



era-net
TRANSPORT
WWW.TRANSPORT-ERA.NET

- 2004 – 2007 (Phase I)
- 13 partners
- 11 countries
- 3.9 Mio € (for coordination only)
- Covering all modes of transport

Partners and national programme budgets



NO	Name	Nat.	Annual budget Mio €
1	TÜV Management Systems GmbH	DE	N/A
2	Austrian Federal Ministry for Transport, Innovation and Technology	AT	20
3	Public Planning Service Science Policy	BE	1
4	Ministry of Transport and Communications	FI	20
5	Ministry of public works, transport, spatial planning, tourism and the sea	FR	55
6	Bundesministerium für Bildung und Forschung	DE	40
7	Ministry of Transport, Public Works and Water Management	NL	20
8	Ministry of Transport and Communications	NO	16
9	VINNOVA	SE	18
10	Department for Transport	UK	70
11	ISTED	FR	0,5
12	Ministry of Science and Information Society Technologies	PL	11
13	Danish Ministry of Transport	DK	6
Total			278

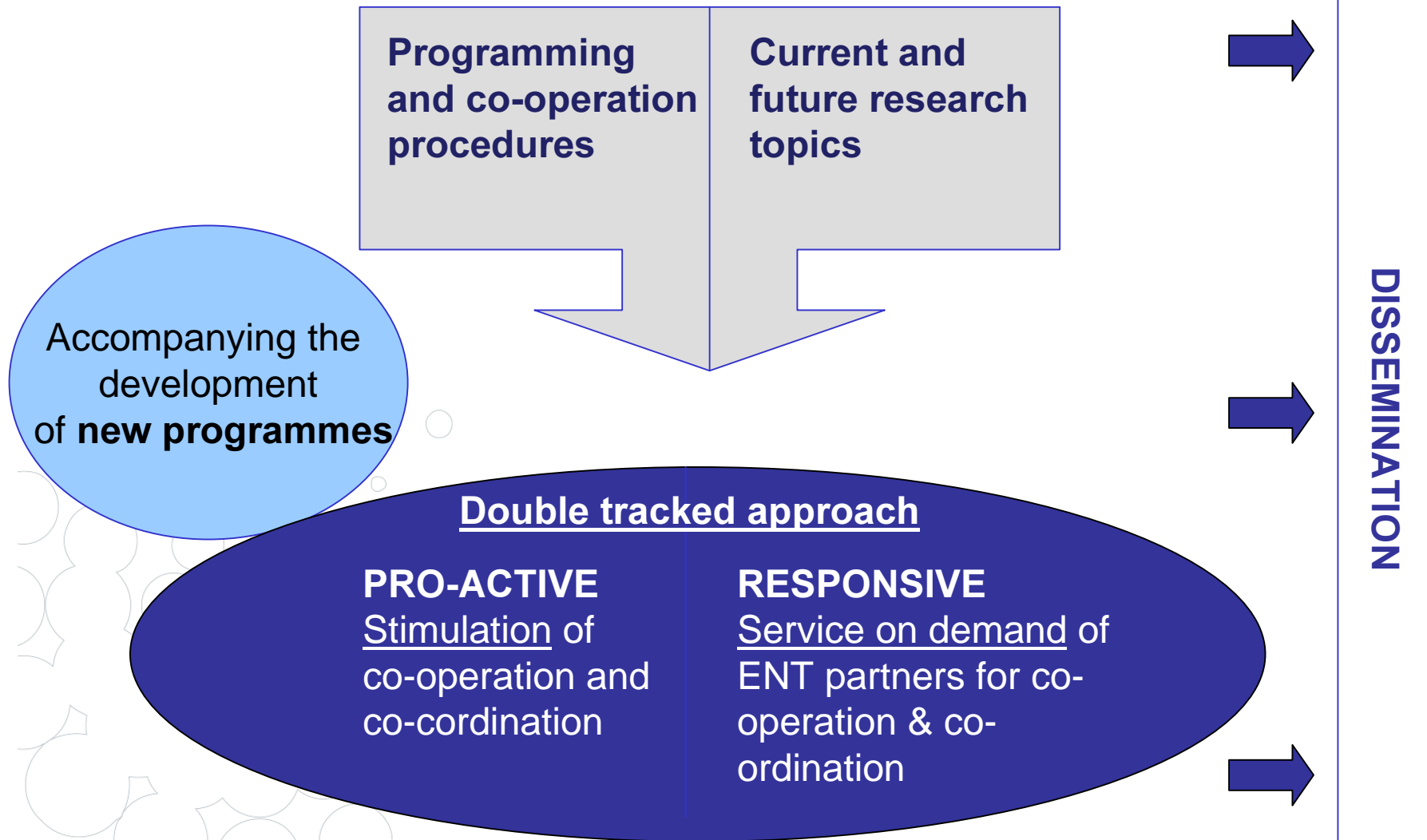


General goals



- Improve the outcome of transport research programs
- Develop the relevant network and knowledge basis
- Building up a **sustainable service platform for trans-national cooperation** of publicly funded transport research programmes
- Facilitating tailored procedures and service support for the coordination and co-operation of
 - *Transport research and*
 - *Transport policy*

Work Plan Structure



Work Packages



The ERA-NET TRANSPORT is organised in six work packages:

WP1 – Development of model procedures and rules

WP2 – Identifying areas for cooperation

WP3 – Implementation of cooperation and coordination activities

WP4 – Dissemination

WP5 – Coordination of network activities

WP6 – Contract and consortium management

Planning of activities – main structure

2004 / 2006

Road map

short-term research area

2005 / 2007

Foresight

long-term research area

EWS1

EWS2

EWS3

EWS4

EWS= Exploratory workshop



Structure and content of national programmes



Short-term: ENT Road map (under construction)

- 235 Programmes, 15 countries, 2.400 million Euro*, 1995 - 2010
- 9 Programme elements
- 6 Identified areas for cooperation 2005 – 2007 (2 selected, 1 t.b.d)
 - Economic benefits through pricing and taxation
 - **Environmental improvements through vehicle technology**
 - Economic benefits through integration, interoperability and intermodality
 - Efficiency improvements through transport and infrastructure management
 - Efficiency improvements through intelligent transport systems
 - **Safety and security improvements through transport and infrastructure management**

