

# EUROPEAN PARLIAMENT

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*Committee on Transport and Tourism*

**2005/0043(COD)**

19.10.2005

## **OPINION**

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on the proposal for a decision of the European Parliament and of the Council concerning the seventh framework programme of the European Community for research, technological development and demonstration activities (2007 to 2013).

(COM(2005)0119 – C6-0099/2005 – 2005/0043(COD))

Draftsman: Jaromír Kohlíček

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## SHORT JUSTIFICATION

### The 7th Framework Programme

On 6 April 2005 the Commission presented the Communication 'Building the European Research Area (ERA) of knowledge for growth' and a proposal for a Decision on the Seventh Framework Programme (FP) for research, technological development and demonstration activities (2007 to 2013). The construction of ERA started under the 6th FP and will continue under the 7th. It will help to deliver on the Lisbon objectives, as investing in knowledge is an excellent way to foster economic growth and create more and better jobs. The importance of knowledge to the Lisbon strategy was confirmed by the High Level Group chaired by Wim Kok, and by Parliament's resolution on the report of Mrs Locatelli.

The 7th FP is divided into four programmes:

- Cooperation: trans-national cooperation in nine thematic research areas, one of which is transport, including aeronautics.
- Ideas: promotion of creativity and excellence by funding so called 'frontier research'. The funding will be done through a European Research Council.
- People: development of human potential through support to training, mobility and career development.
- Capacities: improvement of research infrastructure and further innovation. Regional cooperation, involvement of SMEs and bringing together science and society are its key elements.

FP 7 distinguishes itself from the FP 6 by a simplification of procedures and a significant increase in its budget. The total budget for seven years is 72.7 billion euro. The respective shares of the four programmes are about 44 billion for Cooperation, 12 billion for Ideas and 7 billion each for People and Capacities.

### Transport and aeronautics in the 7th Framework Programme

FP 6 contained the research area 'Aeronautics and space' and had 'Surface transport' included in the 'Sustainable development' research area. In FP 7 all modes of transport are under a unique theme 'Transport (including Aeronautics)'. Your draftsman welcomes this change, as many problems, like congestion and pollution, are encountered in several modes of transport, which can learn from each other.

During the FP 6 period, so called Technology platforms have been established, which bring together companies, research institutions, national research programmes, the financial world and the regulatory authorities at European level to define a common strategic research agenda. Taking their input into account, the Commission proposes that research should concentrate on:

For aeronautics and air transport:

- the 'greening' of air transport
- increasing time efficiency
- ensuring customer satisfaction and safety

- improving cost efficiency
- protection of aircraft and passengers
- pioneering air transport of the future

For surface transport (rail, road and waterborne):

- the 'greening' of surface transport
- encouraging modal shift and decongesting transport corridors
- ensuring sustainable urban mobility
- improving safety and security
- strengthening competitiveness

FP 7 foresees a budget for Transport (including aeronautics) of 5.9 billion euro, including the possibility of launching “Joint Technology Initiatives” (large-scale projects of common European interest). Under FP 6 the repartition of the budget was 1 billion euro for air transport, 100 million euro for Galileo and 610 million euro for surface transport. Although for FP 7 no formal repartition between modes has been made, your draftsman received indications that air transport and Galileo together might be earmarked to receive again the greater part of the available budget (about two thirds of it) and surface transport the smaller part. Your draftsman notes that this would not reflect the relative economic importance of these sectors.

Given the discussion on the new Financial Perspectives, the budget for FP 7 risks being reduced. It seems appropriate that the newly created chapter in the Commission proposal on transport is not affected by such a reduction, given the economic importance of the sector:

- Air and surface transport together account for almost 14% of EU GDP
- The transport sector employs about 19 million people across the EU
- Transport expenses account for about 14% of a family's budget

While underlining the importance of the sector, your draftsman indicates the relative modesty of the earmarked budget: in fact, 5,9 billion euro in 7 years equals not more than the price of one cup of coffee per person per year for a total population of almost 460 million EU citizens.

## **Amendments**

Your draftsman is generally satisfied with the proposal of the Commission, especially the creation of a unique chapter for all modes of transport, the accent on safety and environment and the increase of the budget. Still, some improvements could be made:

- Surface transport: the greater share of surface transport compared to air transport, in economical terms, should be reflected in the repartition of the budget and the research agendas
- Environment: transport prevention and the promotion of non-motorized transport (bicycles) should be added
- One system approach: transport should be looked at as an integrated system, where one mode can substitute for another and all modes can learn from each other's technological concepts
- Accessibility: improving accessibility in general and for persons with reduced mobility, in particular, needs to be underlined
- Tourism: tourism as a still growing economic sector that generates a lot of transport should be included in the research agenda

- Electronic booking: can help to increase efficiency, in particular when booking systems are interoperable.

