting, the committee decided to recommend that Parliament approve the Commission proposal subject to the following amendments.

The Commission stated before the committee that it was not yet able to state its position.

The committee then unanimously adopted the draft legislative resolution.

The following took part in the vote : La Pergola, Chairman; Sälzer, Adam, Vice-Chairmen; Pierros, rapporteur; Anger, Bernard-Reymond (for Robles Piquer), Bettini, Carvalho Cardoso (for Rinsche), Chiabrando, Escuder Croft (for Ruffini), Gasoliba I Böhm, Goedmakers (for Schinzel), Görlach (for Ford), Larive, Linkohr, Pompidou, Quisthoudt-Rowohl, Regge, Samland (for West), Sanz Fernandez, Schlee, Seligman.

The opinions of the Committee on Transport and Tourism and the Committee on Budgets are attached.

The report was tabled on 1 June 1990.

The deadline for tabling amendments to this report will appear on the draft agenda for the part-session at which it is to be considered.

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- Committee on Transport and Tourism	25
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The Committee on Energy, Research and Technology hereby submits to the European Parliament the following amendments to the Commission proposal, together with a draft legislative resolution and explanatory statement:

Proposal
for a Council Decision
on adopting a specific research and technological development programme
in the field of transport (EURET)

Commission Text*

Amendments by the Committee on
Energy, Research and Technology

Citations and first to third recital unchanged

Amendment No. 1

Fourth 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 benefitting 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 benefitting above all the least-favoured, insular and peripheral regions;

Amendment No. 2

Fifth 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;

*OJ No. C 318, 20.12.1989, p. 5

Amendment No. 3

New recital 5a

Whereas current growth and the projected increase in the future in the volume of trade and travel and hence in intra-Community transport will cause serious traffic congestion problems for which original solutions will be required and, in appropriate cases, fundamental changes in the common transport policy; whereas research, development and technological innovation should be geared towards this end in order to permit such far-reaching changes, should the need arise;

Amendment No. 4

Sixth recital

Whereas cooperation in research enables progress to be made towards the standardization, compatibility and, in some cases, unification of transport networks;

Whereas cooperation in research enables progress to be made towards the standardization, compatibility and, in some, cases, unification of transport networks, which are key features of a transport system which is both more efficient and less harmful to the environment;

Amendment No. 5

Seventh 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 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;

Amendment No. 6

Eighth 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;

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. 7

After the eighth recital, add two new recitals:

8a. whereas it is desirable that the programme and consequently the research projects submitted place particular emphasis on the regional dimension and regional problems;

8b. whereas it is also desirable that the programme and consequently the research projects submitted include in their evaluations and assessments Eastern European and transit countries;

Amendment No. 8

After the ninth recital, add two new recitals:

9a. 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;

9b. whereas, in view of the preliminary nature of the present programme, it is absolutely essential that it be followed by a more complete programme with greater financial resources to meet the Community's increased research requirements in the field of transport;

Tenth and eleventh recitals unchanged

Amendment No. 9

Article 1

A specific research and technological development programme for the European Economic Community in the field of transport, as defined in the Annex, is hereby adopted for a period of four years, from 1 March 1990.

A specific research and technological development programme for the European Economic Community in the field of transport, as defined in the Annex, is hereby adopted for a period of three years, from 1 October 1990.

Amendment No. 10

Article 2

1. The total Community expenditure considered necessary for the implementation of the programme is 25 m ECU, including expenditure for a staff of 6 persons.

1. The total Community expenditure considered necessary for the implementation of the programme is 28 m ECU, including expenditure for a staff of 6 persons.

A breakdown of this amount is given in the Annex.

Article 2(2) and Article 3 unchanged

Amendment No. 11

Article 4

- | | |
|--|---|
| <p>1. In the third year of the implementation of the programme, the Commission shall undertake a review of the programme and it shall report to the Council and the European Parliament on the results thereof, together, if necessary, with any proposals for modification or prolongation.</p> | <p>1. <u>At the end of the second year of the implementation of the programme, the Commission shall undertake a review of the programme and it shall report to the Council and the European Parliament on the results thereof, together with proposals for modification and prolongation. The review shall be carried out by independent experts.</u></p> |
|--|---|

Article 4(2) and (3) unchanged

Amendment No. 12

Article 5

The Commission 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 assisted by a committee composed of the representatives of the Member States assisted where appropriate by experts of recognized scientific standing in areas related to the programme and chaired by the representative of the Commission.