International transport research programming – Focus domains

Development

Regulation

FP6

and

ENT

FP7

Introduction

The outcome of WP 2



Deliverables (output) (available at www.transport-era.net)

Result of the EWS's

- Answer to the questions about WHAT
- Themes and topics for co-operation
- Indication of level of co-operation

Homework to be done for TWS

- Answer to questions about HOW
- Task sharing
- Budget sharing
- Combination

Planning of activities – Exploratory Workshops

Year:

2005

2006

3/2005

EWS1

10/2005

EWS2

EWS3

EWS4

TWS

TWS

TWS

???

- Cleaner cars
- Alternative propulsion and fuel cell
- Noise

- road user behaviour
- tracking and tracing
- driver assistance

Structure and content of national programmes



Long-term: ENT Foresight study

- Experts in Delphi survey and Policy seminar
- Future trends, policy objectives and research questions
- 4 areas for co-operation 2007 – 2013
 - Pricing and taxation
 - Integration of transport systems
 - Infrastructure provision
 - Decision support tools

International programmes and long-term priorities ENT



- European programmes
 - FP 6 (results)
 - FP 7 (calls)
 - Technology Platforms and Joint Technology Initiatives
 - Etc. (TEN's, Marco Polo, area-specific programmes)
- Trans-national programmes
 - ERA-NET Transport
 - Other ERA-NET 's?
 - JTRC OECD/ECMT
 - Eureka



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Analysis and benchmark of multilateral research policy cooperation practices



- **Analysis of multilateral cooperation practices**

- EU-Com level**

- European Framework Programme, Euro-Regional Projects, Technology Platforms, ERA-NET initiative*

- Pan-European level**

- EUREKA, European Science Foundation, ERA NET implemented activities*

- Trans-national level**

- Nordic Council of Ministers, Nordic Transport Forum, bi- and multilateral programmes (DEUFRAKO etc.), International Energy Agency (IEA)*

- **Benchmark of these practices (smartbench method)**

Barriers for cooperation 1



- Complicated and **time consuming calls** for tender, proposals or severe co-financing conditions.
- **Lack of administrative capacities, staff and financial resources.**
- Diverse opinions on principal public access and the use of **Intellectual Property Rights.**
- **Huge differences of available national funding budgets** for transport research and research.
- Addressing **applicable** research recipients (e.g. fragmented research sector, critical size of research arenas).
- **Different programming approaches** (e.g. research topics, financial models, programme scale).



