

COMMISSION OF THE EUROPEAN COMMUNITIES

COM(90) 568 final - SYN 226

Brussels, 27 November 1990

Re-examined proposal for a
COUNCIL DECISION
adopting a specific research and technological development programme
in the field of transport (EURET)
1990 - 1993

(presented by the Commission pursuant to Article 149(2)(d)
of the EEC Treaty)

Explanatory Memorandum

1. At the second reading of the EURET proposal on 23 October 1990 (original proposal: COM(89)557 final - SYN 226) Parliament adopted 29 amendments to the Council's common position. The amendments had been made at the first reading and, in stating its position, the Commission accepted 14 of them.

2. The Commission drew up its reexamined proposal under Article 149(2)(d) of the EEC Treaty and incorporated the amendments it had accepted in the text of the Council's common position (see Annex I). The amendments the Commission did not accept are set out in Annex 2.

3. Observations on the Parliamentary amendments accepted by the Commission

Amendment No 1 (fifth recital): This amendment emphasizes that completion of the internal market will lead to an increase in transport demand and makes certain stipulations in relation to that increase.

Amendment No 2 (sixth recital): stresses the role of technological innovation and the improvements it can bring in relation to the environment, energy consumption and health and safety at work.

Amendment No 3 (new recital after the sixth recital): This is new and highlights the traffic congestion problems and the improvements that might accrue from research.

Amendment No 4 (ninth recital): This recital which covers SME participation in the programme has been amended to stress the position of SMEs in less developed regions.

Amendment No 6 (new recital after ninth recital): refers to the regional aspects and relations with eastern and transit countries.

Amendment No 8 (fourth new recital after ninth recital): is new and is based on the fact that this is a preliminary programme which should be followed by one with a wider scope which will be better tailored to transport research requirements.

Amendment No 10 (Article 4(1)): It is preferable to provide for a review of the programme at the end of, rather than during, the second year, this being both more precise and more realistic.

Amendment No 11: The sentence, "Depending on the nature of the subjects to be considered, the Committee may, if necessary, be assisted by experts," has been added at the end of the original Article 5. This now makes the point that the Committee may seek assistance from experts and is not unnecessary in a programme which covers such very different sectors.¹

Amendment No 12 (Article 8(2)): It is important to make the distinction between the situation where an agreement has been signed (in which case bodies from the third countries in question may participate in the programme and benefit from the financial resources made available for the programme) and one where no agreement has been negotiated (in which case bodies from the third countries concerned may participate in the programme but are not eligible to benefit from the financing arrangements).

To emphasize the point, Article 8 has been redrafted and divided into two sections to reflect the concerns expressed in amendments 12 and 13.

Moreover certain countries, like Yugoslavia, which participate in COST but have not signed framework agreements for scientific and technical cooperation with the Community, may be of special interest to the Community in connection with transport. The amendment in question has been included in subsection (2).

Amendment No 13 (Article 8(1)): This is an addition specifying that, where third countries enter into an agreement to participate in a programme they must bear the full cost of their participation.

Amendment No 16 (Annex I, 1.1): In connection with the cost/benefit and multi-criteria analyses for new road building, the addition of the phrase about links with Member States on the periphery, the transit countries and the countries of eastern Europe takes account of present circumstances which call for particular attention.

Amendment No 17 (Annex I, 1.2): The addition of goods, passengers and increased potential indicates that this work will not be limited to the high-speed lines.

Amendment No 18 (Annex I, 1.3): The addition to the topic of maritime traffic management shows awareness of the fact that, in Europe, the areas

¹ This provision has not been included in the reexamined proposal since the Council and the Commission agreed that it would be recorded in the Council minutes.

where maritime traffic is heaviest lie on the geographical periphery and must be given the same attention as more central areas.

Amendment No 24 (Annex I, 2.4): The Commission cannot accept two separate maritime transport topics being combined in one subsection. It considers that ferry services should be stressed in connection with the second topic, i.e. human factors in the man/ship interface.

4. Observations on the Parliamentary amendments not included

Amendments Nos 5 and 29: The Commission cannot accept a new recital giving preference to research projects submitted by bodies in less developed Member States since this criterion is not used to distinguish between member countries and the only basis for selection should be the scientific and technical merit of a project.

Amendment No 7: By indicating that projects already financed from other sources should not receive financial support from this programme, the amendment is stating the obvious. When the Community launches a research programme it has first made a detailed study of the reasons for doing so and made sure that duplication of effort will be avoided.

