

# EUROPEAN PARLIAMENT

2004



2009

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*Committee on Transport and Tourism*

**2008/2026(BUD)**

10.9.2008

## **OPINION**

of the Committee on Transport and Tourism

for the Committee on Budgets

on the draft general budget of the European Union for the financial year 2009  
(C6-0000/2008 - 2008/2026(BUD))

Section III - Commission

Rapporteur: Eva Lichtenberger

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## **SHORT JUSTIFICATION**

### **Introduction**

This budget year is the third year in the Financial Framework period 2007-2013. The overall structure of the Budget, including for its transport lines, continues to be determined by the Interinstitutional Agreement of 17 May 2006 between the European Parliament, the Council and the Commission on budgetary discipline and sound financial management. Overall expenditure on transport sees increased resources in the Preliminary Draft Budget for 2009.

For the agencies, the 2009 budgets are constrained by the revised financial programming as a result of the financial agreement on Galileo. For this reason the Commission has had recourse to the use of "assigned revenues", agencies' surpluses in 2007 and 2008 to fulfil (most of) the agencies' budget requests. Assigned revenues are not included in the sums shown in the Preliminary Draft Budget proper but are available for agencies' use. This raises issues about transparency and parliamentary control (ultimately perhaps in the context of discharge) and, if programmed, their use creates uncertainty for the agencies as this should be a "one-off" device. Your draftsman is of the view that it is the overall envelope which needs to be adjusted to take account of the agencies tasks and real needs, rather than resorting to the use of "assigned revenues" device.

### **European Maritime Safety Agency**

The amounts proposed in the 2009 preliminary draft budget for the European Maritime Safety Agency (EMSA) represent a decrease in commitment appropriations and an increase in payment appropriations from the Community budget. In the 2008 budget, EUR 44.3 million was available in commitment appropriations and EUR 46.9 in payment appropriations. In the 2009 PDB the equivalent figures are EUR 43.4 million and € 48.3 million; a decrease of 2.2% and an increase of 3.0 % respectively. In a sense, however, the figure for commitment appropriations is misleading. For the first time the Commission has agreed that EMSA can add to the budget funds for 2009 from assigned revenues from 2007, which were in surplus. Use of this device brings the total of Community funding in commitment appropriations to EUR 48.35 million. This matches EMSA's budget request.

Within these overall figures payment appropriations for anti pollution measures will rise by 9.1% to EUR 22.1 million while commitment appropriations will rise by 5 % EUR 18.9 million. EMSA states that this figure suffices for existing contracts and commitments. Elsewhere increases are available for inspection activities (of about 10%), training activities related to Port State Control and the development of maritime safety databases.

Your draftsman supports the general level of funding proposed and is aware that, year on year, the pattern of requirement for commitment and payment appropriations for anti-pollution activity will vary depending on the dates and duration, as well as financial implementation of contracts for ship use signed by EMSA. Nevertheless she reserves the right to return to this matter if necessary by way of amendments. Generally, given that the level of funding is agreed by EMSA itself and the Commission, she sees no grounds for reducing these sums in Council's adoption of the Draft Budget.

## **European Aviation Safety Agency**

The European Aviation Safety Agency (EASA) derives the bulk of its income from fees and charges. In fact for 2009 fees and charges will provide EASA with EUR 68.4 million in revenue, an increase from 2008 of 28%. The PDB for 2009 gives a total of EUR 29.18 million for both commitment and payment appropriations, a reduction of 2.7% on 2008. Again, however, a surplus in Assigned Revenue carried over from previous years brings the total EU funded expenditure to EUR 31.54 million. This is EUR 1.66 million less than the EASA's initial request. There is a sharp projected rise in EASA's operating expenditure of 26.9%, bringing this to EUR 34.8 million. This covers air worthiness certification, organisation approvals and technical training. The full impact of the extension of the Agencies competences following adoption of Regulation (EC) No 736/2006 will be felt in 2009. Your draftsman takes the view that further staffing resources are required to ensure a smooth transition of responsibilities from National Aviation Authorities, without excessive dependence on them and contractors. For this reason she will consider a budget amendment of EUR 1.66 million.

## **European Railway Agency**

Budget of the European Railway Agency (ERA) in the PDB 2009 is set at EUR 16.06 million in both commitment and payment appropriations. Again this is supplemented by carried over Assigned Revenue to a total of EUR 21.00 million. The total amount available in the 2008 budget was EUR 18.0 million. The ERA's operational tasks are largely defined by Regulation (EC) No 881/2004 and the new ERA regulation, where unforeseen additional tasks may arise as the regulation is adopted, especially in respect of ERTMS. This might give rise to a further budgetary requirement in 2009 which might have to be addressed at a later point in this procedure, or through an amending budget.

## **Support Activities to European Transport Policy and Passenger Rights**

This Budget line is a new denomination and appears to be an amalgam of previous lines whose principal purposes were information collection, dissemination and analysis, including on passenger rights. It shows a reduction of 30% when the 2008 budget and the PDB 2009 are compared for payments, down to EUR 14.5 million. However as outturn in 2007 was EUR 15.5 million, this reduction may not be excessive. However your draftsman may consider a modest amendment to restore payments to this previous level.