Barriers for cooperation 2

- **Diverse programme management procedures** (e.g. model contracts, evaluation, project financing).
- The **absence of a consistent national transport research strategy** and research programmes.
- **Different timeframes** in programme development and government budget decisions.
- Problems/conflicts in **inter- and intra-ministerial cooperation** (diverse policy sector targets, strategies).
- **Public funding directions** and budget situations of different funding bodies (e.g. academic or applied research).
- **Diverse research interest** on the international and national level.

ENT focuses on:



1. Bringing together

- the RIGHT people at the SAME time

2. Dividing

- “Transport Policy Goals” and “Transport Technology Policy Goals” in the preparation of co-operation actions

3. Connecting

- “Umbrella Programmes” and/or/incl. “sub-programmes”.



Guiding procedural principle:

Thematical Focus

> WHAT?

INTEREST

Procedural Focus

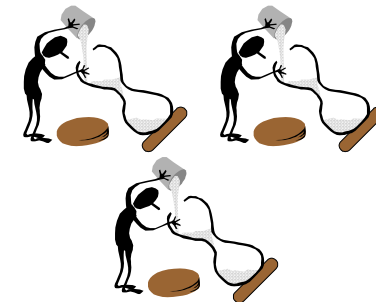
-> HOW?



TRUST

Focus on the Implementation

-> WHEN?



COMMITMENT

Recommendations on model procedures (based on good practice examples)



- **Models of research policy cooperation activities**
(management concepts)
for knowledge and information exchange,
for project clustering, joint projects
for joint programme and joint programming
- **Models of research funding activities**
(programme/ project funding concepts)
earmarked funding in umbrella programmes
co-ordinated research funding programmes
bi- and multilateral funding programmes

WP1 – Deliverables



1. “Overview of research programming and cooperation mechanism” (available at www.transport-era.net)

- a first overview of diverse policy regimes and policy styles.
- a picture of the main players, their roles and their functions in the national transport research and innovation system
- key-player diagrams.

2. “Analyses of barriers to cooperation and development of an initial proposal of cooperation procedures” (available at www.transport-era.net)

3. “Benchmark of practices for trans-national cooperation in transport research programmes”

- Analysis and benchmarking of multilateral research programme cooperation practices
- Recommendations on model procedures
- Conclusions and guidelines for national programme managers

➤ Accompanying the development of new programs

- **Report on Analyses of governance mechanisms in the Polish and Danish transport research sector**
(Draft! Del.1.7.: case studies)

- **Workshop Series:**

Arrange national workshop series and foresight exercises in Denmark and Poland to insure the full cooperation and active participation of all relevant national stakeholders.

First Polish WS was already carried out on the 20th of May 2005 with the 4 Ministries, national Technology Platforms [Road, Rail, Maritime, Aeronautics], Universities and the Undersecretary of State [Min. of Infrastructure].

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Facilitating co-operation



- **Facilitate tailored procedures** for co-operation ;
- **Test the model rules and procedures** on the selected topics and **draw conclusions** on the basis of monitoring and evaluating practical experiences ;
- **Develop new forms** of trans-national co-operation structures (Action groups);
- **Stimulate** actively trans-national cooperation in the short term and long term (**targeted workshops**)
- Provide **support for cooperation** on demand of ENT partners
- Develop mutual understanding agreements (**MoU**).