Amendments 9 and 28: The aim here is to increase the funding from ECU 25 million to ECU 28 million but this is not possible since that would mean exceeding the appropriations provided for in the second framework programme, which would be contrary to the provisions of Article 130(p)(2) of the EEC Treaty.

Amendments Nos 14, 15, 20, 21, 25, 26 and 27: These all follow on from the above increase and cannot therefore be accepted.

Amendment No 19: This amendment combines two air transport topics, a move which is not justified as the topics are very different and will give rise to projects not necessarily attracting the participation of the same bodies.

Amendment No 22: This amendment emphasizes the saturation in road haulage and rail freight. It is a limiting detail since, although saturation is important, it is not the only factor that should be taken into consideration and, in the case of rail freight, it does not apply.

Amendment No 23: It is not necessary to enumerate the transport

infrastructures in connection with the rapid transshipment topic in order to ensure that the topic covers all the problems requiring solution.

ANNEX 1

Re-examined proposal for a
COUNCIL DECISION
adopting a specific research and technological development programme
in the field of transport (EURET)
1990 - 1993

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Economic Community,
and in particular Article 130 Q(2) thereof,

Having regard to the proposal from the Commission,¹

In cooperation with the European Parliament,²

Having regard to the opinion of the Economic and Social Committee,³

1 OJ No C 318, 20.12.1989, p. 5 and OJ No C 37, 7.2.1990, p. 5.

2 Opinion delivered on 13 June 1990 (OJ No C 175, 16.7.1990, p. 121)
and Council Decision of 23 October 1990 (not yet published in the
Official Journal).

3 OJ No C 124, 21.5.1990, p. 26.

Whereas Article 130 K of the Treaty provides that the Framework Programme is to be implemented through specific programmes developed within each activity;

Whereas, by its Decision No 87/516/Euratom, EEC,⁴ the Council adopted a Framework Programme of Community research and technological development (1987-91), providing inter alia for activities in the field of transport;

Whereas, following the adoption of Council Decision No 90/221/Euratom, EEC⁵ on the third Community Framework Programme for activities in the field of research and technological development (1990-94), the second Framework Programme (1987-91) should continue to be implemented through the specific programmes, such as that on transport research (Action 2.3), provided for in the second Programme;

Whereas, for the selection of Community actions, the Framework Programme sets out criteria among which is that of contributing to the strengthening of the economic and social cohesion of the Community, consistent with the pursuit of scientific and technical quality;

Whereas completion of the internal market will mean a considerable increase in the demand for transport and will require the transport system as a whole to meet the increased demand for the carriage of goods and persons in the Community and to do so as efficiently, economically and with as little damage to health and the environment as possible and in a manner benefiting above all the least-favoured, island and border regions;

Whereas technological innovation can make an important contribution to the efficiency and competitiveness of the various modes of transport and can reduce their negative aspects, in particular their impact on the environment and their energy consumption, while improving their safety; and whereas it can also contribute to improved working conditions for persons employed in this sector;

Whereas the growth in the volume of trade and travel will cause serious traffic congestion problems for which original solutions will be required once the appropriate goals are set for research, development and technological innovation;

Whereas, in close contact with the Member States, the Commission may take any useful initiative to promote coordination among Member States of their transport research activities;

⁴ OJ No L 302, 24.10.1987, p. 1.

⁵ OJ No L 117, 8.3.1990, p. 28.

Whereas cooperation in research is conducive to achieving progress on the standardization, compatibility and, in some cases, integration of transport networks and these are key features of a transport system which is both more efficient and less harmful to the environment;

Whereas small and medium-sized enterprises (SMEs), particularly those in the least developed regions, should be involved at the highest possible level in developing new transport technology;

Whereas account should be taken of their particular needs without prejudice to the scientific and technical quality of the programme;

Whereas the programme must take account of the regional dimension and regional problems and relations with Eastern European and transit countries;

Whereas, in view of the preliminary nature of the present programme, it must be followed by a programme that covers a wider range of areas and meets the Community's increased research requirements in the field of transport;

Whereas Community transport technology may be enhanced by the participation - under appropriate conditions - of organizations and undertakings from non-member countries in Europe which have concluded cooperation agreements with the Community relating to scientific and technical research and development;

Whereas a significant number of concerted actions in the field of transport research are carried out in the COST arrangements and these will play a complementary role to the activities foreseen in the present programme;

Whereas the Scientific and Technical Research Committee (CREST) has been consulted,

HAS ADOPTED THIS DECISION:

Article 1

A specific research and technological development programme for the European Economic Community in the field of transport, as defined in Annex I, is hereby adopted for a period of 3 years commencing on [....](x).

