

# ERA-NET TRANSPORT

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## **1. ERA-NET TRANSPORT – Paving the way for joint European transport research**

ERA-NET TRANSPORT ([www.transport-era.net](http://www.transport-era.net)) brings together the transport research programmes from eleven countries. It aims at providing an instrument to the policy makers and at achieving an efficient trans-national research cooperation in the field of transport. This means the opening up of national research programmes to participate in the development of a joint vision, joint procedures, joint programming and joint project management in Member and Accession Countries.

### **1.1 Goals and objectives of the ERA-NET TRANSPORT**

The long-term goal, i.e. beyond the period 2004-2007, of the ERA-NET TRANSPORT is to contribute to improving the outcome of transport research programmes in terms of quality, efficiency and effectiveness within current national budgets. The vision behind the ERA-NET TRANSPORT can be described as a cooperative European framework for transport research programming, where regional, national and European programmes can cooperate, coordinate or even integrate their activities on a voluntary basis and in line with their respective sovereign interests and competencies.

The framework shall be designed to offer benefits to programmes at national, regional and European level, offering various levels of possibilities for cooperation and coordination between programmes all the way to joint programming and mutual opening of programmes, where deemed useful and necessary. In the end, and depending on the specific thematic area, programmes can be defined in different geometries and combinations of funding in order to best meet the problem situation. ERA-NET TRANSPORT aims to develop the foundations, potential themes and test the first experiences for such a vision of future transport research programming in Europe.

The project objectives of the ERA-NET TRANSPORT for the period 2004 – 2007 is to provide an instrument to the policy makers (politicians, civil servants, industry and the academic world) and to achieve an efficient trans-national research cooperation in the field of transport. This means the opening up of national research programmes to participate in the development of a joint vision, joint procedures, joint programming and joint project management in the field of transport. This can be put in action in the following ways:

1. Develop model procedures and rule sets for cooperation and coordination at different levels of intensity in order to establish a basis for sustained European research framework,
2. Map the national programmes or transport RTD activities analysing the objectives, main players and approaches and develop a shared perspective for European transport research and identify the topics that are most fit for cooperation and integration,
3. Test and implement the cooperation and coordination activities, the model rules and procedures on the selected topics and draw conclusions on the basis of monitoring and evaluating practical experiences in relation to issues such as impact on national, regional and/or European transport research and policies planning and efficiency, and

4. Communicate the efforts, experiences, findings, conclusions and results with the relevant stakeholders in the different stages of the ERA-NET TRANSPORT.
5. Develop model procedure for setting up national transport research strategies and programmes that are structurally open for cross-border cooperation, in the framework of the emerging European Research Area.

The ultimate ambition is establishing an efficient instrument for common programmes with joint calls and evaluation procedures for those topics identified on the basis of foresight fostering a shared vision on future research.

The work plan is designed in order to obtain these objectives. This requires a number of auxiliary objectives to be realised, for instance a review of national programming practices, an analysis of barriers to cooperation and coordination in transport research, or a forward-looking activity aiming to identify upcoming research themes where multilateral cooperation and coordination would be needed. In order to ensure access to these types of ground-laying information, a repository and system of common knowledge and tools to exploit it need to be provided.

It should be noted that the ERA-NET TRANSPORT could have clear benefits beyond the area of transport research. By developing and testing procedures, tools and mechanisms for cooperation and coordination between research programmes, the ground will be laid for later ERA-Nets in other fields of research. Building on the valuable experience of the ERA-NET TRANSPORT and adjusting the instruments developed, the learning curve is likely to be steeper than without the pioneering methodological work suggested here.

## ***1.2 The scope and the principles of the ERA-NET TRANSPORT***

The ERA-NET TRANSPORT offers a platform for cooperation and coordination over the full spectrum of transport and transport technology research. Which specific topics will be taken up depends on the specific interests of the participating countries. One of the main principles of ERA-NET TRANSPORT is the openness to newly interested and relevant member countries. Mechanisms will thus be foreseen to expand the group of members beyond the current number of 13 partners.

The ERA-NET TRANSPORT supports and coordinates research activities between the EU member states and further interested countries' Transport, Research and Science Ministries and programme management organisations. With its' activities the ERA-NET TRANSPORT brings together all the relevant players in the field of transport research like public authorities, agencies, funding bodies and scientific institutions.