Topic-oriented procedure (PRO-ACTIVE approach)

1. Identification of 4 **areas for cooperation**
2. Refinement to **themes for cooperation** by **Explorative Workshops (EWS)**
3. Identification of specified **topics for cooperation** by **Targeted Workshops (TWS)**
4. Implementation of approximately 16 **concrete research cooperations** by **Action Groups**

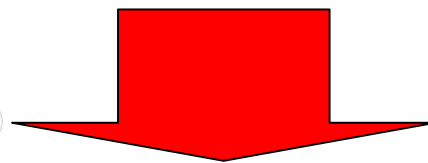


Transnational Research Cooperation

National interest-oriented procedure (RESPONSIVE Approach)



1. Initiative from Sweden towards a transnational cooperation on maritime safety
2. Identification of specified topics and types of cooperation by a preliminary workshop
3. Implementation of concrete research cooperations by Action Groups



Transnational Research Cooperation



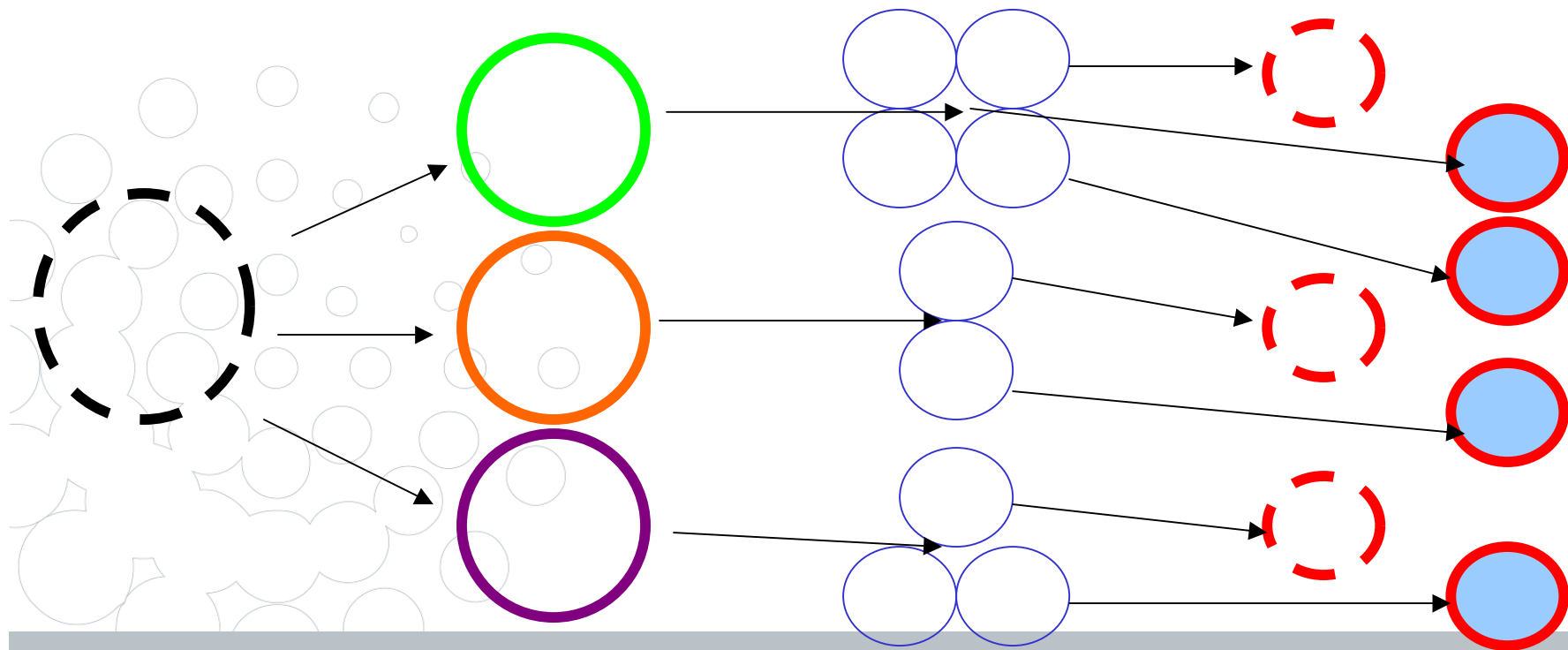
WP3: Process (ACTIVE approach)

