


Procedure file

Basic information		
COS - Procedure on a strategy paper (historic)	1995/2255(COS)	Procedure completed
EURET programme, European research on transport. Final report		
Subject 3.20 Transport policy in general		

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	ENER Research, Technological Development and Energy	ELDR PLOOIJ-VAN GORSEL Elly	21/11/1995
	Committee for opinion	Rapporteur for opinion	Appointed
	BUDG Budgets	V BLOCH VON BLOTTNITZ Undine-Uta	24/11/1995
Council of the European Union	TRAN Transport and Tourism		21/12/1995
	CONT Budgetary Control	PSE STOCKMANN Ulrich	

Key events			
04/10/1995	Non-legislative basic document published	COM(1995)0450	Summary
17/11/1995	Committee referral announced in Parliament		
20/03/1996	Vote in committee		Summary
20/03/1996	Committee report tabled for plenary	A4-0090/1996	
05/06/1996	Debate in Parliament		
06/06/1996	Decision by Parliament	T4-0317/1996	Summary
06/06/1996	End of procedure in Parliament		
24/06/1996	Final act published in Official Journal		

Technical information	
Procedure reference	1995/2255(COS)

Procedure type	COS - Procedure on a strategy paper (historic)
Procedure subtype	Commission strategy paper
Legal basis	Rules of Procedure EP 142
Stage reached in procedure	Procedure completed
Committee dossier	ENER/4/07136

Documentation gateway

Non-legislative basic document		COM(1995)0450	04/10/1995	EC	Summary
Committee report tabled for plenary, single reading		A4-0090/1996 OJ C 141 13.05.1996, p. 0005	20/03/1996	EP	
Text adopted by Parliament, single reading		T4-0317/1996 OJ C 181 24.06.1996, p. 0012-0041	06/06/1996	EP	Summary

EURET programme, European research on transport. Final report

OBJECTIVE: the Commission report analyzes the results of the EURET programme, the specific research programme in the transport sector launched in 1991 under the second RDT framework programme. EURET allocated a total of 26.8 million ecus to 10 research projects which were completed in 1994. CONTENT: the report notes that, because of its modest budget, EURET had to focus on just one section of research in the transport sector, although it considers that the 10 projects were well chosen. - in the aviation and railway sectors, EURET succeeded in mobilizing the major operators and the action undertaken under the auspices of Eurocontrol and the Community of European Railways was particularly useful for research into control systems for high speed trains; - in the maritime transport sector, the report notes that work under EURET may have useful fallout for future safety standards and the protection of sensitive marine areas. The report sets out a number of recommendations on the subject of the future of Community research in the transport sector: - as research in the transport sector is financed under various programmes, the Commission should ensure that R&D policy and transport policy are given joint, coherent objectives; - priority should be given to problems which definitely come within the jurisdiction of the EU and the Community alone has the powers to resolve (mainly research into control systems for high speed trains and combined transport); - EURET has produced preliminary studies, databases, studies of systems and an inventory of methods used. Continuing research should result in demonstration projects and even the finalization of prototypes. This next step is already possible in combined transport and maritime transport; - stop-gap solutions or long gaps between initial research and subsequent development stages should be avoided; - the Commission should continue and step up cooperation with organizations such as EUROCONTROL and the research institute of the Community of European Railways.?

EURET programme, European research on transport. Final report

The report by Mrs Elly PLOOIJ-VAN GORSEL (ELDR, NL) was adopted. In the report, the Committee on Research, Technological Development and Energy regretted the delayed and cursory evaluation of the EURET programme (1990-1994). This situation had meant that it was not possible to take account of the conclusions in the drafting of the Fourth Framework Programme for Research and Technological Development or the specific programme on this issue. This was the first Community programme concerning research and technological development in the field of transport. It came under the Second Framework Programme and had been allocated ECU 34.8 million. As far as the committee was concerned, in future, clear criteria should be laid down prior to each evaluation in terms of methods and procedures to be used, including a timetable which must be adhered to. The Commission should ensure that the recommendations made by the panel of experts were incorporated in both the current and future RDT policy on transport. The Commission should also provide detailed information on the activities of Member States and the coordination of their efforts with those made at Community level. Finally, it should submit comprehensive details of Community expenditure for both the 1990-1994 EURET programme and its continuation under the Fourth Framework Programme for Research and Technological Development. ?

EURET programme, European research on transport. Final report

Adopting the report by Mrs Elly PLOOIJ-VAN GORSEL (ELDR, NL), the European Parliament regretted the delayed evaluation of the EURET programme for the period from 1991-1994 and proposed that, in future, all evaluations should be clearly subject to criteria and guidelines on methods, procedures and deadlines. It called on the Commission to explain the reasons for the incomplete presentation of the funding and to indicate how the additional ECU 8 million had been allocated. It also noted that administrative expenses (13%) were too high. The European Parliament called on the Commission to set out concrete measures for safeguarding coordination with initiatives by Member States, check that Community funding was complementary to and not a substitute for national funding and ensure that recommendations formulated by the high-level panel and accepted were incorporated into transport research policy. Plenary also emphasized the importance of integrating transport systems in order to achieve long-term sustained mobility.?