The ERA-NET TRANSPORT supports, coordinates, formulates, implements and disseminates cooperation in transport research. The ERA-NET TRANSPORT deals with the entire transport research programming system, starting at the strategic level, over the programming level till the project level. It will thereby have a strong impact on operational and managerial aspects. The ERA-NET TRANSPORT covers the whole thematic range of transport research including all modes of transport. Nevertheless, the results of the ERA-NET TRANSPORT activities indicate thematic focal points like road transport research for instance.

With the principle of variable geometry and voluntary participation, far from all national transport research activities will be comprised by the ERA-NET TRANSPORT. Only when several partners see a clear benefit from participating in a specific coop-

eration and coordination activity, it will be started. The ERA-NET TRANSPORT will follow a stepwise approach, which will gradually increase the level of cooperation but also broaden the fields of research covered, based on the successes of the first experiences.

### ***1.3 The success criteria's of the ERA-NET TRANSPORT***

The success of ERA-NET TRANSPORT should be measured in several ways. The first and immediate results will be the deliverables from Work Packages (WP, described later) 1-4 which give a clear picture of the national transport research programmes in terms of tools and procedures as well as in areas of research.

The next step of a successful ERA-NET TRANSPORT will be to develop a basis for further cooperation and coordination. This is done by the development of tools and mechanisms for the coordination and cooperation as one important step. The other being the identification and selection of themes for further cooperation and coordination, and developing of model procedure for setting up national transport research strategies and programmes.

The final success criteria will be the cooperation and coordination activities, which will be initiated by the ERA-NET TRANSPORT. It is the outcome of these activities, which will feed into the learning process of the ERA-NET TRANSPORT and which will be the most important success criteria. This reflects the attitude to cooperation and coordination of the national governments and from the Commission. The success would be a willingness to include the findings and recommendations from the ERA-NET TRANSPORT in the future definition of national and EU transport research programmes.

The assessment and monitoring of the success is an integrated part of the project. The monitoring exercise is integrated as a separate task in each work package and will be coordinated by WP 5.

## 2. Work plan and work packages

The core work packages reflect the main objectives of the ERA-NET TRANSPORT, complemented by a horizontal dissemination activity. Of course, a management work package fulfils the function of ensuring the smooth and coordinated implementation of the work packages. A stepwise approach will be followed in all work packages when moving from the level of exchange of information towards more advanced and concrete forms of cooperation and coordination, with the option of reaching the level of joint programming in selected research areas at the end of the four-years period.

The Work Package leaders all represent larger transport research initiatives in Europe with different management experiences. The Austrian Ministry of Transport is in charge of the national research programme, which is managed by very well defined tools. The Austrian partner provides a strong expertise to the field of WP1, elaboration of tools and mechanisms for cooperation activities.

The Ministry of Transport, Public Works and Water Management in the Netherlands has a strong tradition for analysis and foresights in the transport sector and is therefore selected to lead WP2 comprising activities to identify areas for cooperation and coordination.

The Directorate for research and scientific and technical affairs (DRAST) from France are deeply involved both in the management of the large national transport programme PREDIT and in the cooperation between France and Germany, DEU-FRAKO. DRAST is selected to lead WP3 in the cooperation and coordination activities.

The Finnish Ministry of Transport and Communications has a significant role in managing the Finnish research funds and the research unit has a clear role in dissemination of Finnish research results to the end users. The Finnish partner is selected to be in charge of WP4 concerning dissemination.

The Coordinator of the ERA-NET TRANSPORT is TUV Management Systems GmbH from Germany. They have experiences from managing one of the largest European transport research programmes. Furthermore TUV is responsible for the secretariat of DEUFRAKO, probably the most advanced bi-national cooperation of transport research in Europe. Coordinator is also in charge of WP5 and WP6.

Work package 1 deals with the development and specification of the necessary mechanism, procedures and rules for the realisation of cooperation and coordination between national and regional programmes. A continuous learning process is ensured by a permanent monitoring and assessment activity that will feed the experiences made in Work package 3 (dealing with the actual implementation of cooperation and coordination) back to Work package 1, while the actual implementation activities in Work package 3 will be guided by the rules and procedures developed and improved in Work package 1. This work package also contains a task of developing guidelines for national transport research strategies and programmes that are structurally open for cross-national cooperation. Work package 1 also provides the best practise information to Member/Accession States and regions aiming to set up transport research programmes.