Area (4)
for coope-
ration

EWS
3 sub-themes
identified

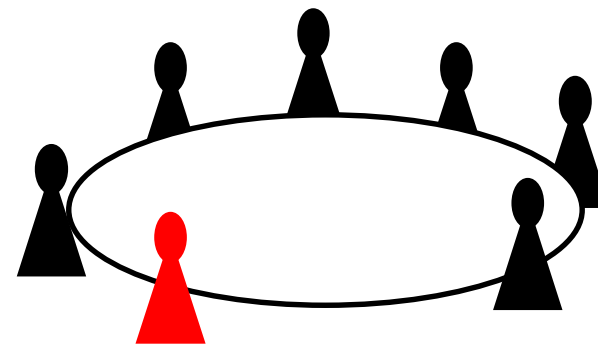
TWS
// sessions
Proposals

Selection to be
confirmed by
partners+MG

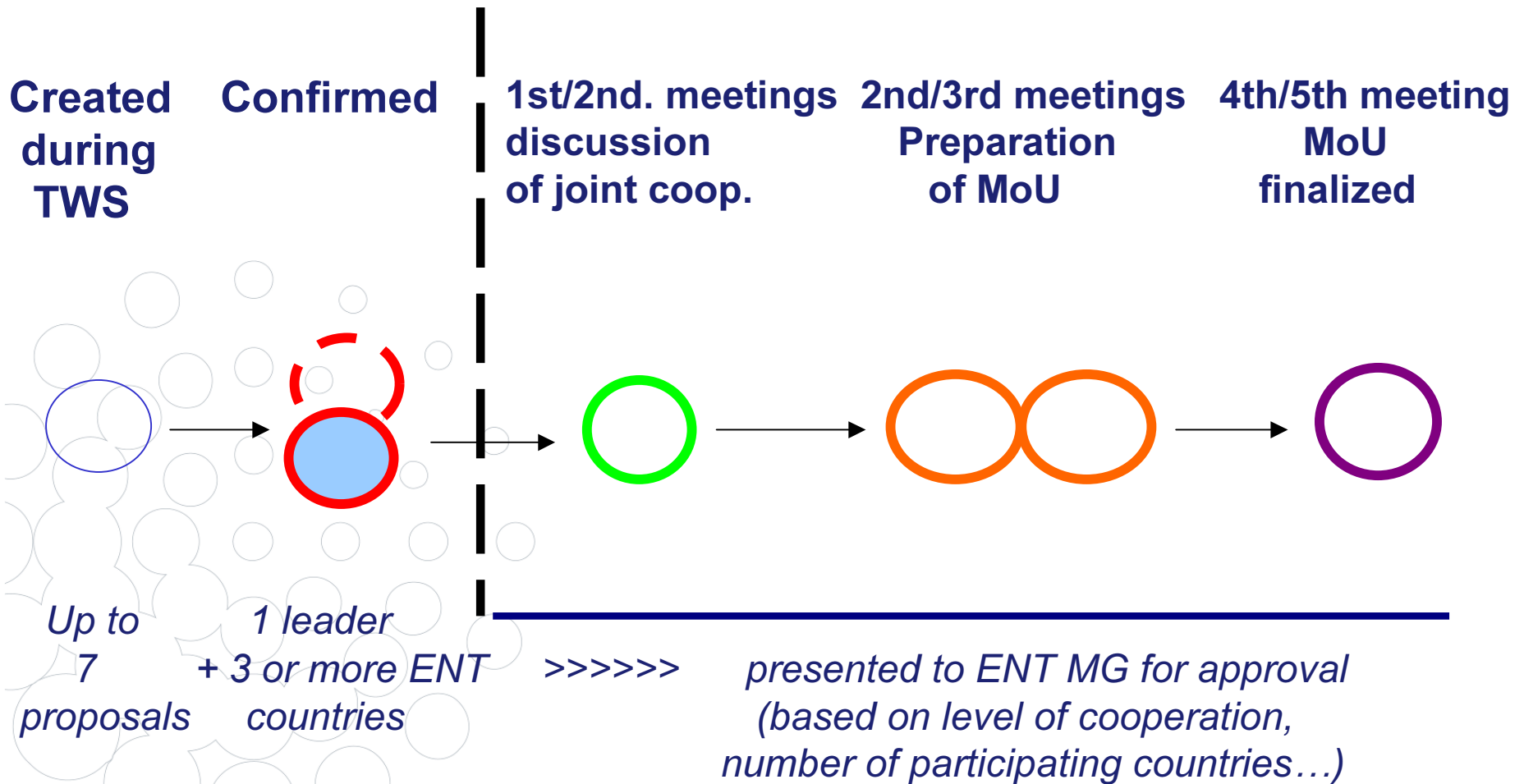


Action Group

- Starting-point is the **expression of interest** for a cooperation of **three or more** ENT partners
- **One country takes the lead** and starts the process by drafting a **position paper** (background information on the topic and proposed cooperation)
- A series of **meetings and workshops** will follow
- At the end of the process an **MoU** (or a similar document) will be signed containing a commitment of countries (programs) for a cooperation and appropriate financing
- **ENT accompanies and supports** the activities permanently (general logistics, moderation and support.)
- **Status of the Action Groups:**
see www.transport-era.net



