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Committee on Transport and Tourism

2005/0185(CNS)

28.2.2006

OPINION

of the Committee on Transport and Tourism

for the Committee on Industry, Research and Energy

on the proposal for a Council decision concerning the Specific Programme "Cooperation" implementing the Seventh Framework Programme (2007-2013) of the European Community for research, technological development and demonstration activities
(COM(2005)0440 – C6-0381/2005 – 2005/0185(CNS))

Draftsman: Jaromír Kohlíček

PA_Leg

SHORT JUSTIFICATION

The 7th Framework Programme: state of play

On 6 April 2005 the Commission presented its proposal for a Decision of the European Parliament and the Council concerning the seventh Framework Programme (FP7) for research, technological development and demonstration activities (2007 to 2013). On 11 October 2005 the TRAN committee adopted an opinion on this proposal, amending the thematic part on transport and aeronautics, which was transferred to the ITRE committee. The ITRE committee had decided, also in the light of the uncertainty on the Financial Perspectives 2007-2013, to precede its report by two working documents, presented in June and October 2005. The draft report of ITRE will be presented in January 2006. Your draftsman has suggested to the ITRE rapporteur Mr. Buzek to include all TRAN amendments and to avoid including amendments that may conflict with the ones of the TRAN committee.

Meanwhile, the Commission presented a new proposal for a Council Decision on 21 September 2005, which concerns only the specific programme 'Cooperation' of the FP7. The Cooperation programme is the part of FP7 that identifies the nine thematic research areas, one of which is transport and aeronautics. The ITRE committee will make a separate report on this proposal, of which it should be noted that Parliament is only asked for consultation.

Transport and aeronautics in the Cooperation programme: differences from the general FP7 proposal

The proposal for the Cooperation programme is in many ways a specification of what was already mentioned in the general proposal for FP7. As transport and aeronautics are concerned, the proposal follows the same structure, presenting first objective and approach, then activities in aeronautics and air transport, surface transport and Galileo.

The following differences or additions compared to the general FP7 proposal can be noted:

Objective and approach:

Safer transport is added to the objectives. The approach of the Cooperation programme is characterised as 'integrated', linking all transport modes. Cross-cutting thematic topics shall focus on transport specificities, such as security. Instead of speaking of 'the clean and safe vehicle of the future', a more general wording is used, speaking of 'alternative energy sources in transport applications' and 'environmental effects ... including climate change'. More emphasis is laid on the work of Technology Platforms and their Strategic Research Agenda's, which may justify the setting up of Joint Technology Initiatives. Attention is given to activities of particular relevance to SMEs and impact assessments.

Activities in aeronautics and air transport:

Some quantitative targets are added, such as a reduction in emissions (CO₂ and noise by 50%, NO_x by 80%), a five fold reduction in accident rates and halving the time to the market for new products. Under *ensuring customer satisfaction and safety* research on adapting airport and air traffic operations to different type of vehicles and '24-hour utilisation at acceptable community noise levels' is mentioned. For *increasing time efficiency* the focus is put on the

SESAME initiative. Speaking of *the air transport of the future* some new concepts are added, such as new propulsion and lifting concepts and new methods of aircraft guidance.

Activities in surface transport (rail, road and waterborne):

The explanatory texts are a more detailed and some new emphasis is added. For instance, mention is made of fuel cells (for greening), loading and unloading (for modal shift), demand management (for urban mobility), risk analysis (for safety and security) and decreasing life cycle costs (for competitiveness).

Activities for Galileo:

This paragraph is substantially extended, mentioning all kinds of possible applications of the Galileo system (e.g. cartography or navigation) and important aspects to be taken into account (e.g. opening to commercial access or ensuring safe use through certification).

Other additions:

Two new subheadings have been added: one to stress the importance of international cooperation and another to note that research should also be able to respond to unforeseen policy needs.

Amendments

By the time of publication of this Commission proposal on the Cooperation programme, Parliament had not yet adopted its report on the general FP7 proposal. This Commission proposal does therefore not (yet) take Parliament's amendments to the general proposal into account. As this new proposal is so similar to the former one, your draftsman proposes amendments similar to those made to the general proposal.