Defining a separate work package on model procedures and rules for cooperation and coordination is of strategic importance for both the ERA-NET TRANSPORT,

because a clearly structured repository of such rules and procedures is key to ensuring a systematic and sustainable institutionalisation of mutual cooperation, and coordination beyond the lifetime of the ERA-NET project.

Work package 2 represents the main preparatory building block for the actual implementation of cooperation and coordination activities. It aims at developing a joint understanding of the future agenda for transport research, incorporating the links between policy and research. From this base a transparent and consolidated process of selecting thematic priorities for cooperation and coordination is needed.

This will be achieved by means of a combination of an overview of national and European transport research activities (i.e. a European research roadmap) and a foresight-type process to define the strategic research priorities for Europe in the future. In contrast to WP 1, the review work in this work package will concentrate on the thematic dimension of transport research. In addition to themes for programme coordination, WP 2 also aims at identifying themes for future initiatives for joint programming as an input to reaching the longer-term objectives of ERA-NET TRANSPORT.

Work package 3 is the core building block of the entire ERA-NET TRANSPORT. Here, the actual cooperation and coordination activities will be implemented and the developed procedures (results of WP1) tested. Initially, the themes and appropriate mechanisms for implementation (i.e. levels of cooperation and coordination) have to be selected, based on the results of Work package 2 and the priorities of the national ministries in charge of transport research. Also the earlier findings from the EPTR-workshop will be taken into account. The activities to be implemented will reflect the five levels of cooperation and coordination.

Work package 4 is dedicated to dissemination tasks. It represents a significant part of this ERA-NET because access to up-to-date information on past and ongoing transport research in Europe (EU, Member States and Candidate Countries) represents an important pre-condition for effective collaboration and a key input for the identification of strategic themes for cooperation. In this sense, this work package has in the first instance an important dissemination function to play internally to the ERA-NET TRANSPORT. In the second instance, it is obviously also meant to contribute to dissemination to a wider audience and allow cooperation with other institutions for research collaboration in the wider sense.

Work package 5 aims primarily at providing a structured system for the coordination of network activities. The work package will ensure effective coordination and cooperation among all the contracting partners and different work packages. The coordination aims at ensuring that the outputs arising from project meets the requirements of ERA-NET scheme and the framework programme. WP 5 will also provide information material and minutes of Management Group and Executive Board meetings as well as prepare and deliver all reports and results for the next steps.

Work package 6 aims primarily at providing a system for the full administrative and financial management of the project. In order to achieve this, the project management will provide effective administration and financial services to partners and the Commission.

Given the diversity of national approaches and interests, it is important to have a clearly defined procedure for initiating and conducting the activities in the ERA-NET.

The stepwise approach underlying the ERA-NET TRANSPORT is reflected in the two phases of implementation foreseen. Phase 1, i.e. the first two years (2004-2005) aim on the one hand to consolidate the forward-looking, thematic part of the work, concentrated in Work package 2 and on the other to test the procedures and tools in Work package 3. In parallel, the model procedures for higher levels conceptualised (Work package 1). Phase 2 (2006-2007) will then put the emphasis on the implementation of higher levels of cooperation and coordination (Work package 3) and the refinement of the respective procedures and rules (Work package 1). Dissemination (Work package 4) will be a continuous task throughout the entire project. In line with this two-phase approach, an ERA-NET "milestone" is foreseen after two years.

### 3. Partners

The consortium behind the ERA-NET TRANSPORT is formed by a group of key programme managers from the countries in Europe where transport research is given high priority. The consortium is not established for the purpose of an ERA-NET project, but is based on an existing network of programme managers (European Platform for Cooperation and Coordination of Transport Research - EPTR), which has been active for several years.

The commitment to be involved in a step by step approach towards increased cooperation has already been demonstrated by the level of activity in EPTR. Without any specific funding either on national or international level the group of programme managers have held a number of workshops and started a systematic exchange of information at programme level.