Article 6 unchanged

Amendment No. 13

Article 7

The procedure laid down in Article 6 shall apply:

- to the evaluation of the proposed projects and of the estimated amount of the Community's financial contribution;
- to the definition of appropriate procedures for the exchange of information provided for in Article 9;

The procedure laid down in Article 6 shall apply:

- to the evaluation of the proposed projects and of the estimated amount of the Community's financial contribution;
- to the definition of appropriate procedures for the exchange of information provided for in Article 9;

- to the participation in any project or scheme by European organizations and undertakings under the conditions provided for in Article 10.
- to the participation in any project or scheme by European organizations and undertakings under the conditions provided for in Article 10;
- to any adjustment in the breakdown of resources contained in the Annex;
- to the regulations governing the reporting, protection and evaluation of the results of the research carried out in the context of the programme.

Articles 8 and 9 unchanged

Amendment No. 14

Article 10

1. The Commission is authorized to negotiate, in accordance with Article 130n of the Treaty, agreements with international organizations, those non-member countries participating in European cooperation in the field of Scientific and Technological Research (COST) and those European countries which have concluded framework agreements for scientific and technical cooperation with the Community, with a view to associating them wholly or partly with the programme.
1. The Commission is authorized to negotiate, in accordance with Article 130n of the Treaty, agreements with international organizations, those non-member countries participating in European cooperation in the field of Scientific and Technological Research (COST) and those European countries which have concluded framework agreements for scientific and technical cooperation with the Community, with a view to associating them wholly or partly with the programme.
2. Where framework agreements for scientific and technical cooperation between non-member countries in Europe and the European Communities have been concluded, organizations and undertakings established in those countries may participate 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. In such cases, the organizations and undertakings

shall bear in full the cost of their participation.

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

Article 11 unchanged

Amendment No. 15

ANNEX

- | | |
|--------------------|----------------------------------|
| 1. Objectives | 1. Objectives |
| 2. Priority themes | 2. Priority themes |
| 3. Implementation | 3. Implementation |
| | 4. <u>Breakdown of resources</u> |

Amendment No. 16

1. Objectives

In the fifth paragraph of Annex 1, add a new indent:

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

Amendment No. 17

1. Objectives

Paragraph 3

- | | |
|---------------------------------------|---|
| 3) Reduction of harmful externalities | 3) <u>Optimization of transport safety conditions</u> |
|---------------------------------------|---|

Amendment No. 18

After the third paragraph of point 3 in Annex 1, insert the following title:

- 4) Reduction of harmful externalities

Remainder of paragraph unchanged.

Amendment No. 19

Annex 2 (Priority Themes)

2. Priority themes

EURET covers eleven research topics grouped into three subprogrammes which correspond to the programmes' three objectives.

1. Optimum network exploitation

- Cost-benefit and multi-criteria analysis for new road construction;

2. Priority themes

EURET covers thirteen research topics grouped into four subprogrammes which correspond to the programmes' four objectives.

1. Optimum network exploitation

- 1.1 - Cost-benefit and multi-criteria analysis for new road construction with special emphasis on road connections in and with the economically and geographically less-favoured regions within the Community, and with the countries of Eastern Europe taking due account of the problems of saturation on certain sections of the Community network and the links with transit countries;

Amendment No. 20

- European rail traffic management conception

- 1.2 European rail traffic management conception both for goods and for passengers with a view to a substantial increase in potential;

Amendment No. 21

- Design and assessment of a vessel traffic management system;

- 1.3 Design and assessment of a vessel traffic management system with special emphasis on regional maritime areas with high traffic density and island complexes;

Amendment No. 22

- 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. Study on the controller working position in air traffic management systems;

Amendment No. 23

- Study on the controller working position in air traffic management systems;
- 1.5 - Comparative analysis of urban traffic management systems in large Community city centres with serious traffic problems and optimization of the use of mass public transport resources;

Amendment No. 24

2. Logistics

- Economic scenario and demand projections for freight transport of the Community;
- 2.1 - Economic scenario and demand projections for freight transport of the Community with particular reference to the constraints imposed by the saturation of an increasing proportion of the road and motorway system;

Amendment No. 25

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

Amendment No. 26

- Optimization of manpower in maritime transport;
- taking human factors into consideration in the man/ship system;
- 2.3 - Optimization of manpower in maritime transport. Taking human factors into consideration in man/ship system, with particular reference to ferry services;

Amendment No. 27

3. Reduction of harmful externalities

- Assessment of the driving safety of possible truck and trailer combinations;
- Safety assessment of road freight trailers

3. Optimization of transport safety conditions

- 3.1 - Assessment of the driving safety of possible truck and trailer combinations;
- 3.2 - Safety assessment of road freight trailers.