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

Amendment 1

Article 2, paragraph 1, point (g)

(g) Transport (including Aeronautics);

(g) Transport (including Aeronautics ***and maritime technology***), notably ***Galileo, SESAR and ERTMS*** *;

**** Galileo is the European satellite navigation programme, SESAR is the Single European Sky ATM Research programme and ERTMS is the European Rail Traffic Management System.***

Justification

Europe ought to maintain its lead in maritime technology research. For Galileo, SESAR and ERTMS: adjustment to take account of the Council decision on the new Financial Perspectives.

Amendment 2

Annex I, Section 7, Transport (including Aeronautics), heading

Transport (including Aeronautics)

Transport (including Aeronautics ***and maritime technology***), notably ***Galileo, SESAR and ERTMS***

Justification

Europe ought to maintain its lead in maritime technology research. For Galileo, SESAR and ERTMS: adjustment to take account of the Council decision on the new Financial Perspectives.

Amendment 3
Annex I, Section 7, Transport, Objective

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

Permanent development of competitive and passenger friendly European transport systems, for the benefit of European citizens and industries in the global market. Technological advances, sustainable development, “greener”, “smarter”, "cheaper but better", safer and more customer-friendly pan-European and global transport and logistics systems are the objective for the Seventh Framework Programme in the transport and logistics sector.

Justification

The first and most important goal is to create competitiveness and next the research background should be placed, as a means to support the main goal. The inclusion of customer friendliness is in line with the spirit of the Commission proposal. Given the EU's global transport relations and the development of its transport systems, it is vital to mention also new and improved logistical systems, that will help both improve mobility and reduce environmental impact.

Amendment 4
Annex I, Section 7, Transport, Approach, paragraph 1

The European transport system is a vital element to European economic and social prosperity. ***It serves key roles in the transportation of people and goods in a local, regional, national, European and international context.*** This theme will address some of the ongoing challenges, as recognised in the White Paper on Transport, in improving the contributions that transport systems make to society and industrial competitiveness within an enlarged EU, whilst minimising the negative impacts and consequences of transport in relation to the environment, energy usage, security and public health.

The European ***and global*** transport system is a vital element to European economic and social prosperity. ***Not only is there a considerable volume of internal transport between Member States along with major transport links with third countries, but European companies, particularly in the air and sea transport sectors, are dominant in many areas, even in regard to transport between third countries, either in terms of transport services or of deliveries of advanced equipment.*** This theme will address some of the ongoing challenges, as recognised in the White Paper on Transport, in improving the contributions that transport systems make to society and industrial competitiveness within an enlarged EU, whilst minimising the negative impacts and

consequences of transport in relation to the environment, energy usage, security and public health. ***The repartition of the budget for transport research will reflect the economic importance of the various transport modes.***

Justification

The European transport sector needs to be seen in a global context. Furthermore, 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 indicated herself in the general proposal for the seventh framework programme COM(2005)0043, surface transport accounts for 11% of EU GDP and 16 million persons employed, and air transport only for 2.6% and 3.1 million.

Amendment 5

Annex I, Section 7, Transport (including Aeronautics), Approach, paragraph 3

The various Technology Platforms set up in this field (ACARE for aeronautics and air transport, ERRAC for rail transport, ERTRAC for road transport, WATERBORNE for waterborne transport, Hydrogen and Fuel cells) have elaborated long-term visions and Strategic Research Agendas (SRA) which constitute useful inputs to the definition of this theme and complement the needs of policy makers and expectations of society. Selected aspects of the SRAs may justify setting up Joint Technology Initiatives. ERA-NET activities present opportunities to facilitate further trans-national coordination for specific topics within the Transport sector and will be pursued wherever appropriate.

