Voting List #1

No.	Title	Main issues	Committee / Member	Policy Areas	Comments	Score (1 to 5)
	LARGE-SCALE PROJECTS					
	Security of Airports					
1	**Effectiveness of airport security measures**	The project main objective is a comparison of existing active (irradiating) scanning technologies with the passive (receptive) scanning technologies and areas of use, highlighting the advantages of the passive ones for passenger security-health-privacy, as well as their other prospective new areas of use. As an example, since millimetre waves at 94 GHz are transparent to water vapour, such devices might be used for earth observation, even in the presence of clouds, fog or smog.	**TRAN Committee**	ITRE , ENVI, TRAN, JURI, LIBE	Combine with No 2	
2	**Entering a new era of scanning devices**	The project should focus on evaluation and comparison of using different technologies and different regulatory procedures to enhance the effectiveness of security measures applied by airports and identification of potential health impacts of different passenger and airport staff checking methods. In this context, the project should analyse different categories of passengers and staff (pregnant women, children, random travellers, frequent travellers and staff who must undergo screening every day). The efficiency of different technological devices in detecting all possible kinds of explosives should also be an important aspect of the project. At the same time, the project should also analyse and compare the effectiveness of incurred costs and assess the proportionality between potential adverse health aspects and costs of security measures, on the one side, and the enhancement of security, on the other side.	**Tatarella**	ITRE , ENVI, TRAN, JURI, LIBE	Combine with No. 1	

No.	Title	Main issues	Committee / Member	Policy Areas	Comments	Score (1 to 5)
	Security of Internet and responsible handling of personal data					
3	**Security of e-Government Systems**	E-government services need consumer confidence in the use of information and communication technologies (ICT) for citizens-to-government interaction. This will have to be based on a comprehensive offer and on the accessibility of e-government services, but also on having informed/trained users. Even if e-government services are well-developed on a local/national basis, the interoperability of e-government services at a cross-border level is not yet a reality. The interoperability of secure e-government services requires interoperable Public Key Infrastructure (PKI). This interoperability is not ensured today, due to technical and/or legal barriers. The project should identify and address the existing barriers to the interoperability of e-government systems and PKI at the local/regional and national level.	**Țicău**	ITRE, IMCO, LIBE		
4	**Privacy in the Internet of things**	The emerging new paradigm of ICT promises unprecedented levels of new services in support of human activities, but contains also unprecedented challenges for the right to privacy. The objective is to provide an overview and analysis of existing studies on legal and technical possibilities to preserve the protection of this fundamental right. Limitations of the current data protection framework will be identified as an input for political debate and decision-making on the need for regulatory reforms.	**Contractors' suggestion**	ITRE, IMCO, LIBE	Integrate with No. 3	
5	**IT Security across the borders**	ICT security has increasingly become an issue that does not respect borders. This raises a set of questions, such as: • Which new challenges can be seen for trans-national handling of ICT security? • Is there a need for EU regulation of the ICT security level of new ICT products? A project can develop scenarios for ICT security across borders, which will be debated at expert and stakeholder workshops, in order to prioritise the challenges and develop policy options.	**Contractors' suggestion**	ITRE, IMCO, LIBE	Integrate with No. 3	
6	**Social networks: convenience and privacy issues**	The advent of social networks and related services enables a broad range of possibilities, e.g. for exchanging information, communication and collaboration. However, it also entails new potential threats to privacy which require effective instruments to prevent privacy infringement. As users tend to reveal much personal data and information in social networks, this becomes a challenging task. A certain precondition for developing suitable approaches to cope with this challenge is to raise awareness among individuals, as well as businesses and government.	**Contractors' suggestion**	ITRE, IMCO, LIBE	Integrate with No. 3	