## AMENDMENTS

The Committee on Transport and Tourism calls on the Committee on Industry, Research and Energy, as the committee responsible, to incorporate the following amendments in its report:

Text proposed by the Commission	Amendments by Parliament
<b>Amendment 1</b>	
Annex I - Part I. Cooperation - Section 3. Information and communication technologies - Applications research - 3rd indent	
- for <i>mobility</i> ; intelligent ICT-based transportation systems and vehicles enabling people and goods to move safely, comfortably and efficiently.	- for <i>mobility</i> ; intelligent ICT-based transportation <b>and logistics</b> systems and vehicles enabling people and goods to move safely, comfortably and efficiently.

### *Justification*

*It is absolutely vital to include logistics modernisation as part of efforts to improve transport mobility.*

### **Amendment 2** Annex I - Part I. Cooperation - Section 7. Transport - Objective

Based on technological advances, develop integrated, 'greener' and 'smarter' pan-European transport systems for the benefit of the citizen and society, respecting the environment and natural resources; and securing and further developing the leading role attained by the European industries in the global market.

Based on technological advances, develop integrated, 'greener', '**customer-friendlier**' and 'smarter' pan-European transport **and logistics** systems for the benefit of the citizen and society, respecting the environment and natural resources; and securing and further developing the leading role attained by the European industries in the global market.

### *Justification*

*Given the EU's global geographical location and the development of its transport systems, it is vital for greater efforts to be made to develop new and improved logistical systems that will help both improve mobility and reduce environmental impact.*

*The inclusion of customer satisfaction is in line with the spirit of the Commission proposal.*

#### Amendment 3

##### Annex I - Part I. Cooperation - Section 7. Transport - Rationale- 3<sup>rd</sup> paragraph

The research agendas developed by European Technology platforms support the need to take a new “transport systems” perspective that considers the interactions of vehicles, transport networks and the use of transport services, which can only be developed at European level. RTD costs in all these fields are rising substantially, and collaborative activity at EU-level is essential to enable a “critical mass” of diverse RTD providers to address the scale and multi-disciplinary challenges in a cost-effective way, as well as meeting the political, technological and socio-economic challenges on issues such as the “clean and safe vehicle” of the future, interoperability and intermodality with particular reference to rail transport, affordability, safety, capacity, security and environmental impacts in an enlarged Union. Also, developing technologies in support of the Galileo system and its applications will be essential in implementing European policies.

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***Environmental research should include the development of the “clean and safe vehicle” of the future and the avoidance, reduction and optimisation of traffic.*** Also, developing technologies in support of the Galileo system and its applications will be essential in implementing European policies.

#### Amendment 4

##### Annex I, Part I, Cooperation, Section 7, Transport, second heading, Rationale, paragraph 3a (new)

***The repartition of the budget for transport research will reflect the economic importance of the respective transport modes.***

### *Justification*

*As surface transport has in economical terms a far greater share than air transport, this should be reflected in the repartition of the budget and the research agenda's. As the Commission indicates herself, surface transport accounts for 11% of EU GDP and 16 million persons employed, and air transport only for 2.6% and 3.1 million. (oral amendment)*

### Amendment 5

Annex I, Part I, Cooperation, Section 7, Transport, third heading, Activities, sub heading Aeronautics and air transport, indent 3

- Ensuring customer satisfaction and safety: improvement of passenger comfort, innovative in-flight services and more efficient passenger handling; improvement of all safety aspects of air transport; wider choice of aircraft ranging from wide body to small size vehicles.

- Ensuring customer satisfaction and safety: improvement of passenger comfort, innovative in-flight services and more efficient passenger handling ***including making national information and booking systems interoperable between carriers and modes at European level***; improvement of all safety aspects of air transport; wider choice of aircraft ranging from wide body to small size vehicles.