Action groups: process



Planning of activities – Action groups



Year:

2004

2005

2006

2007

10/2005

02/2006

TWS1

TWS2

TWS3

TWS4

WS

WS?

ENT1

ENT5

ENT_{x1}

ENT_{y1}

ENT_z

ENT_{t1}

ENT2

ENT_{x2}

ENT_{y2}

ENT_{t2}

ENT3

ENT_{x3}

ENT_{y3}

ENT_{t3}

ENT4

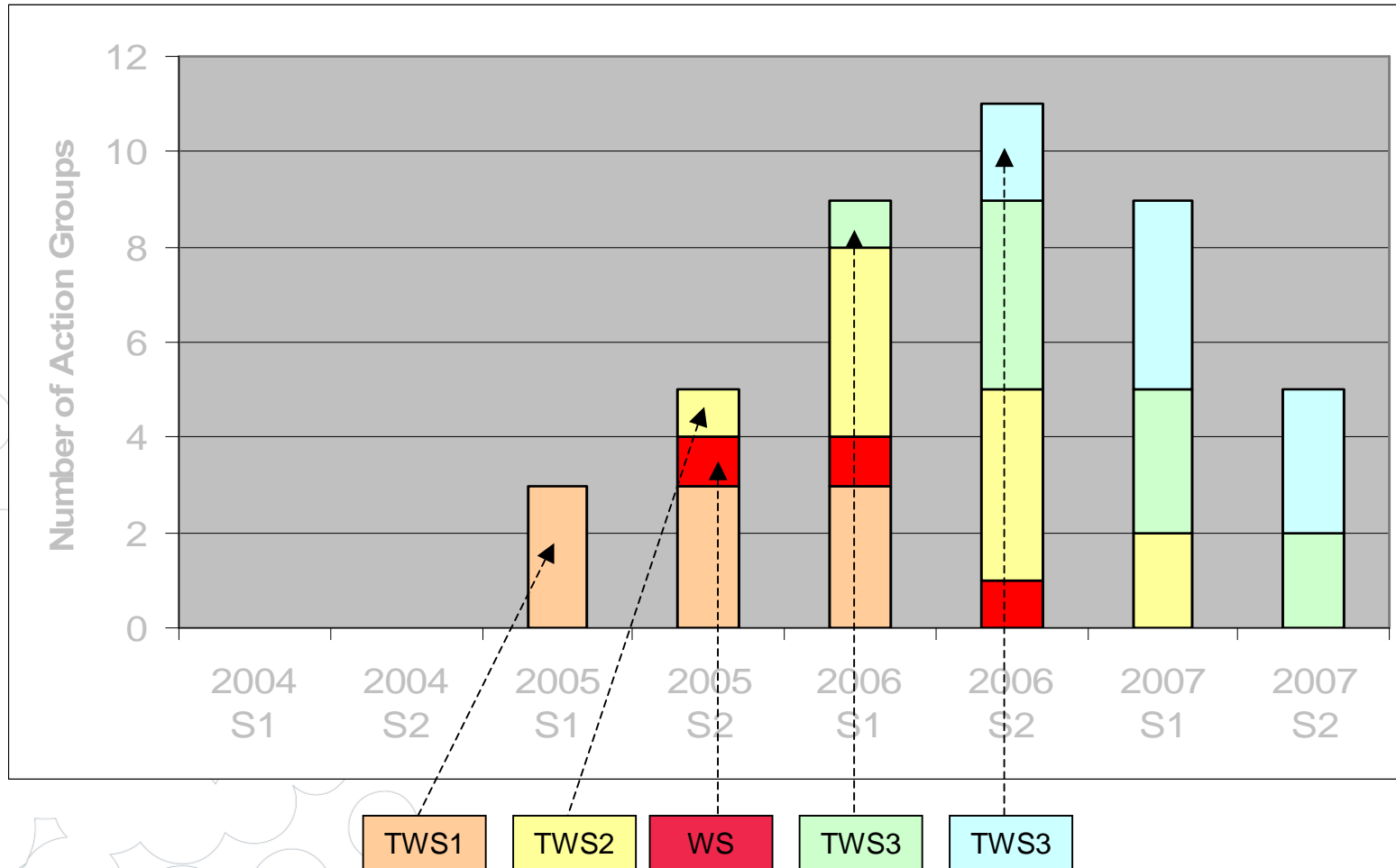
ENT_{x4}

ENT_{y4}

ENT_{t4}



WP3: Sequence of Action groups (prev.)



Thematic areas and action groups

(For more information on Action Groups: visit www.transport-era.net)



ITS and reliability of passenger transport	
ENT 1	Real-time data collection: overview of sensor research
ENT 2	Trans-national architecture for multimodal information
ENT 3	ECall "plus" / Service platform
ENT 4	Business models for data collection and use*
Maritime Safety	
ENT 5	SURSHIP
Environmental improvements through vehicle technology	
ENT X	Ecolabel
ENT X	Alternative fuel and sustainable vehicle technology for an European strategy
ENT X	Joint demonstration projects of alternative propulsion systems and fuels
ENT X	Improved understanding on noise effects
ENT X	Policy tools to influence vehicle purchasing behaviour
ENT X	Quiet areas
Safety and security improvements through Transport & Infrastructure management	
ENT ...	
ENT ...	
Thematic Area No. 4 (t.b.d.)	
ENT	
ENT	

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Values of communications



Effectiveness

- Communication is targeted, coordinated, harmonised and high quality

Openness

- the freedom of all partners to communicate about the ENT both internally and externally

Continuity

- Frequent and sufficient communication

→ All the ENT partners are responsible for communications

External communications (1/3)



ERA-NET TRANSPORT brochure

- basic information about the ENT
- Vol. 1 in April 2004, Vol. 2 foreseen in spring 2006

Fact sheets and letters

- to give official information about the progress of the ENT
- to pave a way for a wider information (website)

Newsletter