Article 2

1. It is estimated that ECU 25 million will be required to execute the programme, including expenditure on a staff of six.
2. An indicative allocation of funds is set out in Annex II.

Article 3

Detailed rules for the implementation of the programme and the rates of the Community's financial participation are set out in Annex I.

Article 4

1. At the end of the second year of the implementation of the programme, the Commission shall review it and send a report on the results of its review to the Council and the European Parliament; this report shall be accompanied, where necessary, by proposals for amendment or extension of the programme.
2. At the end of the programme an evaluation of the results achieved shall be conducted by the Commission, which shall report thereon to the Council and the European Parliament.
3. The reports referred to in paragraphs 1 and 2 shall be established having regard to the objectives set out in Annex I and in accordance with Article 2(2) of Decision 87/516/Euratom, EEC.

Article 5

The Commission shall be responsible for implementing the programme. It shall be assisted by a Committee composed of representatives of the Member States and chaired by a representative of the Commission.

Contracts concluded by the Commission shall govern the rights and obligations of each party, in particular arrangements for the dissemination, protection and exploitation of research results.

Article 6

The representative of the Commission shall submit to the Committee a draft of the measures to be taken. The Committee shall deliver its opinion on the draft within a time limit which the Chairman may lay down according to the urgency of the matter. The opinion shall be delivered by the majority laid down in Article 148(2) of the Treaty in the case of decisions which the Council is required to adopt on a proposal from the Commission. The votes of the representatives of the Member States within the Committee shall be weighted in the manner set out in that Article. The Chairman shall not vote.

The Commission shall adopt measures which shall apply immediately. However, if those measures are not in accordance with the opinion of the Committee,

they shall be communicated by the Commission to the Council forthwith. In that event:

- the Commission shall defer application of the measures which it has decided for a period which shall in no case exceed three months from the date of communication;
- the Council, acting by a qualified majority, may take a different decision within the time limit referred to in the preceding indent.

Article 7

The procedure laid down in Article 6 shall apply to:

- the contents of the calls for proposals;
- the assessment of the proposed projects and the estimated Community contribution to each;
- the implementation of concerted actions;
- departures from the general rules governing Community participation set out in Annex III;
- the participation in any project by non-Community organizations and enterprises referred to in Article 8(2);
- any adjustment to the indicative allocation of funds set out in Annex II;
- the measures to be undertaken to evaluate the programme;
- the arrangements for the dissemination, protection and exploitation of the results of research carried out under the programme.

Article 8

1. The Commission is authorized, in accordance with Article 130n of the Treaty, to negotiate agreements with international organizations, third countries participating in European cooperation in the field of Scientific and Technical Research (OOST) and with European countries which have concluded framework agreements for scientific and technical cooperation with the Community with a view to associating them with the programme.

Third European countries which participate shall bear in full the additional expenditure which their participation entails.

2. In the absence of an agreement concluded in accordance with Article 130n of the Treaty, organizations and undertakings established in non-member countries in Europe participating in OOST activities and in

countries which have concluded framework agreements for scientific and technical cooperation with the Community may participate in a project undertaken within this programme. Such organizations and undertakings shall not be eligible for the Community funding prescribed in respect of any such project; they shall contribute to defraying the administrative overheads involved.

Article 9

This Decision is addressed to the Member States.

Done at Luxembourg,

For the Council
The President

ANNEX I

OBJECTIVES OF THE PROGRAMME
AND EVALUATION CRITERIA

The Community objectives defined for the transport sector in the Framework Programme concern:

- competitiveness: improving the effectiveness and competitiveness of transport systems and of the corresponding industries by reducing costs and improving performance, the quality of the service and management of the different systems and their components;
- safety: improving the safety of modes of transport and working conditions;
- protection of the environment: reducing the harmful effects of modes of transport on the environment.

Community research into transport should be devised in the interest of the entire Community transport system, for the benefit of each mode and with a view to consistent stimulation. It should help in decision-making regarding transport policy, research and transport-related industry policy.