An effort has been made to include as many countries as possible in the ERA-NET TRANSPORT. This is to form a future permanent structure for the cooperation and coordination activities. The partners must however have the responsibility for a strategically managed transport research programme to participate in the ERA-NET TRANSPORT. Therefore not all EU members and accession countries could participate in the first part of the ERA-NET work. Efforts will be done in the second year to include more countries in the activities of the ERA-NET TRANSPORT. In November 2004 European Commission already accepted the supplementary proposal for Poland and Denmark to join the ERA-NET TRANSPORT.

The partners in the consortium are:

No	Name	Country
1	TÜV Management Systems GmbH, PTMVBW	Germany
2	Austrian Federal Ministry for Transport, Innovation and Technology	Austria
3	Federal Public Planning Service - Science Policy	Belgium
4	Liikenne- ja viestintäministeriö (Ministry of Transport and Communications)	Finland
5	Ministère de l'équipement, des transports, du logement, du tourisme et de la mer; Direction de la recherche et des affaires scientifiques et techniques (METLTM/DRAST)	France
6	Bundesministerium für Bildung und Forschung (BMBF), (Federal Ministry of Education and Research)	Germany
7	Ministry of Transport, Public Works and Water Management	The Netherlands
8	Samferdselsdepartementet, Ministry of Transport	Norway
9	The Swedish Agency for Innovation Systems (Vinnova)	Sweden
10	Department for Transport (DfT)	United Kingdom
11	Institut des sciences et des techniques de l'équipement et de l'environnement pour le développement	France
12	Ministry of Scientific Research and Information Technology	Poland
13	The Danish Ministry of Transport	Denmark

## **Germany**

The German partners are TUV Management Systems GmbH, Projektträger Mobilität und Verkehr, Bauen und Wohnen ([www.tuvpt.de](http://www.tuvpt.de)), partner number 1, and the Federal Ministry of Education and Research (BMBF, [www.bmbf.de](http://www.bmbf.de)), partner number 6.

The ministry is responsible for the national research programme "Mobility and Transport", which was adopted by the federal cabinet in March 2000. The programme addresses longer-term objectives.

TUV has for decades been commissioned with the management of the transport research funded by the BMBF. Today, TUV also maintains the secretariats of the German-French cooperation DEUFRAKO and of the EUREKA umbrella project LOGCHAIN. They are also commissioned to maintain the national Contact Point for transport research.

There is a close coordination between the BMBF and the Ministry of Transport, Building and Housing (BMVBW). The BMVBW gives political input and expertise to all transport research programmes of BMBF and also funds own programmes.

## **Austria**

The Austrian partner is the Department for Mobility and Transport Technologies at the Austrian Federal Ministry for Transport, Innovation and Technology BMVIT ([www.bmvit.gv.at](http://www.bmvit.gv.at)). Partner number 2.

BMVIT, together with its agencies (e.g. Via Donau, TIG, etc.) is the main financier and organiser of transport and transport technology research at national level in Austria. The coordinator of national transport research is the Department of Mobility and Transport Technologies which is responsible for strategic and financial planning of the R&D activities, as well as for priority setting. The department is also the central node and contact point for both national and international research and policy coordination.

## **Belgium**

The Belgian partner is the Federal Public Planning Service - Science Policy (PPS Science Policy, [www.belspo.be](http://www.belspo.be)). Partner number 3.

Federal Public Planning Service - Science Policy is responsible for the organisation of interfederal consultation within the Federal Cooperation Commission (FCC) and of the International Cooperation Commission (ICC) and their specialised consulting groups in R&D matters, which concern the Federal Authority, the Communities and the Regions, respectively at the international level and at the Belgian level. Federal Public Planning Service - Science Policy is actively involved in a wide range of international coordination activities in transport research.

## **Finland**

The Finnish partner is the Research Unit in the Ministry of Transport and Communications ([www.mintc.fi](http://www.mintc.fi)). Partner number 4.

Ministry of Transport and Communications together with its agencies (Road-, Rail-, Maritime-, Aviation- and Vehicle Administration) is the main financier and organiser of transport research at national level in Finland. Many of the national programmes and projects are conducted in cooperation with municipalities and other regional organisations. The Research Unit is responsible of strategic, operational and financial planning of the R&D activities in the ministry. This unit is transport sector contact point in both national and international research.