- to inform generally all the target groups
- all the central results and events
- Vol. 1 Apr 2005 – Vol. 2 planned in Dec 2005

Personal meetings with the target groups

- to give information about the ENT
- to increase the knowledge of the ENT

External communications (2/3)



The External Website www.transport-era.net

- Main channel for external communications
- Launched in April 2004, "relaunched" in April 2005
- Content
 - Latest news
 - Description of work/workplan
 - All public reports and results available
 - Information about the Action Groups
 - Contact informations
 - Links
- updated regularly by WP4

External communications (3/3)



Conferences

- The ENT conference will be organised in 2007
- ENT will participate in relevant conferences (like PREDIT in March 2005, TRA 2006 conference in June 2006)

Seminars

- National and regional ENT seminars planned in 2007
- ENT is and will be presented in relevant transport research seminars
- ENT has been presented in 22 seminars/workshops during the first period, 01/2004 – 06/2005

Workshops

- ENT has organised so far 15 workshops with external participants

Articles

- All partners may write and offer articles to relevant publications
- 12 articles published in the first period

Structuring the ERA for Transport



- To date ENT involved approximately 100 national organisations from 18 countries plus International organisations
 - ENT activities have a structuring effect on National level and Trans-national level
 - ENT initiates and facilitates the exchange of knowledge and information
 - Trust building
 - Pre-requisite for cooperation and coordination
- ➔ Great demand for the continuation and extension of the dialogue between programme managers!**

Networking in the ERA – The structuring Effects of the ENT



13 partner organisations + more than 100 organisations from 18 European countries/international organisations which have participated in the ENT cooperation/activities