The various Technology Platforms set up in this field (ACARE for aeronautics and air transport, ERRAC for rail transport, ERTRAC for road transport, WATERBORNE for waterborne transport ***and maritime technology***, Hydrogen and Fuel cells) have elaborated long-term visions and Strategic Research Agendas (SRA) which constitute useful inputs to the definition of this theme and complement the needs of policy makers and expectations of society. Selected aspects of the SRAs may justify setting up Joint Technology Initiatives. ERA-NET activities present opportunities to facilitate further trans-national coordination for specific topics within the Transport sector and will be pursued wherever appropriate.

Justification

Europe ought to maintain its lead in maritime technology research.

Amendment 6

Annex I, Section 7, Transport (including Aeronautics), Approach, paragraph 5

Existing policy needs as well as the development, assessment and implementation of new policies (for example *Maritime Policy*), will be addressed within and across the different activity lines. The work will include studies, models and tools that deal with strategic monitoring and forecasting and integrate knowledge relating to the main economic, social, safety and environmental issues for transport. Activities supporting cross-cutting thematic topics will focus on transport specificities, for example security aspects as an inherent requirement *to* the transport system; the use of alternative energy sources in transport applications; **and** monitoring of environmental effects of transport, including climate change.

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Justification

Following on from the text proposed by the draftsman, this amendment proposes that the measures to be pursued under the heading of cooperation should be such as to lessen the adverse effects stemming from permanent geographical constraints.

Amendment 7

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading Aeronautics and air transport

Aeronautics and air transport

Aeronautics and **sustainable** air transport

Justification

Consistent with Article 2 TEC and the Göteborg European Council.

Amendment 8

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading Aeronautics and air transport, paragraph 4

Introducing a quantum leap in passenger choice and schedule flexibility, whilst achieving a *five-fold* reduction in accident rate. New technologies will enable a wider choice of aircraft/engine configurations ranging from *wide body* to *small size* vehicles, increased levels of automation in all the elements of the system, including the piloting. Focus will also be on improvements for *passengers'* comfort, *well being* and new services and active and passive safety measures with special emphasis on the human element. Research will include the adaptation of airport and air traffic operations to different *type* of vehicles and 24-hour utilisation at acceptable community noise levels.

Introducing a quantum leap in passenger choice and schedule flexibility, whilst achieving a *fivefold* reduction in *the* accident rate. New technologies will enable a wider choice of aircraft/engine configurations ranging from *wide-body* to *small-size* vehicles, increased levels of automation in all the elements of the system, including the piloting, ***and will make national information and booking systems interoperable in terms of carriers and modes on a Europe-wide scale.*** Focus will also be on improvements for *passengers'* comfort, *well-being* and new services and active and passive safety measures with special emphasis on the human element. Research will include the adaptation of airport and air traffic operations to different ***geographical conditions and types*** of vehicles and 24-hour utilisation at acceptable community noise levels.

Justification

Better integration of booking systems raises not only customers' satisfaction, but also the efficiency of the system as a whole, for all geographical conditions.

Amendment 9

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading Aeronautics and air transport, paragraph 5

Improving cost efficiency: Fostering a competitive supply chain able to halve the

Improving cost efficiency: Fostering a competitive supply chain able to halve the

time-to-market, and reduce product development and operational cost, resulting in more affordable transport for the citizen. Research will focus on improvements to the whole business process, from conceptual design to product development, manufacturing and in-service operations including the integration of the supply chain. It will include improved simulation capabilities and automation, technologies and methods for the realisation of the zero-maintenance aircraft, as well as lean aircraft, airport and air traffic management operations.

time-to-market, and reduce product development and operational cost, *for example by exploiting the results of the **System for Mobile Maintenance Accessible in Real Time (SMMART) project***, resulting in more affordable transport for the citizen. Research will focus on improvements to the whole business process, from conceptual design to product development, manufacturing and in-service operations including the integration of the supply chain. It will include improved simulation capabilities and automation, technologies and methods for the realisation of the zero-maintenance aircraft, as well as lean aircraft, airport and air traffic management operations.