### *Justification*

*Better integration of booking systems raises not only customers satisfaction, but also the efficiency of the system as a whole.*

### Amendment 6

Annex I, Part I, Cooperation, Section 7, Transport, third heading, Activities, sub heading Aeronautics and air transport, indent 7

***- Using spin off concepts from air transport in surface transport and vice versa, including vehicle life-cycle concepts, modular concepts, aerodynamics.***

### *Justification*

*Transport is mainly organised per mode, lacking intermodality, and the same is the case for transport research. Research results and knowledge of one mode, should be passed on to other modes to their benefit. For instance the car industry is ahead in vehicle life cycle*



*concepts. Railway transport experiments with modular concepts, which mean the use of modules (e.g. compartment for passengers or container for goods) that can be adapted to different situations. Air transport's knowledge of aerodynamics can be used in other modes, for instance high speed railways.*

#### Amendment 7

Annexe I - Partie I. Coopération - Section 7. Transport - Activités - Point Transport de surface  
- Titre

● Surface Transport

● **Sustainable** Surface Transport

#### *Justification*

*Similar as in the 6FPRD, the heading should include the word 'sustainable', as Art. 6 of the Treaty obliges to integrate sustainable development into e.g. the research- and transport-sectors.*

#### Amendment 8

Annexe I - Partie I. Coopération - Section 7. Transport - Activités - Point Transport de surface  
- tiret 1

- *The greening of surface transport:*  
reduction of environmental and noise pollution;; development of clean and efficient engines, including hybrid technology and the use of alternative fuels for transport applications; end of life strategies for vehicles and vessels.

- *The greening of surface transport :*  
reduction of environment and noise pollution; development of clean and efficient engines, including hybrid technology and the use of alternative fuels for transport applications; end of life strategies for vehicles and vessels, ***non-motorized transport, such as energytransmission mechanisms and improvement of materials for bicycles, integration of walking and cycling infrastructure in existing situations.***

#### *Justification*

*Non-motorized mobility, for instance walking and cycling, can contribute in a direct and significant way to the greening of transport. Research efforts should concentrate on the improvement of its technology, materials and also on the promotion of their use by adapting infrastructure in favour of walking and cycling.*

#### Amendment 9

Annex I - Part I. Cooperation - Section 7. Transport - Activities – Surface transport -  
2<sup>nd</sup> indent

- Encouraging modal shift and decongesting transport corridors: development of

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innovative, intermodal and interoperable regional and national transport networks, infrastructures and systems in Europe; cost internalisation; information exchange between vehicle/vessel and transport infrastructure; optimisation of infrastructure capacity.

innovative, intermodal and interoperable regional and national transport **and logistics** networks, infrastructures and systems in Europe; **developing a “single system approach” with a balanced division between modes of transport, including promotion of rail and inland waterway transport as alternatives to road and short-haul air transport**; cost internalisation; information exchange between vehicle/vessel and transport infrastructure; optimisation of infrastructure capacity.

#### *Justification*

*A "single system approach" means that transport in a certain area is looked at as one system, and transport needs in that area can be served by the modality that suits best the specific needs of customer, supplier and environment. Research can help to develop technologies and user applications to achieve such an approach, thereby promoting "green" rail and inland waterway transport. Given the current difficulties hampering progress in the field of intermodality and the rise in congestion, it is vital to develop new logistical systems both at Union level and at national and regional level.* Amendment 10

Annex I - Part I. Cooperation - Section 7. Transport - Activities – Surface transport -  
2<sup>nd</sup> indent a (new)

**- Fostering the objectives of the Marco Polo programmes: specific research on the technical possibilities and benefits to health and the environment of a shift to “greener” modes of transport and of overall traffic avoidance.**

#### *Justification*

*A great deal of money is being expended under the Marco Polo I and II programmes. However, there seems as yet to be a lack of corresponding research to ensure that the measures being subsidised are actually appropriate to the objectives. Particular clarifications and studies are needed in this context on overall traffic avoidance schemes.*

#### Amendment 11

Annexe I. Partie I. Coopération - Section 7. Transport - Activités - Transport de surface -  
tirtet 3

- Ensuring sustainable urban mobility:  
innovative organisation schemes, including **clean and safe** vehicles and **non-polluting**

- Ensuring sustainable **and accessible** urban mobility : innovative organisation schemes, including **less-polluting and safer** vehicles

means of transport, new public transportation modes and rationalisation of private transport, communication infrastructure, integrated town planning and transport.

and *less-polluting* means of transport, ***improving accessibility for persons with reduced mobility***, new public *and/or collective* transportation modes ***with focus on efficiency for the entire mobility-chain (public/collective transport, carsharing or -pooling, walking and cycling)*** and rationalisation of private transport, communication infrastructure, integrated town planning and transport.