Amendment No. 28

4. Reduction of harmful externalities

- 4.1 - Development and technical research into systems for reducing noise emissions with special emphasis on road, rail and air transport;
- 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 3 (Implementation)

3. Implementation

The programme shall be implemented by means of shared-cost research contracts, concerted actions and assessments.

3. Implementation

The programme shall be implemented by means of shared-cost research contracts, concerted actions and assessments.

The programmes are open to universities, research organizations and industrial companies, including small and medium-sized enterprises, individuals, or any combination thereof established in the Community. As a rule projects must be transnational.

The programmes are open to universities, research organizations and industrial companies, including small and medium-sized enterprises, individuals, or any combination thereof established in the Community. As a rule projects must be transnational involving the selection of research projects in which at least two companies from two different Member States will participate, one of which, in the case of a number of projects of equal value, should preferably be a less-developed state.

Amendment No. 30

The association and involvement of non-member countries, international and national organizations will be founded on the criterion of mutual advantage. In the case of European non-member countries, their association and involvement will be made possible through the COST system and through the bilateral framework agreements with EFTA countries.

The association and involvement of non-member countries, international and national organizations will be founded on the criterion of mutual advantage and mutual commitments. In the case of European non-member countries, their association and involvement will be made possible through the COST system and through the bilateral framework agreements with EFTA countries.

Amendment No. 31

4. (Breakdown of resources)

The breakdown of resources earmarked for the EURET programme

1. Optimum network exploitation

	in m ECU
<u>1.1 Agreed activities</u>	<u>0.5</u>
<u>1.2</u>	<u>5</u>
<u>1.3</u>	<u>3</u>
<u>1.4</u>	<u>7</u>
<u>1.5</u>	<u>3</u>
	-----18.5

2. Logistics

<u>2.1 Agreed activities</u>	<u>0.5</u>
<u>2.2</u>	<u>3</u>
<u>2.3</u>	<u>4</u>
	----- 7.5

3. Optimization of safety conditions vis-à-vis transport

<u>3.1 Agreed activities</u>	<u>0.5</u>
<u>3.2 Agreed activities</u>	<u>0.5</u>
	----- 1.0

4. Reduction of harmful externalities

4.1 Agreed activities	0.5
4.2 Agreed activities	0.5
	----- 1.0

Total	28.0

A

DRAFT LEGISLATIVE RESOLUTION
(Cooperation procedure : first reading)

embodying the opinion of the European Parliament on the proposal from the Commission to the Council for a decision adopting a specific research and technological development programme in the field of transport (EURET) 1990-1993

The European Parliament,

- having regard to the proposal from the Commission to the Council COM(89) 557 - SYN 226¹,
 - having been consulted by the Council pursuant to Article 130 Q(2) of the EEC Treaty (Doc. C 3-244/89),
 - considering the proposed legal basis to be appropriate,
 - having regard to the report of the Committee on Energy, Research and Technology and the opinions of the Committee on Transport and Tourism and the Committee on Budgets (Doc. A 3-148/90),
1. Approves the Commission proposal, subject to Parliament's amendments and in accordance with the vote thereon;
 2. Calls on the Commission to amend its proposal accordingly, pursuant to Article 149(3) of the EEC Treaty;
 3. Calls on the Council to incorporate Parliament's amendments in the common position that it adopts in accordance with Article 149(2) of the EEC Treaty;
 4. Calls on the Council to notify Parliament should it intend to depart from the text approved by Parliament;
 5. Instructs its President to forward this opinion to the Council and Commission.

¹OJ No. C 318, 20.12.1989, p.5

B

EXPLANATORY STATEMENT

The proposal for a Council decision seeks to set up a specific research and technological programme in the field of transport for the period 1990 - 1993, entitled EURET (COM(89) 557 final - SYN 226).

This programme meets the objective of the second framework programme for Community action in the field of research and technological development (1987-1991). In particular and, as set out in point 2.3 (new services of common interest (including transport)) provision is made for Community research into problems relating to economic efficiency, safety and environmental acceptability of transport, especially in the field of track-guided transport, road traffic, maritime transport and air transport.

According to the introduction to the proposal, the programme is a response to the fact that the completion of the internal market is totally dependent on the creation of a Community transport system capable of meeting the increased demand for all forms of transport, in volume and qualitative terms, generated by that market. Moreover, as the Commission stressed in its communication to the Council on making a success of the Single European Act (COM(87) 100), 'a genuine single economic area cannot be achieved without major progress in policies for transport, infrastructures and the environment'.