Justification

It is desired to profit from the potential achievements of the 6th Framework Programme, part of which is SMMART - System for Mobile Maintenance Accessible in Real Time. The aim of SMMART research is to make more efficient and to shorten the spare parts supply chain in the aviation industry.

Amendment 10

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading Aeronautics and air transport, paragraph 6

Protection of aircraft and passengers:
Preventing hostile action of any kind to incur injury, loss, damage or disruption to travellers or citizens due to the effects of aircraft misuse. Research will focus on the relevant elements of the air transport system including security measures in cabin and cockpit designs, automatic control and landing in the case of unauthorised use of aircraft, protection against external attacks, as well as security aspects of airspace management and airport operations.

Protection of aircraft and passengers:
Preventing hostile action of any kind to incur injury, loss, damage or disruption to travellers or citizens due to the effects of aircraft misuse. Research will focus on the relevant elements of the air transport system including security measures in cabin and cockpit designs, automatic control and landing in the case of unauthorised use of aircraft, protection against external attacks, as well as security aspects of airspace management and airport operations, **and aspects related to physical constraints or severe weather conditions.**

Justification

The amendment aims to bring as many areas as possible within the scope of the future research.

Amendment 11

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading Aeronautics and air transport, paragraph 7

Pioneering the air transport of the future: Exploring more radical, environmentally efficient and innovative technologies that might facilitate the step change required for air transport in the second half of this century and beyond. Research will address aspects such as new propulsion and lifting concepts, new *ideas for the* interior space *of* airborne vehicles, new airport concepts, new methods of aircraft guidance and control, alternative *concepts* of air transport system operation and its integration with other transport modes.

Pioneering the air transport of the future: Exploring more radical, environmentally efficient and innovative technologies that might facilitate the step change required for air transport in the second half of this century and beyond. Research will address aspects such as new propulsion and lifting concepts, new interior space *designs for* airborne vehicles, new airport concepts, new methods of aircraft guidance and control, alternative *ways* of air transport system operation and its integration with other transport modes, *and new ideas aimed at minimising the effects of adverse geographical constraints.*

Justification

The air transport of the future must offer new ways to minimise the effects stemming from permanent geographical constraints existing in the regions or countries where such transport is to be used.

Amendment 12

Annex I, Section 7, Transport, Activities, subheading Surface transport

Surface Transport (rail, road and waterborne)

Sustainable Surface Transport (rail, road and waterborne)

Justification

Similar as in the 6th Framework programme, 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 13

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading Surface transport (rail, road and waterborne), paragraph 1

The greening of surface transport:

Developing technologies and knowledge for reduced pollution (air, water and soil) and environmental impact such as climate change, health, biodiversity and noise. Research will improve the cleanliness and energy-efficiency of power-trains and promote the use of alternative fuels, including hydrogen **and** fuel cells. Activities will cover infrastructure, vehicles, vessels and component technologies, including overall system optimisation. Research in developments specific to transport will include manufacturing, construction, operations, maintenance, repair, inspection, recycling, end of life strategies and interventions at sea in case of accident.

The greening of surface transport:

Improving methodologies for calculating external social and environmental costs and developing technologies and knowledge for reduced pollution (air, water and soil) and environmental impact such as climate change, health, biodiversity and noise. Research will improve the cleanliness and energy-efficiency of power-trains and promote the use of alternative fuels, including hydrogen, fuel cells, **and biomass**. Activities will cover infrastructure, vehicles, vessels and component technologies, including overall system optimisation. Research in developments specific to transport will include manufacturing, construction, operations, maintenance, repair, inspection, recycling, end of life strategies and interventions at sea in case of accident. **Research will create the basis for targeted/risk-related design and hence for better safety and efficiency on ships and off-shore structures, improve the operability and maintenance of ships and identify new systems for safeguarding maritime operations. At the same time, environmental pollution must be further reduced in order to ensure that an environmentally acceptable level of development can be guaranteed with the anticipated increase in the volume of shipping.**

Justification

The decision on the new Eurovignette 2 Directive includes the aim of developing methodologies for calculating external environmental and social costs. Biomass is considered

a possible source of alternative energy for the immediate future and consequently cannot be excluded from the projected research in the field of propulsion. Furthermore there is a need to include maritime research in the greening of surface transport.