Or. en

#### *Justification*

*Although accessibility, especially for persons with reduced mobility, is more and more recognised as important, more research on this issue is needed. Special attention can be given to measures that have positive spill over effects to other transport users as well. For instance, lowering doorsteps and creating space in busses for wheel chairs, proves to be beneficial to the general user as well (easier access, gain of time at the bus stop, multiple use of space). It is important that the entire Citizens' Mobility Network (intermodal chain) is taken into consideration for making urban transport research more efficient.*

#### Amendment 12

Annex I - Part I. Cooperation - Section 7. Transport - Activities - Transport de surface - indent 3a (new)

***- Quality of mobility and user satisfaction: improving services, networks and infrastructures to make them more convenient and attractive; improving integrated systems and providing services and capacities geared to demand from both individuals and specific groups (older people, women, etc.)***

Or. es

#### *Justification*

*In the light of demographic change and the new mobility needs of European society at present, it is important to anticipate changes in the sensitivity and perceptions of surface transport users (convenience, preferences, etc.).*

### Amendment 13

Annex I - Part I. Cooperation - Section 7. Transport - Activities – Surface transport –  
5<sup>th</sup> indent

- Strengthening competitiveness: improvement of design processes; development of advanced power-train and vehicle technologies; innovative and cost-effective production systems and infrastructure construction; integrative architectures

- Strengthening competitiveness: improvement of design processes ***in the interest of lowering costs and increasing customer satisfaction***; development of advanced power-train and vehicle technologies; innovative and cost-effective production systems and infrastructure construction; integrative architectures

#### *Justification*

*Higher customer satisfaction is an important research aspect which should also be considered in relation to land and sea transport.*

### Amendment 14

Annex I - Part I. Cooperation - Section 7. Transport - Activities - Point 4 (new)

● ***Tourism : carrying out research into the effects of tourism on transport and the effects of clean and efficient transport on the sustainable development of tourism; developing sustainable tourism without excessive transport demand; innovative concepts for the use of transport in the tourist sector, including electronic reservations and integrated ticketing.***

#### *Justification*

*As tourism and transport are closely linked, it is worthwhile undertaking research into the connections between the two sectors. Innovative solutions, such as electronic reservations and integrated ticketing, may be particularly important for the tourist market.*

Amendment 15

Annex I - Part I. Cooperation - Section 7. Transport - Activities - Point 4 (new)

- *New systems to improve the efficiency and guarantee the funding of TENs and other European mobility and transport projects: encouraging innovative loan schemes and PPPs at European level.*

## PROCEDURE

<b>Title</b>	Proposal for a decision of the European Parliament and of the Council concerning the seventh framework programme of the European Community for research, technological development and demonstration activities (2007 to 2013)
<b>References</b>	COM(2005)0119 - C6-0099/2005 - 2005/0043(COD))
<b>Committee responsible</b>	ITRE
<b>Committee asked for its opinion</b> Date announced in plenary	TRAN 14.3.2006
<b>Enhanced cooperation</b>	
<b>Draftsman</b> Date appointed	Jaromír Kohlíček 18.4.2005
<b>Discussed in committee</b>	12.9.2005    10.10.2005
<b>Date amendments adopted</b>	0.0.0000
<b>Result of final vote</b>	for:                    39 against:              0 abstentions:         3
<b>Members present for the final vote</b>	Inés Ayala Sender, Etelka Barsi-Pataky, Paolo Costa, Michael Cramer, Luis de Grandes Pascual, Christine De Veyrac, Arūnas Degutis, Armando Dionisi, Petr Duchoň, Saïd El Khadraoui, Robert Evans, Emanuel Jardim Fernandes, Mathieu Grosch, Ewa Hedkvist Petersen, Stanisław Jałowiecki, Georg Jarzembowski, Dieter-Lebrecht Koch, Jaromír Kohlíček, Rodi Kratsa-Tsagaropoulou, Jörg Leichtfried, Eva Lichtenberger, Patrick Louis, Erik Meijer, Robert Navarro, Seán Ó Neachtain, Willi Piecyk, Luís Queiró, Reinhard Rack, Luca Romagnoli, Gilles Savary, Renate Sommer, Ulrich Stockmann, Gary Titley, Georgios Toussas, Marta Vincenzi, Corien Wortmann-Kool, Roberts Ziļe
<b>Substitutes present for the final vote</b>	Markus Ferber, Sepp Kusstatscher, Pier Antonio Panzeri, Zita Pleštinská, Hannu Takkula
<b>Substitutes under rule 178(2) present for the final vote</b>	