The main objectives of the programme are:

- (a) optimum network exploitation,
- (b) logistics,
- (c) reduction of harmful externalities (accidents, noise, pollution).

These three objectives (subprogrammes) are subdivided into eleven research topics as set out in Annex I.

The eleven topics were chosen because they comply with the following criteria:

- priority, or exploratory research areas,
- lack of legislative or commercial incentives for such research,
- major resources required for R & D,
- long-term research involved,
- projects are in the public interest,
- projects contribute towards standardization,
- results can usefully be disseminated through Community channels.

The programme is to be implemented by means of shared-cost research contracts, concerted actions and assessments.

It is designed for universities, research organizations and industrial companies, including small and medium-sized enterprises, individuals or any combination thereof established in the Community. As a rule projects must be transnational.

The cooperation and participation of non-member countries is provided for on the basis of mutual advantage. Cooperation and participation of European

non-member countries is to take place through the COST system and through the bilateral framework agreement with EFTA countries.

Finally, for shared-cost contracts, the Community's participation will generally be 50% of total expenditure, but this percentage may be varied according to the nature and the stage of development of the research. In respect of projects carried out by universities and research institutes, the Community may bear up to 100% of the additional expenditure involved.

The aim of the EURET programme is to bring research in the transport sector into the Community arena, replacing the one-dimensional national and regional approach to the subject with an integrated and systematic Community approach. It overcomes the constraints imposed by the inadequacy of national funds and irones out the divergencies between national research efforts. It avoids duplication of effort and identifies the most pressing problems for pre-competitive research.

This gives the Community an instrument enabling it:

- to order its projects around common objectives in tune with transport needs and to provide these with funds appropriate to each specific case,
- to supplement the activities of Member States by placing them in a Community context whenever this is required.

The introduction ends with the observation that the EURET programme itself was designed to serve the interests of the whole Community transport system, benefiting each mode of transport and providing stimulus for them all.

B. MACRO-ECONOMIC SHORTCOMINGS

1. Budget

As with most Community programmes, the budget available de facto restricts the broadest and most ambitious objectives of the programme. The amount of 25 m ECU, which includes the cost of six members of staff, is clearly insufficient to meet the Community's declared objective of devoting an integrated comprehensive programme to transport research. Current practice must somehow be reversed so that the amount available is geared to Community objectives and ambitions and not the reverse. It is therefore recommended, while observing budgetary discipline, that the budget for the programme be revised.

2. Subject matter

Although the third objective is entitled 'reduction of harmful externalities' and the introduction states that a separate research programme should be devoted to the relationship between transport and the environment, this is not happening in practice. The third objective confines itself to safety-related matters and road accidents rather than the environment. Admittedly the third topic under the first objective is connected with environmental protection - design and assessment of a vessel traffic management system - but it appears to be a secondary and subordinate consideration. By extension, the same might be said of the other topics. In an age when the environment is considered to

be an essential element and integral part of our assessment and not simply an extrinsic economic factor (externality) it should be given its due place in the EURET programme and the necessary research should be devoted to it. The environment should not be considered merely as a constraining factor but, on the contrary, as a variable which introduces new qualitative and innovative considerations which our objectives and the measures we take must take into account.

3. Choice of topics

EURET comprises eleven topics under three subprogrammes embracing the objectives of the programme. Although, in general, the topics are in line with the objectives (optimum network exploitation; logistics; reduction of harmful externalities), there is no obvious balance between cost and benefit and it is not clear to what extent the topics chosen constitute priority or exploratory research as the introduction puts it. For the European Parliament, the process of selecting the topics is not transparent and the correctness or appropriateness of the given areas of research are not necessarily self-evident. At all events, it should be acknowledged that it is not possible to make absolutely objective assessments and evaluations, particularly in an area where an appreciation of the situation cannot simply be based on technical criteria alone.

In conclusion, what is certain is that the list of eleven topics is not complete. The current financial constraints and lack of time cut down the number of options as the introduction to the proposal rightly notes. Given these circumstances, however, the Community is not attaining its declared aim of proposing and ultimately implementing an integrated and comprehensive transport research programme - a programme to replace the limited and piecemeal measures of the past, a programme paving the way for the Community's integrated transport research policy of tomorrow. In the light of this it would not be an exaggeration to claim that EURET is a half baked, fragmented and inadequate programme with limited objectives and short-term perspectives, a programme in need of expansion and follow-up.