Amendment 14

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading Surface transport (rail, road and waterborne), paragraph 2

Encouraging modal shift and decongesting transport corridors: Developing and demonstrating seamless door-to-door transport for people and goods as well as technologies to ensure effective intermodality, including in the context of rail transport competitiveness. This includes activities addressing the interoperability and operational optimisation of local, regional, national and European transport networks, systems and services and their intermodal integration. The activities will aim at optimised use of infrastructure including terminals and specialised networks, improved transport, traffic and information management, enhanced freight logistics and passenger intermodality. Intelligent systems, new vehicle/vessel concepts and technologies including loading and unloading operations will be developed. Knowledge for policy making will include infrastructure pricing and charging, assessments of EU transport policy measures and trans-European networks policy and projects.

Encouraging modal shift and decongesting transport corridors: Developing and demonstrating seamless door-to-door transport for people and goods as well as technologies to ensure effective intermodality, including in the context of rail transport competitiveness. ***This means developing a “single system approach” with a balance between modes of transport, involving the promotion of rail, inland waterway transport and short sea shipping as alternatives to road and short-haul air transport, something which is also an objective of the Marco Polo programmes.*** This includes activities addressing the interoperability and operational optimisation of local, regional, national and European transport networks, systems and services and their intermodal integration ***and gaining further experience with and developing further the European Rail Traffic Management System.*** The activities will aim at optimised use of infrastructure including terminals and specialised networks, improved transport, traffic and information management, enhanced freight logistics and passenger intermodality. Intelligent systems, new vehicle/vessel concepts and technologies including loading and unloading operations will be developed. Knowledge for policy making will include infrastructure pricing and charging, assessments of EU transport policy measures and trans-European networks policy and projects.

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, inland waterway and short sea transport. ERTMS is important within TEN-T. Further accompanying research on standardisation, stabilisation and new experiences should be developed.

Amendment 15

Annex I, Section 7, Transport, Activities, subheading Surface transport, paragraph 3

Ensuring sustainable urban mobility:
Focusing on the mobility of people and goods by research on the 'next generation vehicle' and its market take-up, bringing together all elements of a clean, energy efficient, safe and intelligent road transport. Research on new mobility concepts, innovative organisational and mobility management schemes and high quality public transport will aim at ensuring access for all and high levels of intermodal integration. Innovative strategies for clean urban transport will be developed and tested. Particular attention will be paid to non-polluting modes of transport, demand management, rationalisation of private transport, and information and communication strategies, services and infrastructures. Tools supporting policy development and implementation will include transport and land use planning.

Ensuring sustainable urban mobility:
Focusing on the mobility of people and goods by research on the 'next generation vehicle' and its market take-up, bringing together all elements of a clean, energy efficient, safe and intelligent road transport. Research on new mobility concepts, innovative organisational and mobility management schemes and high quality public transport will aim at ensuring access for all and high levels of intermodal integration. Innovative strategies for clean urban transport will be developed and tested. Particular attention will be paid to non-polluting modes of transport, demand management, rationalisation of private transport, and information and communication strategies, services and infrastructures. ***Focus will also be on quality of mobility and user satisfaction, in particular for persons with reduced mobility and specific groups like older people and women.*** Tools supporting policy development and implementation will include transport and land use planning.

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.). 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).

Amendment 16

Annex I, Section 7, Transport, Activities, subheading Surface transport, paragraph 5

Strengthening competitiveness: Improving the competitiveness of transport industries, ensuring sustainable, efficient and affordable transport services and creating new skills and job opportunities by research and developments. Technologies for advanced industrial processes will include design, manufacturing, assembly, construction and maintenance and will aim at decreasing life cycle costs and development lead-times. Emphasis will be placed on innovative product concepts and improved transport services ensuring higher customer satisfaction. New production organisation including the supply chain management and distribution systems will be developed.