## **Current Pilot Projects**

Your draftsman takes the view that pilot projects are exactly that and cannot of themselves address and resolve major technical or policy problems. They can only give an indication of possible future courses of action and the key is for the Commission, Council and European Parliament to draw the appropriate conclusion on the pilots and report on what would be an appropriate follow-up, if any. The pilot project on the security of the Trans European Road Network is drawing to a close although payment appropriation expenditure here is up slightly from 2008 to EUR 1.655 million. The preparatory action to facilitate cross border traffic on the EU's north eastern frontier is in its second year with payments appropriations of EUR 2.45

million proposed for 2009. Your draftsman will propose amendments in line with its opinion on the Preliminary Draft Budget.

### **Transport Security (Article 06 07 01)**

This hybrid line covers both information collection and analysis in respect of common standards, approximation of legislation, international coordination and promotion of research. It also pays for a corps of inspectors to check security at airports and ports, in conjunction with the Member States. Although payment appropriations are being reduced from € 3.5 million in 2008 to EUR 2.3 million in 2009 this is due to the completion of a pilot project. The number of planned inspections on the other hand is due to increase.

### **Research Related to Transport and SESAR (Article 06 06 02)**

The PDB 2009 shows a reduction of 49% in commitment appropriations and 45% in payment appropriations in transport research support intended to encourage modal shift to rail, public transport and cycling. The reduction in commitment appropriations is almost EUR 60 million when 2008 budget and 2009 PDB are compared. However, within the same overall line, the SESAR joint undertaking appears for the first time, to implement the technological component of the Single Sky. PDB figures for this are EUR 51.5 million and EUR 23.5 million in commitments and payments respectively. This brings the overall line up to approximately its 2008 level but remains slightly below the financial programming for 2009 foreseen one year ago (EUR -0.685 million). Your draftsman will propose an amendment here.

### **Marco Polo II Programme**

Your draftsman welcomes the increase in both commitment and payment appropriations for a programme to facilitate the transfer of freight from road to rail and other modes. If nothing is done road freight will grow by 60% to 2013. In 2009 thirty-five new projects will be launched within the programme. The Commission estimates that for each Euro spent, fourteen are saved in external costs. The increase in commitment appropriations is to EUR 60.35 million and in payment appropriations to EUR 17.0 million, 5.1% and 8.3 % respectively.

### **Galileo**

This is easily the second largest expenditure item, second only to the Trans-European Transport Networks. With the Galileo Agency it represents about 40% of all transport commitment appropriations. In 2009 it will cost € 828 million in commitment appropriations and € 360 million in payment appropriations, increases of 7 % and 20% respectively (when sums coming from reserve are considered). This follows recent decisions on the funding of the project over its lifetime and should be related to the benefits to be obtained in pollution reduction through much improved traffic management. Expenditure foreseen relates to the deployment phase and the first series of activities related to the operating phase.

### **Trans European Networks**

The main feature of the 2009 PDB in respect of TEN-T is a significant increase in payment

appropriations which rise from EUR 370 million in 2008 to € 613 million, a increase of 65.7 %. EUR 229 million is earmarked for ERTMS which is described as a high priority. The number of projects under management is continuing to increase and in 2009, as for the period, particular priority will be given to the cross border sections of trans-frontier projects. At the time of writing four of the thirty priority projects are operational, twenty are at the construction phase and six are at study phase. Although 2009 is not planned to be the year of highest expenditure, it does represent a year in which payment appropriation use for the programme period 2007-2013 rises significantly. In general terms of course the EU budget is a facilitator and a catalyst for TEN-T projects. Much depends on the mobilisation of national budgets and the successful use of new financial instruments using private finance, successful also in respecting the objective of modal shift in the latter's case. With the individual decisions for the projects being taken in 2008, the European Parliament needs carefully monitor progress as from 2009. To this end it would be useful to have a synthesis report that includes the most important benchmarks of the projects according to which progress can be monitored. Your draftsperson will include a comment in the TEN-T budget line for that purpose.

## **Conclusion**

The comments above are based on the Preliminary Draft Budget for 2009 and were prepared before the Draft Budget as adopted by Council was available. Your draftsperson's substantive amendments will address that draft budget. In particular she reserves the right to introduce amendments where the Council makes across the board, fixed percentage cuts which do not reflect needs, on the ground realities or European Parliament policy priorities in respect of individual lines.

## RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	9.9.2008
Result of final vote	+: 37 -: 0 0: 0
Members present for the final vote	Gabriele Albertini, Paolo Costa, Michael Cramer, Christine De Veyrac, Luis de Grandes Pascual, Arūnas Degutis, Petr Duchoň, Saïd El Khadraoui, Robert Evans, Emanuel Jardim Fernandes, Francesco Ferrari, Brigitte Fouré, Mathieu Grosch, Stanisław Jałowiecki, Georg Jarzembowski, Dieter-Lebrecht Koch, Rodi Kratsa-Tsagaropoulou, Sepp Kusstatscher, Bogusław Liberadzki, Eva Lichtenberger, Marian-Jean Marinescu, Josu Ortuondo Larrea, Luís Queiró, Reinhard Rack, Luca Romagnoli, Brian Simpson, Renate Sommer, Dirk Sterckx, Silvia-Adriana Țicău, Armando Veneto, Lars Wohlin, Roberts Zīle,
Substitute(s) present for the final vote	Guy Bono, Philip Bradbourn, Lily Jacobs, Elisabeth Jeggle, Corien Wortmann-Kool
Substitute(s) under Rule 178(2) present for the final vote	