C. MICRO-ECONOMIC IMBALANCES

1. Eastern European countries, Arab countries, transit countries

At a time when the geographical 'face' of Europe is changing and the Central and Eastern European countries are gradually and steadily establishing closer contact with the Community, it would be disappointing, to say the least, if EURET were to take a shortsighted view of research and an inadequate organizational approach. Within the relevant topics in the programme particular attention should be devoted to the problems arising from developments in Eastern Europe, the opening of talks between Europe and the Arab countries and the greater and manifest importance of the transit countries for a Community transport policy. The Community's transport policy model should be complete and comprehensive and meet the requirements of the nascent European economic area.

2. Regional development, island regions, economic and social cohesion

The EURET programme should give particular and clear emphasis to the especially acute problems faced by the developing regions in the Community, particularly the islands and border regions. Transport infrastructure in

these areas is totally inadequate, they are in danger of being marginalized or divorced from the whole process of preparation for 1992. The Community's research projects in the transport sector should therefore concentrate to a large extent on these areas with a view to improving their situation and incorporating them more smoothly into a full Community and European transport and communications network.

Furthermore, the topics should devote more attention to the regional dimension and the regional nature of the problems involved, particularly those topics concerned with maritime transport. The desire to map out a comprehensive and cohesive Community research policy in the transport sector is not synonymous with a Community 'levelling exercise' which overlooks and ignores the specific features of the regions. It is a condition and a requirement of the fundamental goal of economic and social cohesion that priority be given to the regional dimension when considering any Community-wide policy.

3. Control of traffic on congested major roads in the Community, linking up European navigable rivers with the European communications network

The EURET programme should lay particular emphasis on controlling traffic on the major commercial road and rail routes in the Community which are heavily congested. Appropriate economic assessments in the commercial transport sector could provide a basis for optimizing the movement of goods with all the concomitant beneficial effects as regards cost and speed of transportation.

Optimum utilization of the present transport networks should provide for linking up European navigable rivers to the broader European communications and commercial networks on the most efficient and wide-ranging basis. Such a development would undoubtedly make the maximum contribution to European economic union and facilitate the movement of goods within the Community and throughout Europe.

4. Regulation and optimum operation of traffic control systems in the major Community urban centres with traffic congestion problems

The EURET programme's research activities should not exclude attempts, through comparative analysis, to improve traffic control systems in the major urban centres in the Community with severe congestion problems. Even though it might be considered that this is a matter for the Member States alone, its inclusion in the programme would undoubtedly help to improve urban transport and communications with all the concomitant benefits for the efficiency of Community transport.

5. Passing on research findings to the less developed regions of the Community

It is also consistent with the fundamental aim of economic and social cohesion to pass on the EURET programme's research findings to the less developed regions in the Community. According to the preamble and the annex, the research projects must be of an international nature involving at least two partners from two different Member States. This is not sufficient, however. With the organizational structure envisaged, the EURET programme could constitute an appropriate 'clearing house', playing a pivotal role in disseminating research findings. This would broaden the range of the programme and its findings would be fully utilized on a Community scale.

6. Participation of non-Member States in the programme

Article 10 of the proposal for a Council decision provides for the association of international organizations, non-Member States participating in European cooperation in the field of scientific and technological research (COST) and European countries which have concluded framework agreements for scientific and technical cooperation with the Community. Given that these types of association agreements are concluded for the mutual benefit of the contracting parties, it would be advisable to make specific provision for a financial contribution from third countries to the management, operation and development of the programme. In addition, it would also be appropriate in the probable proposals for association to give absolute priority to the transit countries of most importance to the Community, i.e. Austria, Switzerland and Yugoslavia. Prompt association of these countries with the EURET research programme would make a significant contribution to the breadth and integrality of the research findings and would be instrumental in achieving the objectives of a Community transport policy.

D. AMENDMENTS - ASSESSMENTS - CONCLUSIONS

The amendments presented above are a reflection of the observations and comments made and attempt to remedy existing shortcomings. They are not, however, an attempt to transform EURET into a technically and thematically complete, integrated research and technological development programme in the transport sector.

Furthermore, the introduction to the proposal itself explicitly acknowledges 'that in view of the financial constraints imposed by the framework programme, the proposed programme should concentrate on priority or exploratory research topics'. It goes on to add that 'this does not mean that other research topics have not been identified or are not considered important; it is simply that financial constraints and lack of time force this choice upon us'.