Strengthening competitiveness: Improving the competitiveness of transport industries, ensuring sustainable, efficient and affordable transport services and creating new skills and job opportunities by research and developments. Technologies for advanced industrial processes will include design, manufacturing, assembly, construction and maintenance and will aim at decreasing life cycle costs and development lead-times. Emphasis will be placed on innovative product concepts and improved transport services ensuring higher customer satisfaction. New production organisation including the supply chain management and distribution systems will be developed.
Research should also focus on 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.

Justification

More competitiveness can not only be reached in the construction and maintenance of vehicles, but also in new ways of infrastructure funding.

Amendment 17

Annex I, Section 7, Transport (including Aeronautics), sub-heading Support to the European global satellite navigation system (Galileo), paragraph 2

Exploiting the full potential: promoting growth in the use of the services ranging from open to commercial access, safety-of-life to “search and rescue” and public

Exploiting the full potential: promoting growth in the use of the services ranging from open to commercial access, ***especially in the regions geographically most remote***

regulated service; freight transport management applications; exploiting by-product services; demonstrating the benefits and efficiencies of satellite navigation.

from the European mainland, safety-of-life to “search and rescue” and public regulated service; freight transport management applications; exploiting by-product services; demonstrating the benefits and efficiencies of satellite navigation.

Justification

The use of the European global satellite navigation system (Galileo) in the regions geographically most remote from the European mainland will be a key means of promoting the development of a transport system capable of coping effectively with the constraints resulting from the geographical location of certain European regions.

Amendment 18

Annex I, Section 7, Transport (including Aeronautics), Activities, sub-heading International cooperation

International *co-operation* is an important component of the RTD activities in this field, and will be encouraged where there are interests for industry and policy-makers. Broad topic areas for specific actions will be where there is market attraction (for example global trade development and connecting networks and services at continental and intercontinental level); opportunities to access and acquire science and technology that *is* complementary to the current European knowledge and of mutual benefit; and where Europe responds to global needs (for example climate change) or contributes to international standards and global systems (for example applied logistics and satellite navigation infrastructure).

International *cooperation* is an important component of the RTD activities in this field, and will be encouraged where there are interests for industry and policy-makers. Broad topic areas for specific actions will be where there is market attraction ***adjacent to or more distant from Europe’s centre*** (for example global trade development and connecting networks and services at continental and intercontinental level); opportunities to access and acquire science and technology that *are* complementary to the current European knowledge and of mutual benefit; and where Europe responds to global needs (for example climate change) or contributes to international standards and global systems (for example applied logistics and satellite navigation infrastructure).

Justification

Linguistic clarification.

Amendment 19

Annex I, Section 7, Transport (including Aeronautics), sub-heading Emerging needs and unforeseen policy needs, paragraph 1

Initiatives under emerging needs will support research that responds to critical events and challenges of future transportation systems for example novel transport and vehicle concepts, automation, mobility or organisation.

Initiatives under emerging needs will support research that responds to critical events and challenges of future transportation systems, for example novel transport and vehicle concepts, automation, mobility or organisation, ***or the concept of innovative, sustainable European logistics to act as a catalyst for growth and cohesion.***

Justification

To anticipate the boost that the Commission will give to logistics in the near future, bearing in mind that European capacity needs to be upgraded and expanded in a sector with a key role to play in rationalising traffic, energy use, and environmental impact while making for territorial cohesion and a competitive service for users.

Amendment 20

Annex I, Section 7, Transport, Activities, subheading Tourism (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, research into the connections between the two sectors should be added. Innovative solutions, such as electronic reservations and integrated ticketing, may be particularly important for the tourist market.

Amendment 21
Annex II, ninth line

Transport (including Aeronautics)

Transport (including Aeronautics *and maritime technology*)

Justification

Europe ought to maintain its lead in maritime technology research.