Given the complexity and the size of the transport sector, the EURET programme embraces a small number of priority research topics.

The EURET programme has three specific objectives:

- optimum network exploitation;
- logistics;
- reduction of harmful external effects.

These specific objectives can be spelled out as follows:

1. Optimum network exploitation

1.1 Cost benefit and multi-criteria analysis for new road construction with special emphasis on connections with Member States on the periphery, transit countries and the countries of Eastern Europe.

The objective is to measure the feasibility of establishing a Europe-wide reference system for analysing and establishing a coordinated method for evaluating road construction projects.

1.2 European passenger and goods rail traffic management system with a view to increasing carrying potential.

The objective is to design a control system for rail traffic, evaluate location and transmission equipment and develop the main software components of the system, the aim being to increase the railways' potential for carrying passengers and goods.

The system is based on close interaction between infrastructure and rolling stock and involves ground-to-train communications and equipment with which trains measure the distance they have travelled.

Only the first phase could be carried out under EURET. However, it is important that the remaining phases of the project, i.e. development of the hardware components, installing the system and testing it be started in good time.

1.3 Design and assessment of a maritime traffic management system with special emphasis on peripheral maritime areas characterized by high traffic density and archipelagos.

The aim is to assess the benefits and feasibility of measures which would make the best use of investment already made or now being made in Vessel Traffic Services systems and whether some of the existing or planned VTSS are suitable for integration into one or more general maritime traffic management services in European waters. It should lead to a system providing users with services such as relevant information on the present situation and probable future context in which traffic is or will be operating, as well as on the traffic itself and should also cover peripheral maritime areas characterized by high traffic density and archipelagos.

1.4 Trials in automated air/ground data exchange for air traffic management systems in Europe

The objective is, within the framework of a future air traffic system in Europe, to define, develop and evaluate the applications, requirements and methods of data exchange between ground and airborne systems and between the pilot and controller as a means of backing up voice communications.

Under the Programme of Harmonized Air Traffic Management Research in EUROCONTROL (PHARE) a start has been made on investigating the system development and integration aspects.

1.5 Study on the controller work station in air traffic management in Europe

The objective is to improve automated support to air traffic controllers by developing new controller work stations and using up-to-date man/machine interface technologies to obtain the increase needed in European air capacity in the medium term. The programme will require a multidisciplinary approach and the participation of controllers, human-factor experts and engineers.

2. Logistics

2.1 Economic scenario and demand projections for freight transport in the Community

The objective is to evaluate the extent to which the transport system currently available can be adapted to meet the growing demand for freight transport so that the necessary innovations can be introduced in good time including, where appropriate, new transport systems.

2.2 Economic and technical research into the transfer of goods - design and evaluation of rapid transfer systems

The objective is to design and evaluate an innovative and efficient system of rapid loading and unloading of goods onto and off different modes of transport, in particular railways.

2.3 Optimization of manpower in maritime transport. Improving competitiveness in EEC maritime transport by applying advanced technology

The objective is to determine the optimum crew composition for different types of vessels, marine transport systems and circumstances, taking into account an increased use of advanced technology.

2.4 Taking human factors into consideration in the man/ship system, with particular reference to ferry services.

The objective is to determine how to obtain a better match between the vessel (and its equipment) and human behaviour by analysing the tasks assigned to crew members and their behaviour in various operational situations, and to develop measures to reduce human error.

3. Reduction of harmful external effects

3.1 Improved methods of evaluating the road safety of car and trailer trains

The objective is to assess, at European level, the scale and significance of the problem of accidents involving private cars towing trailers and to make recommendations to improve the safety of these units on the road.

The main aim would be to establish a methodology for analysing statistics and carrying out statistical studies.

3.2 Assessment of the driving safety of some truck and trailer combinations

The objective is to analyse the present type-approval arrangements for truck/trailer combinations and to carry out a technical analysis of a number of different types of road train with a view to drafting new safety regulations.

Given these specific objectives, the general criteria to be used to evaluate the results of the programme will be as follows:

1. As the first of the general objectives is to improve the effectiveness and competitiveness of Community transport, the evaluation will have to determine to what extent the activities have:

- helped increase the technological competitiveness of European industry in the transport sector and related sectors;
- contributed to technological harmonization and the reduction of barriers to transport activities;
- helped reduce investment and running costs, increase network capacity and improve performance and quality of service.

