

EUROPEAN PARLIAMENT

2004



2009

Committee on Transport and Tourism

2006/2018(BUD)

13.9.2006

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 2007
(C6-0000/2006 - 2006/2018(BUD))

Section III - Commission

Draftswoman: Anne E. Jensen

PA_NonLeg

SHORT JUSTIFICATION

Introduction

This budget year is the first year in the new Financial Framework period of 2007-2013. The shape of the Preliminary Draft Budget (PDB), especially in respect of Trans European Networks-Transport (TEN-T) has been set by the adoption of the Inter-Institutional Agreement on the Financial Perspective. There are a number of outstanding issues which need to be addressed within the context of the 2007 budgetary procedure including TEN-T and adequate funding for transport related agencies.

The Council adopted the Draft Budget in July 2006 and it is on this latter document that your drafts person will base her proposed amendments. Unless a compelling case is made to the contrary your drafts person will introduce amendments to restore the amounts proposed in the PDB. She will also consider introducing other amendments based on her analysis of the PDB below and her discussions with other parties, including the transport Agencies.

European Aviation Safety Agency (06 02 01)

The PDB proposes a 15,6 % increase in payment and commitment appropriations for Titles 1 (staff and related costs) and 2 (infrastructure and administration costs) to bring them to a total of EUR 14 200 000 for each appropriation type. The increase for Title 3 (certification and other operational activities) is 6,3 %. The total for all Titles of EUR 24 530 000 in commitment appropriations is EUR 2 470 000 less than requested by the Agency. This total represents 35,5 % of the Agency's income for 2007. There have been problems in 2005 and 2006 with the implementation of the Agency's Fees and Charges system. A solution to these problems, which make income flow erratic, similar to that found for the European Medicines Agency, would seem appropriate.

EASA aims to extend its activities in 2007 in Air Operations, Flight Crew Licensing and Safety Assessment of Foreign Aircraft. Questions have been raised in the media about whether EASA is adequately resourced for these tasks.

European Maritime Safety Agency (06 02 02)

EMSA has an increase in administrative funding of 13,5 % in the PDB but an increase of only 1,5 % for operational spending. Appropriations for anti-pollution measures actually fall by 16 %. Commitment and payment appropriations total EUR 43 100 000. EMSA is funded entirely by the EU. The Commission's proposal is actually slightly higher than the Agency's request.

The Agency's main objective in 2007 is to establish a permanent "24-hour" operational centre. This requires 15 more staff. Coverage by oil recovery vessels will be extended to the North Sea, Irish Sea and Black Sea on the three year contract basis. This will complete the network.

European Railway Agency for Safety and Interoperability (06 02 08)

Administrative appropriations under Titles 1 and 2 rise by 12,2 % to EUR 12 400 000,

commitments and payments while operational appropriations under Title 3, both commitment and payment, rise by 24,9 % to EUR 4 245 000. As yet there is no contribution to expenditure from third countries.

The aim in 2007 is to strengthen its expertise to support the Commission in the area of implementation of EC legislation on rail interoperability and a European Railway Traffic Management System.

For all three agencies above increases in Titles 1 and 2 appropriations are connected to start up costs, transfers of headquarters, getting up to establishment plan strength and the uptake, as planned of new responsibilities in their respective fields.

Trans European Networks - Executive Agency (06 01 04 31)

There is as yet no legal basis for this agency. The Commission proposes EUR 8 617 000 in non differentiated appropriations for 2007, a 28,3 % increase. The Agency would be a management and technical body which would also verify the conformity of projects to the assistance rules.

Transport Safety (06 02 03)

Here a sharp reduction of 44,7 % in commitment appropriations and 15,1 % in payment appropriations is proposed (from EUR 18 080 000 to EUR 10 000 000 and EUR 17 080 000 to EUR 14 500 000, respectively). The history of this line is one of low utilisation of appropriations. The Commission argues that many of its tasks are now undertaken by the various agencies and that few European projects have been proposed upon which its funds could be spent. Nevertheless the sum proposed for commitments is lower than the amount used in 2005.

Marco Polo II (06 02 06)

This is the launch of a new programme within the frame of the Financial Framework for 2007-2013. The proposal is for EUR 55 775 000 in commitments and EUR 5 000 000 in payments in the programmes first year. The objective is to facilitate traffic transfer from road to other modes and to develop "motorways of the sea". When payment appropriations for Marco Polo II are added to those for Marco Polo I in 2007, expenditure is increased in 2007 by 29 %. A related line is

Internal Market and the Optimisation of Transport Networks (06 02 04 01)

This line is for the collection of data and statistics to aid interoperability and the development of intelligent transport systems. Commitment appropriations show a decrease of 27,8 % from EUR 9 000 000 to EUR 6 500 000.