Moreover, it is clear from the whole structure and tenor of the text and the nature of the comments in the annex that EURET is not an infrastructure programme. Given the financial, technical and environmental constraints, the research programme seeks to promote the optimum use of the traditional infrastructure base which exists in Europe, and attempts to incorporate existing facilities into a more efficient economically and technically cohesive model for Community transport.

We can therefore say that EURET is a policy programme, a priority programme, a programme with administrative objectives and 'micro-economic' content. A programme that seeks to make administrative and organizational improvements rather than effect radical changes of a structural nature.

This argument is also borne out by the limited budget of 25 million ECU, a budget which clearly denies any broader ambitions and does not allow a wider range of objectives or subject matter to be considered, and on the other hand, it could be claimed that the limited amount of 25 million ECU imposes strict constraints, confining research to the eleven topics and focusing efforts on a number of well-defined objectives. However, as much as it should avoid excessive diversification of objectives and methods, the EURET programme should also be flexible in regard to the topics and the goals it sets. Research goals under the programme should allow a broad margin for creative pursuits, a large range of options and a variety of development perspectives.

Given these constraints, the proposed amendments do not attempt to switch the emphasis of the programme radically, set ill-considered goals or broaden the programme unrealistically. At the administrative level, they attempt to render the EURET proposal clearer and more complete in terms of the topics covered and the organizational structure. They are administrative and 'micro-economic' amendments; there are no 'grand visions' or exaggerated expectations.

The EURET programme could certainly be improved on. However, given the existing constraints, it should be considered as an initial step in the right direction. It lays the foundations in the areas of research it covers for a more integrated and cohesive approach. It would be more useful, however, if it were supplemented by a related research programme of broader scope and greater ambition. This alone could give a decisive boost to the Community research dimension, promote the standardization of equipment and systems and help attain the common objectives.

In conclusion, it is your rapporteur's view that, in assessing and selecting the research projects, particular emphasis should be placed - in addition to compatibility with the main objectives of the EURET programme - on the avoidance of repeating and duplicating research carried out in the context of other Community programmes. In addition, by fulfilling the stipulated 'micro-economic' criteria, the research projects should be in line with the basic criteria for Community action as set out in the Council's decision on the framework programme of Community activities in the field of research and technological development (1987-1991). Of these criteria, the following should be given particular consideration in EURET assessments:

- (a) strengthening economic and social cohesion and promoting the harmonious overall development of the Community,
- (b) achieving significant results of Community scope and Community-wide interest and
- (c) contributing to the establishment of the common market and the consolidation of a scientific and technological European area with uniform rules and models.

If all these conditions are fulfilled, the EURET transport research programme will prove beneficial, it will be instrumental in making the Community self-sufficient in research and help achieve the goals of the single European market and the common European area in general.

OPINION

(Rules 120 of the Rules of Procedure)

of the Committee on Transport and Tourism

Draftsman: Mr Bettini

At its meeting of 25 April 1990 the Committee on Transport and Tourism appointed Mr Bettini draftsman.

At its meeting of 29 May 1990 the Committee on Transport and Tourism considered the draft opinion and adopted its conclusions by 9 votes to 0 with 6 abstentions.

The following took part in the vote held under the chairmanship of Mr Beazley, deputy Chairman: Christensen, deputy Chairman; Bettini, draftsman; Cornelissen (for Müller); Joanny; McMillan-Scott; Megahy (for Simpson); Porrazzini; Romera I Alcazar; Sapena Granell; Sarlis; Schodruch; Tauran; Visser; Van der Waal and Wijsenbeek.

I. INTRODUCTION

1. Since this Commission proposal is the first broad research and development programme devoted exclusively to transport, at its meeting of 28 February the Committee on Transport and Tourism objected to the proposal being referred to your committee as the committee responsible and instructed its chairman to take whatever steps might be necessary to change the terms of the referral.
2. At a meeting between the chairmen of the two committees on 14 March in Strasbourg an agreement was reached whereby - pursuant to Annex VI of the Rules of Procedure on the powers and responsibilities of standing committees and given that your rapporteur, Mr Pierros, had already started drafting his report - your committee remains the committee responsible and, in return, your committee undertakes to include in its report the amendments which our committee was planning to submit.
3. Within the terms of this agreement (which was also endorsed by Mr La Pergola in a letter of the same day to Mr Amaral) your rapporteur and the draftsman of this opinion have been able to cooperate closely, a matter for which the draftsman is appreciative, while expressing the hope that in the final version your committee will adopt the amendments adopted by the Committee on Transport and Tourism.

