Basic information

1994/0090(CNS) CNS - Consultation procedure Decision	Procedure completed
Specific research programme: transport (1994-1998) **Subject** 3.20 Transport policy in general	

Key players

Council of the European Union

Council configuration	Meetings	Date
Environment	1817	1994-12-15
Research	1810	1994-12-01

Key events

Date	Event	Reference	Summary
30/03/1994	Legislative proposal published	COM(1994)0068	Summary
21/04/1994	Committee referral announced in Parliament		
14/11/1994	Vote in committee		Summary
14/11/1994	Committee report tabled for plenary, 1st reading/single reading	A4-0065/1994	
17/11/1994	Debate in Parliament		
15/12/1994	Act adopted by Council after consultation of Parliament		
15/12/1994	End of procedure in Parliament		
31/12/1994	Final act published in Official Journal		

Technical information

Procedure reference	1994/0090(CNS)
Procedure type	CNS - Consultation procedure
Procedure subtype	Legislation
Legislative instrument	Decision
Legal basis	Rules of Procedure EP 170 EC Treaty (before Amsterdam) E 130I-p4
Stage reached in procedure	Procedure completed
Committee dossier	ENER/3/05564

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0065/1994 OJ C 341 05.12.1994, p. 0014	14/11/1994	
Text adopted by Parliament, 1st reading/single reading		T4-0150/1994 OJ C 341 05.12.1994, p. 0201-0229	18/11/1994	Summary

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1994)0068	30/03/1994	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1019/1994 OJ C 393 31.12.1994, p. 0117	14/09/1994	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Decision 1994/0914
OJ L 361 31.12.1994, p. 0056 Summary

Specific research programme: transport (1994-1998)

1994/0090(CNS) - 30/03/1994 - Legislative proposal

The proposal for a decision aimed to establish a specific programme of research and technological development, including demonstration, in the field of transport for the period 1994-1998. - Amount deemed necessary: ECU 240 million. The programme aimed to give new encouragement to conceptual and technological innovation focused on: . strategic research for a multimodal trans-European network; . the optimisation of each mode of transport: rail transport; integrated transport chains; air transport; urban transport; maritime transport and inland navigation; road transport. Participation in the programme was open, with financial support from the Community, to all legal entities established in the Community or in an associated country, following the conclusion of an agreement with that country, as well as to the Joint Research Centre. The programme would be implemented through shared-cost actions, concerted actions, specific measures and accompanying measures relating to international cooperation, the dissemination of results and the training of researchers and users. The Commission was authorised to hold negotiations with a view to concluding international agreements with third countries in Europe in order to involve them in all or some of the programme.

Specific research programme: transport (1994-1998)

1994/0090(CNS) - 15/12/1994 - Final act

The Council adopted a specific programme for RTD, including demonstration, in the field of transport for the period 1994-1998. - Objectives: to improve the efficiency of the individual transport modes, to speed up their integration into European networks; to contribute to the optimisation of trans-European transport networks, improved productivity of modes of transport, the capacity of each mode of transport to be integrated with the others, accessibility for users and the development of a multimodal transport system at urban, rural, regional and trans-European level. - Amount deemed necessary: ECU 240 million. Indicative breakdown by area (in million ecus): - Strategic research for a trans-European multimodal network: 48 - Network optimisation: 192 - Railways: 38.5 - Integrated transport chains: 16.5 - Air transport: 38.5 - Urban transport: 26.5 - Maritime transport: 45.5 - Road transport: 26.5 Participation in the programme was open, with financial support from the Community, to all legal entities established in the Community or in an associated country, following the conclusion of an agreement with the third country in question, and to the Joint Research Centre. The programme would be implemented through shared-cost actions, concerted actions, specific measures and accompanying measures relating to international cooperation, to the dissemination of results and to training for researchers and users.

Specific research programme: transport (1994-1998)

1994/0090(CNS) - 18/11/1994 - Text adopted by Parliament, 1st reading/single reading

"Horizontal" amendments to the specific programmes. As with its consideration of the 12 specific programmes approved by the EP at the end of the previous parliamentary term, the EP adopted horizontal amendments which dealt with the same issues but which were located in different places in the texts of the individual projects. These amendments related to: 1) the EP's prerogatives with regard to the budget: the Committee on Research felt that the final amounts for the programmes should be adopted by the budgetary authority in accordance with the resources available under the financial perspective and the relative priority laid down for the fields covered by the various programmes. 2) the progress made in implementing the programmes: as far as the committee was concerned, any increase in the overall maximum amount of the Fourth Framework Programme for RTD would depend, in particular, on the evaluation of the progress made in implementing the programmes; in this respect, it stressed that for the progress to be deemed satisfactory, it was important for the first commitments of appropriations to be effected within a period of 12 months following the adoption of the programme in question. 3) the need to speed up the selection procedures and make them more transparent: it was important to simplify and speed up the application and selection procedures in order to make it easier for small and medium-sized entreprises, research centres and universities to take part in the specific programmes. 4) information for the EP: the work programme drawn up by the Commission setting out in detail the scientific and technological objectives and specifying the stages in the implementation of the programme as well as the proposed financial arrangements should be forwarded to the EP along with any updated versions. 5) comitology: the EP reiterated its support for consultative committees rather than regulatory committees. It also recommended that any expenses involved in taking part in the committees should be borne by the Member States. 6) international agreements: the EP proposed extending the scope of the negotiations undertaken by the Commission with a view to involving, through international agreements, third countries in Europe in the RTD programmes, so as to also include third countries in the Mediterranean. Transport. Through other amendments, the EP stressed that research on improving the transport system should be compatible with enhancing the quality of life. To achieve this, research should focus on regional planning, housing and urban planning problems. The improvement of urban transport should form part of an overall approach to urban problems. This should consist of specific experiments to improve urban transport in a number of pilot towns selected throughout the Community. The EP also stated that the Community transport network should be linked up with that of the countries of Central and Eastern Europe. With regard to the programme's objectives, the EP supported the optimisation of the trans-European networks and improved productivity of modes of transport and individual operators. It called for greater integration of the modes of transport, better accessibility for users and the development of a multimodal system at urban, rural, regional and trans-European level. The research should contribute to the implementation of a transport policy that catered for the requirements of users, improved safety, reduced the harmful effects of such systems and was compatible with the protection of the environment. It should make use of innovations in order to achieve an integrated multimodal trans-European network. Before adopting any new projects, consideration should be given to the ecological and socio-economic criteria. With regard to air transport, the EP called for the definition of the objectives of European interest with the aim of overcoming congestion in the air space and at airports, improving safety for people and aircraft, minimising the impact on the environment, etc.