Amendment 22
Legislative Financial Statement, Section 3.1. Budget lines

02 04 01 Space; 02 04 02 Preparatory action for the enhancement of European security research; 08 02 01 Genomics and biotechnology for health; 08 05 01 Food quality and safety; 09 04 01 Information society technologies; 08 03 01 Nanotechnologies, intelligent materials, new production processes and devices; 08 06 01 01 Sustainable energy systems; 06 06 02 01 Sustainable energy systems; 08 06 01 03 Global change and ecosystems; 08 04 01 Aeronautics; 08 06 01 02 Sustainable surface transport; 06 06 01 Aeronautics and space; 06 06 02 02 Sustainable surface transport; 08 07 01 Citizens and governance in a knowledge-based society; 08 08 01 01 – 06 06 03 – 09 04 02 – 11 05 01 - Supporting policies and anticipating scientific and technological needs.

02 04 01 Space; 02 04 02 Preparatory action for the enhancement of European security research; 08 02 01 Genomics and biotechnology for health; 08 05 01 Food quality and safety; 09 04 01 Information society technologies; 08 03 01 Nanotechnologies, intelligent materials, new production processes and devices; 08 06 01 01 Sustainable energy systems; 06 06 02 01 Sustainable energy systems; 08 06 01 03 Global change and ecosystems; 08 04 01 Aeronautics; 08 06 01 02 Sustainable surface transport; 06 06 01 Aeronautics and space; 06 06 02 02 Sustainable surface transport; **06 03 01 TEN-T (Galileo only, "second specific action")**; 08 07 01 Citizens and governance in a knowledge-based society; 08 08 01 01 – 06 06 03 – 09 04 02 – 11 05 01 - Supporting policies and anticipating scientific and technological needs.

Justification

Adjustment to take account of the Council decision on the new Financial Perspectives.

Amendment 23
Legislative Financial Statement, Section 5.3, point 7

(7) Transport (including Aeronautics)

(7) Transport (including Aeronautics ***and maritime technology***), notably ***Galileo, SESAR and ERTMS***

Justification

For Galileo, SESAR and ERTMS: adjustment to take account of the Council decision on the new Financial Perspectives. Europe ought to maintain its lead in maritime technology research.

PROCEDURE

Title	Proposal for a Council decision concerning the Specific Programme "Cooperation" implementing the Seventh Framework Programme (2007-2013) of the European Community for research, technological development and demonstration activities
References	COM(2005)0440 – C6-0381/2005 – 2005/0185(CNS)
Committee responsible	ITRE
Opinion by Date announced in plenary	TRAN 17.11.2005
Enhanced cooperation – date announced in plenary	
Drafts(wo)man Date appointed	Jaromír Kohlíček 10.10.2005
Previous drafts(wo)man	
Discussed in committee	24.01.2006 21.02.2006
Date adopted	22.02.2006
Result of final vote	+: 37 -: 0 0: 1
Members present for the final vote	Margrete Auken, Inés Ayala Sender, Philip Bradbourn, Paolo Costa, Michael Cramer, Arūnas Degutis, Armando Dionisi, Petr Duchoň, Saïd El Khadraoui, Emanuel Jardim Fernandes, Roland Gewalt, Luis de Grandes Pascual, Jeanine Hennis-Plasschaert, Stanisław Jałowiecki, Georg Jarzembowski, Dieter-Lebrecht Koch, Jaromír Kohlíček, Rodi Kratsa-Tsagaropoulou, Jörg Leichtfried, Bogusław Liberadzki, Eva Lichtenberger, Erik Meijer, Michael Henry Natrass, Seán Ó Neachtain, Janusz Onyszkiewicz, Josu Ortuondo Larrea, Willi Piecyk, Luís Queiró, Reinhard Rack, Luca Romagnoli, Ulrich Stockmann, Marta Vincenzi, Corien Wortmann-Kool, Roberts Zīle
Substitute(s) present for the final vote	Zsolt László Becsey, Den Dover, Zita Gurmai, Anne E. Jensen, Jelko Kacin, Zita Pleštinská, Rosa Miguélez Ramos, Vladimír Remek, Hannu Takkula
Substitute(s) under Rule 178(2) present for the final vote	Anna Hedh
Comments (available in one language only)	