II. GENERAL

4. The Committee on Transport and Tourism welcomes the present proposal which, for the first time, provides for a long-term, broad-based research and development programme for transport. It expresses its appreciation to the appropriate services of the Commission for their serious, in-depth approach to this subject. The committee is also well aware that the implementation of a programme of this nature is a particularly difficult undertaking, especially in the light of the complex nature of the sector which it covers, which is moreover in a considerable state of flux and faced with enormous challenges resulting from a substantial increase in the volume of transport and the attendant constraints in terms of congestion of the road network and airspace.
5. This phenomenon of saturation and its enormous constraints, which are becoming more and more alarming, should be the starting point for the policy guidelines and the basic choices for establishing a coherent and efficient research and development programme in the transport sector.
6. This in turn is the main criticism of the Commission proposal which, from a desire to be all-embracing, fails to give due importance to the real priorities of a resolutely forward-looking common transport policy.
7. All credit should, of course, be given to the Commission for endeavouring to include in a research and development programme as many elements and factors as possible. However, the financial resources available for such a programme, even if they were to be increased, do not permit this approach but make it absolutely vital to select a limited number of areas. It is vitally important to avoid a completely inefficient dissipation of limited resources. Instead of dividing up the funds among a whole range of projects, they should be concentrated on certain

well-defined projects reflecting priority areas for a consistent Community transport policy.

8. These priorities should in turn respond to the underlying concerns of such a policy, i.e. the fundamental rights of citizens of the Community to preserve their health, environment, safety and mobility. The last-mentioned objective must clearly not be pursued to the detriment of the others.
9. Important as it is to use all the appropriate means to improve the current system of transport, in order to make it more efficient and to improve performance, it is just as important - if not more so - to reexamine this policy in the light of the basic principles set out in the previous paragraph.
10. A programme of research and development for transport should be seen in this context and this is the framework for evaluating the different elements of the programme currently proposed by the Commission.
11. In the light of the agreement concluded between Mr Amaral and Mr La Pergola, your draftsman will set out his choices and observations directly in the form of amendments.
12. It should be stressed that, thanks to close cooperation with your rapporteur, a number of points have already been covered by the draft report written by Mr Pierros (PE 139.368/A and B) which consequently are not repeated in this opinion.
13. In formulating his amendments your draftsman has also taken account of previous resolutions and reports drawn up by the Committee on Transport and Tourism where they are in line with the thinking outlined above and where the recommendations in question relate directly to a Community research programme.
14. In this respect mention should be made of the own-initiative report drawn up by Mr Wijsenbeek on the role and the use of advanced and new technologies in the field of transport (Doc. A 2-104/85), in respect of which your committee delivered an opinion. The resolution on this document was adopted by Parliament on 9 October 1985².

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² OJ No. C 288, 11.11.1985, p. 63

III. CONCLUSIONS

The Committee on Transport and Tourism calls on the Committee on Energy, Research and Technology to include in its report the following amendments to the Commission proposal for a Council decision on EURET.

DRAFT AMENDMENTS

Proposal for a Council decision
adopting a specific research and technological
development programme in the field of transport (EURET)

Commission text

Amendments¹

Fourth recital

Amendment No. 1

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 peripheral regions;

Fifth recital

Amendment No. 2

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 The amendments on the same recital or article of the Commission text tabled by Mr Pierros are included in the right-hand column (c.f. PE 139.368/A)

Amendment No. 3

New recital 5a

Whereas current growth and the projected increase in the future in the volume of trade and travel and hence in intra-Community transport will cause serious traffic congestion problems for which original solutions will be required and, in appropriate cases, fundamental changes in the common transport policy; whereas research, development and technological innovation should be geared towards this end in order to permit such far-reaching changes, should the need arise;

Sixth recital

Amendment No. 4

Whereas cooperation in research enables progress to be made towards the standardization, compatibility and, in some cases, unification of transport networks;

Whereas cooperation in research enables progress to be made towards the standardization, compatibility and, in some cases, unification of transport networks, which are key features of a transport system which is both more efficient and less harmful to the environment;

Eighth recital

Amendment No. 5

Whereas the transnational nature of the programme should be emphasized by selecting research projects involving at least two partners from two different Member States;

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 should preferably be a less-developed state, except in specific instances where a transnational approach proves impossible in practice;

Amendment No. 6

After the eighth recital, insert another recital:

Whereas it is also desirable that the programme and consequently the research projects submitted include in their evaluation and assessments eastern European, Arab and in particular Community transit countries, notably Austria, Switzerland and Yugoslavia;

Article 4

Amendment No. 7

1. In the third year of the implementation of the programme, the Commission shall undertake a review of the programme and issue a report to the Council and the European Parliament on the results thereof, together, if necessary, with any proposals for modification or prolongation.