2. As another general objective is to improve safety and working conditions, the evaluation will have to determine to what extent the activities:

- have helped reduce the danger that vehicles and systems represent in relation to people and property;
- will be able to improve working conditions.

3. As a further general objective is to improve the impact on the environment, the evaluation will have to determine:

- to what extent the activities have helped reduce the harmful effects of transport on the environment.

4. In addition, a general aim of the EURET programme is to step up transport research in the Community. This will involve criteria such as:

- increasing European cooperation in transport research;
- the level of technology transfer attained between Member States and between industrialists and/or operators;
- how far do the research findings apply?
- what input is there into the decision-making processes concerning transport policy, research or transport-related industrial policy?

5. In the broader context of the Framework Programme, the evaluation should be carried out in the light of all the selection criteria referred to in Annex III to the Framework Programme adopted by Decision 87/516/Euratom, EEC. This includes the criterion that the activities must promote the economic and social cohesion of the Community.

The final evaluation should be carried out by the Commission through a panel of independent experts.

ANNEX II

SUMMARY OF THE PROGRAMME AND INDICATIVE ALLOCATION OF FUNDS

	<u>Indicative allocation (million ECU)</u>
1. OPTIMUM NETWORK EXPLOITATION	16.5 66%
1.1 Cost benefit and multicriteria analysis for new road construction	0.5
1.2 Design of a European rail traffic management system	5.0
1.3 Design and assessment of a vessel traffic management system	3.0
1.4 Trials in automated air/ground data exchange for air traffic management systems in Europe	5.0
1.5 Study on the controller work station in air traffic management systems in Europe	3.0
2.1 Economic scenario and demand projections for freight transport in the Community	0.5
2.2 Economic and technical research into the transfer of goods - Design and evaluation of rapid transfer systems	3.0
2.3 Optimization of manpower in maritime transport	3.0
2.4 Taking human factors into consideration in the man/ship system	1.0

3.	REDUCTION OF HARMFUL EXTERNAL EFFECTS	1.0 (4%)
3.1	Improved methods for evaluating the road safety of car and trailer trains	0.5
3.2	Assessment of the driving safety of possible truck and trailer combinations	<u>0.5</u>
		25 ⁶

6 Including staff and administrative costs amounting to ECU 2.6 million. ECU 2 million could be allocated to coordinated activities (1.1; 2.1; 3.1; 3.2).

ANNEX III

IMPLEMENTATION OF THE PROGRAMME AND RATE OF
COMMUNITY'S FINANCIAL PARTICIPATION

The programme shall be implemented by means of:

- (i) shared-cost research contracts
- (ii) concerted actions
- (iii) studies and assessments.

The participants may be universities, research organizations and industrial companies, including small and medium-sized enterprises, individuals, or any combination thereof established in the Community.

Shared-cost research projects should as a general rule be carried out by independent participants from at least two Member States.

The contracts for shared-cost research projects shall, as a general rule, be awarded following a selection procedure based on calls for proposals published in the Official Journal of the European Communities.

For shared-cost contracts, the Community participation will as a general rule be up to 50% of the total expenditure, but this percentage may be varied according to the nature and the stage of development of the research. Alternatively, universities and research institutes may, for each project they carry out under this programme, opt either for 50% funding of total expenditure or 100% funding of the additional marginal costs.

ANNEX 2

AMENDMENTS NOT INCLUDED

Amendment No 5

- New recital after ninth recital:

Whereas the transnational nature of the programme should be emphasized by selecting research projects involving at least two partners from two different Member States one of which, in the case of a number of projects of equal value, should preferably be a less-developed state;

Amendment No 7

- Third new recital after ninth recital:

Whereas it is essential, when evaluating and selecting the research projects submitted, that an attempt be made to avoid approving and financing proposals which have already been or are being funded in the context of other Community programmes;

Amendment No 9

- Article 2(1):

1. The funds estimated as necessary for the execution of the programme amount to ECU 28 million, including expenditure on a staff of six.

Amendment No 14

- ANNEX I, fourth paragraph, third indent:
- optimization of safety conditions vis-à-vis transport (accidents):

Amendment No 15

- ANNEX I, fourth paragraph, fourth indent (new):
- reduction of harmful external effects.

Amendment No 19

- ANNEX I, point 1, subheading 1.4:

1.4 Trials in automated air/ground data exchange for air traffic management systems in Europe. Study of controller work station in air traffic management in Europe.