No.	Title	Main issues	Committee / Member	Policy Areas	Comments	Score (1 to 5)
	Eco-Efficient Transport					
7	**Eco-Efficient Transport**	Road transport is responsible for 40 % of CO_2 emissions and even for 70% of them in urban areas. The technical progress in vehicle engines is one strategic direction to be analysed, but future planning for urban development and urban mobility improvement should also be analysed. This should be done for passenger transport, as well as for freight transport. The STOA project would therefore be aimed at assessing: • the existing urban development and urban mobility plans; • the assessment of transport needs: public transport, freight transport, intermodal transport; • the assessment of future eco-fuel infrastructure and the need for future production capacity; • the economic assessment of the needed investments; • the need for an EU platform/mode; • the economic and technical assessment of the Intelligent Transport systems to be used. The project should identify the needs for future infrastructure development, at the local/regional, national and EU level.	**Țicău**	ITRE, ENVI, TRAN	Combine with No. 8, 9	
8	**Chances and challenges in the field of developing electric urban mobility systems, such as local/regional railways, e-bikes and e-cars**	To assess which means are most suitable for solving urban mobility problems, such as fuel consumption, CO_2 emissions, noise, space use, infrastructure capacity, safety in the field of developing electric urban mobility systems, such as local/regional railways, e-bikes, e-cars and other electric vehicles. To assess which means are most suitable for ensuring a clean urban transport and for ensuring the necessary infrastructure in order to supply the needed type of energy.	**TRAN Committee**	TRAN, ENVI, ITRE	Combine with No. 7, 9	
9	**Technology options for reducing fuel consumption and emissions in maritime shipping**	Listing of available technology options for: - reducing fuel consumption for ship propulsion (e.g. in ship engines' efficiency, alternative energy sources such as wind, ship design) - using land-based electricity in shipping (e.g. in ports and locks) - reducing the quantity of emissions and their impact on health and the environment (e.g. fuel quality measures, emission control devices, use of alternative fuels), and quantifying the fuel consumption or emission reduction potential for each technology option considered.	**TRAN Committee**	TRAN, ENVI	Combine with No. 7, 8	
10	**Electromobility downstream**	Implications of electromobility on the sectoral innovation system and value chain of the European automotive sector. Technical, organisational and societal opportunities, risks and challenges for different actor types and countries.	**Contractors' suggestion**	TRAN, ENVI, ITRE	Integrate with No. 7, 8, 9	

No.	Title	Main issues	Committee / Member	Policy Areas	Comments	Score (1 to 5)
11	**Electromobility- User perceptions and expectations**	EU and national policies are aiming at increasing the share of electric vehicles in individual transportation. Design features of electric cars are often close to the known paradigm of the conventional 5-seat-car with 500+ km range. To stay within this vision implies substantial technological and organisational innovation barriers for electric mobility. Therefore a study could focus on three elements: • Review the existing body of knowledge on user perceptions and expectations regarding today's and future individual mobility and the role for electric cars; • Investigate the interdependence between conceptual designs of future electric cars, including the relevant 'fuel' supply infrastructure and technological, institutional and social innovation barriers for electric mobility and indentify the potential for conceptual flexibility; • Develop plausible socio-technical scenarios for innovation strategies for electric mobility, including a special perspective on policy instruments for their implementation.	**Contractors' suggestion**	TRAN, ENVI, ITRE	Integrate with No. 7, 8, 9	
12	**Integration of electric vehicles in the energy system**	The electric vehicle concept has been around since the early stages of private motorisation, but it is only very recently that the perspective of a significant and possibly rather rapid diffusion of electricity-powered vehicles has become realistic, due to the notable improvements achieved by batteries and by the overall electric (and/or hybrid) vehicle technology. Electric cars are currently about 4 times more efficient than the internal combustion ones, and about 1.5 times for mechanical energy production, taking into account the whole process from the primary fuel source, in the case of efficient power plants, and their emissions are limited to those generated at the power plants. The massive introduction of this technology in the market might moreover revitalise the entire chain of the car manufacturing sector with considerable impacts on the job preservation. It is thus no surprise that the electrification of private motorisation stands on top of the current policy agenda.	**Contractors' suggestion**	TRAN, ENVI, ITRE	Integrate with No. 7, 8, 9	

No.	Title	Main issues	Committee / Member	Policy Areas	Comments	Score (1 to 5)
	Sustainable Agriculture					
13	**Climate Change mitigation and adaptation in European agriculure**	Agriculture, on the one hand, contributes around 10 % of the overall climate gas emissions. On the other hand, agricultural production in the EU is significantly threatened by Climate Change impacts, as drought and extreme weather events are predicted to occur much more frequently. At the same time, increasing demand for agricultural biomass requires higher productivity based on a sustainable intensification process. Altogether, these partly contradictory developments create a fundamental need for advanced agricultural research and development, improving farming practices and adequate agricultural policies, in order to meet the challenges of Climate Change.	**Rübig, Harbour**	AGRI, ITRE, ENVI	Combine with No 14, 15,16,17	
14	**Slurry acidification technology as a method to combat ammonia and greenhouse gas emissions from intensive livestock farming in the EU (*)**	Ammonia and greenhouse gas (GHG) emissions are important challenges associated with intensive livestock farming. At overall EU level, agricultural emissions are 462 million tonnes of CO_2-equivalent of greenhouse gases in 2007. The European Commission has announced a reform of the Common Agriculture Policy in the second half of 2010, which will include an important chapter on mitigating greenhouse gas emissions from agriculture. Cost-effective methods to reduce methane and ammonia emissions have already been developed and are put in practice. This STOA project should be aimed at investigating the possibilities the slurry acidification technology offers to mitigate greenhouse gas and other emissions throughout the EU.	**Chatzimarkakis**	AGRI, DEVE, ITRE	Combine (as workshop) with No 13,15,16,17	
15	**Sustainable Water Management**	Water management is facing major challenges due to increasing uncertainties caused by Climate Change and by fast-changing socio-economic boundary conditions. More attention has to be devoted to understanding and managing the transition from current management regimes to more adaptive regimes that take into account environmental, technological, economic, institutional and cultural characteristics at global and local scale. This implies a paradigm shift in water management for adaptation to contemporary climate variability. The project will address the following issues: • water consumption trends and availability in different economic sectors (agriculture, industry, residential sector) and in different geographic regions of Europe; • examples of best practices of water management in Europe; • water management developments in agriculture (treatment- reuse- irrigation techniques and practices); • agriculture and water management trends and perspectives; • water as an important but finite resource, resource-efficiency aspects.	**Tabajdi, ENVI Committee**	ENVI, ITRE, AGRI	Combine with No 13, 14, 16,17	

