



## **ECTRI SUGGESTED AMENDMENTS TO THE EC PROPOSAL**

***“Regulation of the European Parliament and of the Council  
establishing Horizon Europe – the Framework Programme  
for Research and Innovation, laying down its rules for  
participation and dissemination”  
COM(2018) 435 Final***

**June 2018**

The European Conference of Transport Research Institutes (ECTRI) is an international non-profit association that was officially founded in April 2003. It is the first attempt to unite the forces of the foremost multimodal transport research centres across Europe and to thereby promote the excellence of European transport research.

Today, it includes 28 major transport research institutes or universities from 21 European countries. Together, they account for more than 4,000 European scientific and research staff in the field of transport. ECTRI as the leading European research association for sustainable and multimodal mobility is committed to provide the scientifically based competence, knowledge and advice to move towards a green, safe, efficient, and inclusive transport for people and goods.

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ECTRI welcomes the possibility offered by the European Parliament to suggest amendments to the European Commission proposal for a “Regulation of the European Parliament and of the Council establishing Horizon Europe – the Framework Programme for Research and Innovation, laying down its rules for participation and dissemination” (COM(2018)435 Final).

We would like to do it based on our broad involvement and commitment to European research in the field of transport. We hope that the suggestions we are putting forward will meet the interest and support of the Parliament services while preparing the Regulation Rapporteur’s views.

ECTRI sees it as **positive** that the European Commission keeps the successful **structure of the three pillars** also in the next generation of research programme. Due to the “partially general approach” though, many aspects of the proposed structure of the framework programme within the legislative package **lack a comprehensive definition** and **impede a comprehensive assessment** as key stakeholder for the framework programme. This is particularly tangible in regard to **missions, partnerships and clusters**. Their design will have a **significant impact** on the research landscape and in particular **on collaborative research** in the programme.

ECTRI **urges the European Parliament** to enforce an **adequate degree of detail** in the legislation that:

- implements political **emphasis on particular topics with specific budgets within clusters**,
- **clarifies budgets of missions, and their implementation** within the second pillar, and
- **identifies key partnerships, their topics and budget**.

Our suggestions for amendments are the following:

Topic	Rationale	Proposed amendment
<b>Budget</b>	<p>Horizon Europe is broadening its scope, hosting missions and is urged to comply with citizens’ expectations.</p> <p>This burdens the budget particularly in the second pillar (collaborative research). It is crucial to maintain a proper balance within the full research chain (from low to high TRL) especially as we see an increasing urgency for Europe to meet the global challenges. Focussing on particular topics or specific levels of maturity disturbs the balance in this pillar. Mission focus on very particular topics, market-uptake is pursued in missions and their focus is on implementation of research outcomes. Hence they should be considered as an additional effort. This needs to be reflected in the budget.</p>	<p>Article 9</p> <ol style="list-style-type: none"> <li>1. The financial envelope for the implementation of the Framework Programme for the period 2021 – 2027 shall be <u>EUR 120 000 000 000</u> in current prices [...]</li> <li>2. (b) <u>EUR 78 600 000 000</u> for Pillar II 'Global Challenges and Industrial Competitiveness' for the period 2021 - 2027</li> </ol>

Topic	Rationale	Proposed amendment
<b>Revised funding rules for iPPP</b>	PPP are an adequate measure to push specific topics and develop selected technologies to market maturity. The attractiveness of these partnerships depends on their funding. Assuming a low EU-funding will weaken their efforts in lower TRL as this work usually shows less synergy with product development in the private sector. A low funding rate will undermine the PPP's capability to pursue research and hamper innovation by focussing on short term gains in very evolutionary advances. In addition it is crucial that PPPs embraces in an open manner the best European competitive research.	Annex III, Partnerships 1. Selection (e) Ex-ante demonstration of the partners' long term commitment, including a minimum share of public and/or private investments; In the case of institutionalised European Partnerships, the financial and/or in-kind, contributions from partners other than the Union, <u>may reach up to 50% for partnerships between the EU and private partners, and may reach up to 75% for partnerships that offer funding in the form of financial contributions, e.g. from agencies of member states.</u>
<b>Dissemination activities</b>	The collaboration of partners in a project terminates after a projects' live span. To maintain work on a dissemination plan beyond that point is neither justifiable nor needed.	Article 45 6. [...] The beneficiaries shall further develop the plan during <del>and after the end of</del> the action.
<b>Missions</b>	Missions, as described in Mazzucato's report are designed to pursue implantation of technologies. E.g. 100 carbon free cities are designed to actually implement new technologies and policies in cities. This aspect is not part of a research framework program and hence should be addressed by EU-instruments (e.g. structural funds) that are dedicated to this purpose.	Article 7 Missions 3. <u>(g) focus on the scientific and technological advancements to prepare market-uptake and implementation by other EU-instruments.</u>
<b>Existing policies</b>	The Commission and stakeholder groups have developed strategies and roadmaps, such as the 'Roadmap to a single European transport area', the 'Strategic Transport Research & Innovation Agenda' or the 'Strategic Energy Technology Plan'. Their uptake into the strategic programming should be explicit.	(7) Activities supported under the Programme should contribute towards the achievement of the Union's objectives and priorities, the monitoring and assessment of progress against those objectives and priorities and for the development of revised or new priorities. <u>The Programme shall seek alignment with well establish roadmaps and strategies.</u>
<b>Funding rules</b>	The suggested funding by lump sums, flat rates and other mechanisms can exclude some stakeholders from such calls. E.g. lump sums or loan based are particularly discriminatory for non-profit organisations.	(56) The types of financing and the methods of implementation under this Regulation shall be chosen on the basis of their ability to achieve the specific objectives of the actions and to deliver results, taking into account, in particular, the costs of controls, <u>the administrative burden, the expected risk of non-compliance, and the openness of the selected method for stakeholders.</u> For grants, this shall include consideration of the use of lump sums, flat rates and scales of unit costs.