Under the Programme of Harmonized Air Traffic Management Research in EUROCONTROL (PEARE) a start has been made on investigating the system development and integration aspects.

The objective is to improve automated support to air traffic controllers by developing new controller work stations and using up-to-date man/machine interface technologies to obtain the increase needed in European air capacity in the medium term. The programme will require a multidisciplinary approach and the participation of controllers, human-factor experts and engineers.

Amendment No 20

- ANNEX I, point 1, subheading 1.5:

1.5 Comparative analysis of urban traffic management systems in large Community cities with serious traffic problems and optimization of the use of mass public transport resources.

Amendment No 21

- ANNEX I, point 1, subheading 1.6 (new):

1.6 Research, development and testing of new technological, electronic and computerized systems to regulate and ease the flow of urban traffic and reduce its harmful effects.

Amendment No 22

- ANNEX I, point 1, subheading 2.1:

2.1 Economic scenario and demand projections for freight transport in the Community with particular reference to the increasing saturation of road and rail goods transport.

The objective is to evaluate the extent to which the transport system currently available can be adapted to meet the growing demand for freight transport so that, with particular reference to the increasing saturation of road and rail goods transport, the necessary innovations can be introduced in good time including, where appropriate, new transport systems.

Amendment No 23

- ANNEX I, point 2, subheading 2.2:

2.2 Economic and technical research of the transfer of goods - Design and evaluation of rapid transfer systems, in particular in railway stations and termini, sea ports and ports on navigable rivers, airports and specially designed multi-modal transport centres.

The objective is to design and evaluate an innovative and efficient system of rapid loading and unloading of goods onto and off different modes of transport, in particular railways.

Amendment No 25

- ANNEX I, point 2, subheading 2.4:

Deleted.

Amendment No 26

- ANNEX I, point 3:

3. Optimization of transport safety conditions (accidents).

Amendment No 27

- ANNEX I, point 3a (new):

3a. Reduction of harmful external effects.

3a.1 Development and technical research into systems for reducing noise emissions with special emphasis on road, rail and air transport.

3a.2 Studies, development and technical research into methods for reducing emissions of polluting gases by vehicles with special emphasis on major urban centres.

Amendment No 28

- ANNEX II

SUMMARY OF THE PROGRAMME AND INDICATIVE ALLOCATION OF FUNDS

	<u>Indicative allocation (million ECU)</u>
1. OPTIMUM NETWORK EXPLOITATION	<u>18.5</u>
1.1 Cost benefit and multicriteria analysis for new road construction (<u>coordinated activities</u>)	0.5
1.2 Design of a European rail traffic management system	5.0
1.3 Design and assessment of a vessel traffic management system	3.0
1.4 Trials in automated air/ground data exchange for air traffic management systems in Europe	<u>7.0</u>
1.5 Study on the controller work station in air traffic management systems in Europe	<u>1.5</u>
1.5a Research, development and testing of new technological, electronic and computerized systems to regulate and ease the flow of urban traffic and reduce its harmful effects	<u>1.5</u>

2. LOGISTICS	7.5
2.1 Economic scenario and demand projections for freight transport in the Community <u>(coordinated activities)</u>	0.5
2.2 Economic and technical research into the transfer of goods - Design and evaluation of rapid transfer systems	3.0
2.3 Optimization of manpower in maritime transport	4.0
3. OPTIMIZATION OF TRANSPORT SAFETY CONDITIONS (ACCIDENTS)	1.0
3.1 Improved methods for evaluating the road safety of car and trailer trains <u>(coordinated activities)</u>	0.5
3.2 Assessment of the driving safety of some truck and trailer combinations <u>(coordinated activities)</u>	0.5
3a. REDUCTION OF HARMFUL EXTERNAL EFFECTS	1.0
3a.1 <u>Development and technical research into systems for reducing noise emissions with special emphasis on road, rail and air transport</u> <u>(coordinated activities)</u>	0.5
3a.2 <u>Studies, development and technical research into methods for reducing emissions of polluting gases by vehicles with special emphasis on major urban centres</u> <u>(coordinated activities)</u>	0.5

Amendment No 30

- ANNEX III, third paragraph:

The programme must be transnational, which means selecting research projects involving at least two partners from two different Member States, one of which, in the case of a number of projects of equal value, should preferably be a less-developed state.

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