1. At the end of the second year of the implementation of the programme, the Commission shall undertake a review of the programme and issue a report to the Council and the European Parliament on the results thereof, together with any proposals for modification and prolongation. The review shall be carried out by independent experts.

Annex 1, Chapter 2 (Priority themes)

Amendment No. 8

EURET covers eleven research topics, grouped into three subprogrammes which correspond to the programme's of three objectives.

1. Optimum network exploitation

- cost-benefit and multi-criteria analysis for new road construction;

EURET covers nineteen research topics grouped into four subprogrammes which correspond to the programme's four objectives.

1. Optimum network exploitation

- 1.1. cost-benefit and multi-criteria analysis for new road construction with special emphasis on road connections in and with the economically and geographically less-favoured regions within the Community, and with the countries of Eastern Europe taking due account of the problems of saturation on certain sections of the Community network and the links with transit countries;

Amendment No. 9

Add a new point 1.1.a

1.1.a cost-benefit and multi-criteria analysis of the most appropriate transport infrastructures for specific routes, using a more inter-modal approach;

Amendment No. 10

Add a new point 1.1.b

1.1.b development of new systems, technologies and logistics and telematics support systems to optimize transport flows on road networks;

Amendment No. 11

- European rail traffic management conception

1.2. European rail traffic management conception both for goods and for passengers with a view to a substantial increase in potential; this research should also consider the environmental impact of high-speed trains;

Amendment No. 12

Add a new point 1.2.a

1.2.a cost-benefit and multi-criteria analysis for the construction of new inland waterways and conception and evaluation of a management system, which should not be restricted to the major waterways, for this form of transport;

Amendment No. 13

Add a new point 1.2.b

1.2.b cost-benefit and multi-criteria analysis of the construction of new oil and gas pipelines;

Amendment No. 14

Add a new point 1.6

1.6. Analysis of urban traffic management systems with a view to conservation of the historical and natural heritage of small towns;

2. Logistics

- economic scenario and demand projections for freight transport of the Community;

2. Logistics

Amendment No. 15

2.1. economic scenario and demand projections for freight transport of the Community with particular reference to the constraints imposed by the saturation of an increasing proportion of the road and motorway system;

- economic and technical research of the transfer of goods. Design and evaluation of rapid transfer;

Amendment No. 16

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

- optimization of manpower in maritime transport;
- taking human factors into consideration in the man/ship system.

Amendment No. 17

2.3 optimization of manpower in maritime transport. Taking human factors into consideration in the man/ship system, with particular reference to ferry services;

Amendment No. 18

Add new point 2.4.

2.4. research and development, testing of new technological, electronic and telematics systems for more fluid regulation and management of urban traffic which is less harmful to the environment.

Amendment No. 19

Add new point 3.3.

3.3. evaluation of the safe transport of natural and liquefied gas and of base materials for the (petro-) chemicals industry;

Amendment No. 20

4. Reduction of harmful externalities

4.1. development and technical research into systems for reducing noise emissions with special emphasis on road, rail, especially high-speed trains, and air transport;

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

OPINION of the Committee on Budgets

Letter from Mr von der Vring, Chairman, and Mr Papoutsis, draftsman of the Committee on Budgets, to Mr La Pergola, Chairman of the Committee on Energy, Research and Technology

Brussels, 26 April 1990

Subject : Opinion of the Committee on Budgets on the proposal for a Council decision adopting a specific research and technological development programme in the field of transport (EURET) 1990-1993 (COM(89) 557 - C 3-244/89)

Dear Mr La Pergola,

The Committee on Budgets considered this proposal at its meeting of 25 April 1990.

The committee noted that the EURET programme aims at developing three major areas: optimum network exploitation, logistics and reduction of harmful externalities (accidents, noise, pollution) entailing expenditure to the Community budget of 25 m ECU.

On the basis of this information, the Committee on Budgets gave a favourable opinion to the Commission proposal.

Yours sincerely,

(sgd) Thomas von der VRING
Chairman

(sgd) Christos PAPOUTSIS
Draftsman

The following were present: Von der Vring, Chairman; Arias Canete, Böge, Cochet, Colom I Naval, Fitzgerald, (for Pasty), Kellet-Bowman, Lamassoure, Langes, McCartin (for Lo Giudice) Napoletano (for Colajanni) Onur (for Lüttge), Papoutsis, Samland and Theato