## **France**

The French partners are the “Direction de la recherche et des affaires scientifiques et techniques du ministère de l'équipement, des transports, du logement, du tourisme, et de la mer” (directorate for research and scientific and technical affairs, hereafter named DRAST, [www.equipement.gouv.fr](http://www.equipement.gouv.fr)) – partner number 5 – and the “Institut des sciences et des techniques de l'équipement et de l'environnement pour le développement” (hereafter ISTED, [www.isted.com](http://www.isted.com)) – partner number 11 – duly mandated by the DRAST for this project.

The DRAST is responsible for coordinating transport research within the French ministry of transport, and is also the main financier of the broad transport research programme named PREDIT. The DRAST hosts the permanent secretariat of PREDIT. It is responsible for French participation in the EGNOS/Galileo projects. It also has authority over a network of scientific and technical organisations, which are involved in transport research.

ISTED ([www.isted.com](http://www.isted.com)), a non-profit organisation, is a platform for study and debate, information and action, at the service of its public and private members in the public works, transport, planning, cities and environment sectors. It facilitates their international activities, promotes and optimises the use of French know-how throughout the world. It is responsible for managing the dissemination and communication activities of the ongoing PREDIT programme, and has experience with research management and European affairs.

## **The Netherlands**

The Dutch partner is the Ministry of Transport, Public Works and Water Management ([www.minvenw.nl](http://www.minvenw.nl)), Directorate for International and European Affairs (DIZ). Partner number 7.

In the Ministry of Transport, Public Works and water Management DIZ is responsible for international policy planning, monitoring and control. DIZ is the advisor to the minister in the field of international relations and the coordinator between the experts in separate fields of infrastructure, transport, logistics, mobility and water management. DIZ is also assigned for planning and promoting international cooperation in the field of research, innovation and knowledge management.

## **Norway**

The Norwegian partner is the Ministry of Transport and Communication (SD-NOR, <http://odin.dep.no/sd>), partner number 8.

SD-NOR set the overall framework for transport research in terms of themes and budget for the initiatives. The management of calls etc. is however taken over by the Norwegian Research Council.

In addition to R&D-funding from the ministry (partly matched by private funding), transport authorities and state companies (the Public Roads and the National Railway Administrations, the Civil Aviation Authority) finance research on issues related to building and running of infrastructure, environment and safety.

## **Sweden**

The Swedish partner is VINNOVA ([www.vinnova.se](http://www.vinnova.se)). Partner number 9.

VINNOVA is one of the biggest financer of R&D in Sweden. It is a governmental agency and its aim is to promote sustainable growth in business, society and working life by developing effective innovation systems and funding of need-driven research.

VINNOVA has a broad network in Sweden and abroad (mainly in EU ) and has an effective cooperation on joint financing of projects. Furthermore VINNOVA shares the role of NCP for ERA –NET with The Swedish Research Council.

## **United Kingdom**

The UK partner is the Department for Transport (DfT, [www.dft.gov.uk](http://www.dft.gov.uk)), partner number 10.

DfT is a central Government Department with its own internal transport research. The research is managed within separate policy relevant programmes. The research is carried out by external contractors selected through competitive tender processes. The Department also acts as a central node and contact point for both national and international research and policy coordination.

## **Poland**

The Polish partner will be the Ministry of Scientific Research and Information Technology (MSRIT, [www.mnii.gov.pl](http://www.mnii.gov.pl)), partner number 12.

The MSRIT and its' department of European Integration is the main responsible unit for scientific and transport research in Poland. The MSRIT is responsible for the strategic and political steering of national transport research and transport research policy. It is primary funding authority for transport research. The MSRIT is also responsible for establishing international cooperation in the field of science and technology.

## **Denmark**

The Danish partner will be the Danish Ministry of Transport (DKMT, [www.trm.dk](http://www.trm.dk)), partner number 13.

The DKMT has the largest budget available for transport research in Denmark together with the Danish Transport Research Institute, which is a part of the Ministry and the largest Danish research institute dealing with transport research. The DKMT develops the main political plans and strategies regarding transport research. The DKMT participates very actively in the international cooperation of transport research and is a member of many international transport research organisations (e.g. COST, ECMT, NTF, EPTR).