Galileo Supervisory Authority (06 02 09 01)

A very sharp increase in commitment and payment appropriations of 159 % is included in the PDB for administration under Titles 1 and 2. Both go from EUR 2 500 000 in 2006 to EUR 5 800 000 in 2007. The increase in Title 3 appropriations, from EUR 2 500 000 to EUR

2 625 000, or 5 %, is considerably more modest. The overall increase is below that requested by the Agency. The Agency is wholly funded by the Community.

The increased expenditure results from the transfer of posts and an increase in their number from the Galileo enterprise to the surveillance authority. The net increase, including contractual staff, would seem to be from 39 to 53. The operational costs go mainly on scientific and technical studies.

Galileo Programme (06 02 10)

2007 is the first year in which expenditure is shown on this line. EUR 100 000 000 is shown for both commitment and payment appropriations. The title is something of a misnomer because two programmes are covered, Galileo and EGNOS. These funds will be made available to the Surveillance Authority to assist in the first phases of deployment and use. The programme will be funded from public and private sources.

Trans European Transport Networks (06 03 01 and 06 03 03)

The first line, 06 03 01, concerns projects funded under the existing regulations and within the Financial Perspective period 1999-2006. These include the 30 priority projects identified in Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network¹. No further commitment appropriations are proposed for 2007 and payment appropriations are reduced by 48,1 %. In 2007 most financial activity will be within the new line, 06 03 03. The biggest expenditure items in the recent past have been Galileo and studies for the Mt Cenis tunnel (France); the High Speed Train, Madrid-Barcelona-Perpignan-Montpellier and the Brenner tunnel.

Under the new line the amount proposed for commitment appropriations in 2007 is EUR 817 383 000. Nothing is proposed in payment appropriations. Taking the two lines together, there is an increase in commitment appropriations of 22 % and a fall in payment appropriations of 42 %. This is in part due to Galileo now having its own expenditure line. The PDB does not give detail on priorities or funding from 2007. However, it suggests there will be a lower maximum intervention than that originally proposed by the Commission; that expenditure will be concentrated on cross-border sections of projects; European Rail traffic Management; European Air Traffic Management (SESAR); River Information Services; and the TEN-T loan guarantee instrument.

There are two connected outstanding questions in relation to TEN-T funding from the EU budget. Firstly, given that this funding has been reduced for the period 2007-2013 to approximately one third of that originally identified as required, how will it be used, which sections and projects will have priority and how will this be determined. Secondly, given that by far the major share of investment must come from national budgets, what are the real priorities for TEN-T investment of the Member States. A considerable degree of certainty on these two questions is required before the budget can be adopted and EU funds committed. Your draftsman will consider whether it would be appropriate to place amounts in the reserve on this line until such time as clarity on these questions is obtained.

¹ OJ L 167, 30.4.2004, p. 1.

Transport Safety (06 07 02)

Commitments are cut from EUR 4 500 000 to EUR 4 000 000 and payment appropriations remain at EUR 3 500 000. In 2005 the line paid for 24 inspections of aviation authorities and airports and 10 maritime inspections. In view of the new draft regulation on aviation security currently under examination in Parliament, it is difficult to see why payment appropriations can be reduced.

Pilot project on Trans European Network road security (06 07 02)

This line was introduced by way of parliamentary amendment. No commitments are proposed for 2007 and payments are reduced to EUR 3 600 000, cuts of 100 % (on EUR 5 500 000) and 34,5 %, respectively. No reason for this is given in the Commission's budget documentation.

Pending the report on the progress of the PP, the draftsman will consider whether commitments might be needed for 2007.

PROCEDURE

Title	The draft general budget of the European Union for the financial year 2007 - Section III - Commission		
Procedure number	2006/2018(INI)		
Committee responsible	BUDG		
Opinion by Date announced in plenary	TRAN		
Enhanced cooperation – date announced in plenary			
Drafts(wo)man Date appointed	Anne E. Jensen 24.2.2006		
Previous drafts(wo)man			
Discussed in committee	20.6.2006	11.7.2006	12.9.2006
Date adopted	12.9.2006		
Result of final vote	+: -: 0:	27 1 0	
Members present for the final vote	Gabriele Albertini, Margrete Auken, Paolo Costa, Michael Cramer, Arūnas Degutis, Robert Evans, Emanuel Jardim Fernandes, Luis de Grandes Pascual, Mathieu Grosch, Stanisław Jałowiecki, Georg Jarzembowski, Dieter-Lebrecht Koch, Jörg Leichtfried, Bogusław Liberadzki, Eva Lichtenberger, Robert Navarro, Willi Piecyk, Luís Queiró, Reinhard Rack, Dirk Sterckx, Marta Vincenzi, Corien Wortmann-Kool		
Substitute(s) present for the final vote	Den Dover, Anne E. Jensen, Zita Pleštinská, Willem Schuth		
Substitute(s) under Rule 178(2) present for the final vote	Othmar Karas, Brian Simpson		
Comments (available in one language only)			