No.	Title	Main issues	Committee / Member	Policy Areas	Comments	Score (1 to 5)
16	**The role of research, technology and innovation in Agriculture with regard to future competiveness**	Future challenges facing the European agriculture can be summarized as follows: achieving food security and safety in a economically viable and socially responsible way, while confronting a more market-driven and competitive regime, and adapting to global Climate Change. To address these challenges and to generate additional income and employment for rural areas, the role of agricultural research and development (R&D) and innovation is critical. R&D must be considered as a cost-effective method for promoting growth with sustainability while attaining competitiveness. A great effort in R&D and innovation is needed in order to allow the future agriculture to shift from resource or input-based growth to a knowledge or science-based growth.	**AGRI**	AGRI, ITRE, ENVI	Combine with No 13, 14, 15,17	
17	**Options in and for the CAP from a biodiversity perspective**	The project aim is to identify: i) the best experiences of conservation of biodiversity so far implemented, ii) the innovations in terms of land use, crop varieties and methods of control that contribute towards improving agricultural biodiversity, iii) the agriculture policy options for propmoting the dissemination of good practices and introducing technical innovations to improve the environmental performance of the agricultural sector.	**AGRI**	AGRI, ITRE, ENVI, BUDG	Combine with No 13, 14, 15,16	

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	Voting list #2					
	WORKSHOPS					
18	**A coherent IPR discussion and development within the EP in support of a future IPR strategy for Europe**	A workshop should be organised in connection with the European Innovation Summit 2010. The workshop should deal with Copyright and Digital Single Market issues, which will be on the agenda of the EP over the next years. Most important topics to be addressed are: i) Harmonsation of Copyright & Licensing, ii) Enforcement of Copyright, iii) Copyright Levies.	**Rübig, Chatzimarkakis**	JURI, ITRE, IMCO, REGI, INTA	Combine with No.19	
19	**Copyright in a Digital Single Market**		**Rübig**	JURI, ITRE, IMCO, REGI, INTA	Combine with No.18	
20	**The Importance Of Astronomy: The New Map Of The Universe And The Evolution Of The Universe**	The workshop will address the importance of Astronomy stressing the major contributions provided by the European astronomical facilities and the European scientific missions in space.Political and technological outcomes, research, new technologies, new societal values, 'educate to innovate' policy, new materials, new sources of energy, new health treatments, as well as possible impacts on energy distribution and supply, telecommunications, transport, agriculture production and water resources.	**Tatarella, Riera Madurell**	ITRE, ENVI, CULT, AFET, EMPL, REGI		

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21	**The importance of fundamental physics and the role of CERN**	The workshop should address the role of fundamental research in a knowledge-based society: CERN, which is the biggest laboratory worldwide for research in particle physics, will be taken as a case study for the discussion of the relation between fundamental research and a knowledge-based society. The workshop should also address the peculiar role of CERN in fostering knowledge and technology transfer across the EU and worldwide.	**Tatarella**	ITRE, CULT, EMPL, REGI		
22	**CO_2: A Future Chemical Fuel**	The aim of the project will be to demonstrate that alternative solutions to CO_2 geological sequestration are possible, economically viable and can generate a new industry. The principles of an alternative model would be as follows: • Chemical reduction of CO_2 using hydrogen obtained by the electrolysis of sea water. This process could produce methane, methanol or synfuel, depending on the catalytic process. Newly developed catalysts based on nanomaterials will almost certainly play a significant role. • This process is expected to be able to produce 80,000 fuel barrels/day, as expected in two new plants currently being developed in the USA and China (the latter is a joint US-Chinese project, following the recommendation of the Academy of Sciences of the P.R. of China). • This fuel will be able to 'store' the excess electricity and is a key step to the regulation of the electrical network, when the worldwide role of renewable energy becomes substantial, or in connection with nuclear generation.	**Correia de Campos/ ENVI**	ENVI, ITRE		