Governmental/public organisations: Arbeitsgemeinschaft Industrielle Forschung AIF (D), Archimedes Foundation (EE), Austrian Conference of Spatial Planning, BMVBW (Ministerium für Verkehr etc., D), Bundesanstalt für Strassenwesen (D), Danish Road Administration, Finnish Road Administration, Maritime and Coastguard Agency (UK), Ministry of Communications and Work (CY), Ministry of Industry (F), Ministry of Industry, Transport and Employment (SE), Ministry of Infrastructure (PL), Ministry of the Flemish Region/Road Directorate (B), Norwegian Public Road Administration, Research Council of Norway, Road Directorate Norway, Road Directorate Denmark, SENTER/NOVEM (NL), SETRA (F), Swedish Energy Agency, Swedish National Rail Administration, Swedish Road Administration, The Danish Maritime Authority, via Donau (AT), VDI/VDE (D)

Research organisations and networks, associations: ARC systems research (AT), Association of Finnish Marine Industry, CNRS (F), Connekt (NL), Danish Road Research Institute, Danish Transport Research Institute, Deutsches Zentrum für Luft- und Raumfahrt (DLR), Forschungszentrum Jülich (D), Institute of Transport Economics (SE), ITS Norway, MARIN - Maritime Research Institute (NL), National Aerospace Laboratory (NL), National Technology Agency (FI), SINTEF ITC (NO), Swedish Institute for Transport and Communication, Swedish National Road and Transport Research Institute, The Ship Stability Research Centre (UK), TNO Transport (NL), TOI - Institute of Transport Economics (NO), Transport Research Centre (CZ), Transport Research Institute (SK), Transport Research Centre AVV (NL), TRANSVER (D), VTT Technical Research Centre (FI)

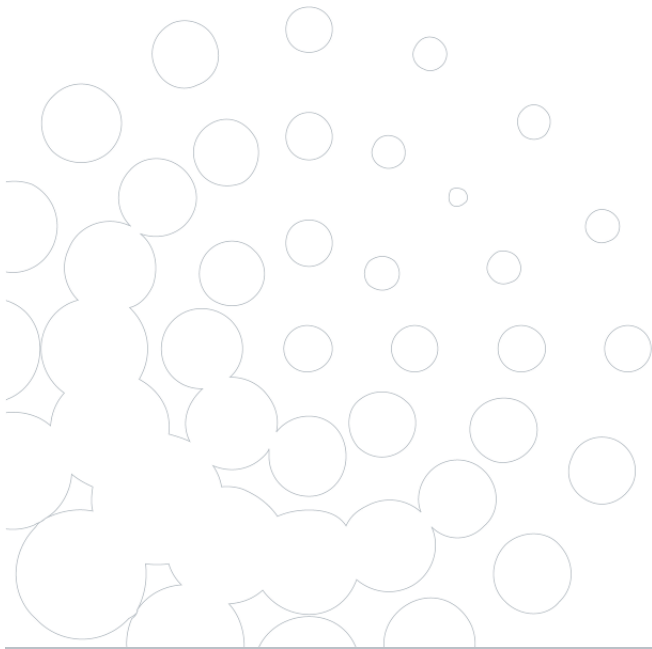
Enterprises and consultancy companies: AVT GmbH (AT), Consello Consulting (FI), Ecoplan (CH), Germanischer Lloyd AG (D), GOPA Cartermill (B), Jussa Consulting (FI), Motiva Oy (FI), Multitel (B), Renault Research (F), Safety at Sea Ltd (UK), Silja Line (SE), SSPA Sweden AB, STRATEC (B), Tetraplan (DK), WSP LT Consultants (FI), Österr. Forschungs- & Prüfzentrum Arsenal GMBH (AT)

Universities: Aristotle University of Thessalonica (GR), Chalmers University of Technology (SE), Danish Technical University, Delft University of Technology (NL), Free University Amsterdam (NL), Gdansk University of Technology (PL), Katholieke Universiteit Leuven (B), RWTH Aachen University (D), Silesian University of Technology (PL), Tallinn College of Engineering (EE), Technical University of Denmark, TU München (D), University of Natural Resources and Applied Life Science (AT), University of Newcastle (UK), University of Southampton/Transport research (UK), Warsaw University of Technology (PL), Vienna University of Technology (AT), Vilnius Gediminas Technical University (LT)

International/european organisations: IEA – International Energy Agency, ERTRAC, ERRAC, EUREKA, European Commission/JRC, JTRC OECD/CEMT

The outlook of the ERA-NET TRANSPORT

(October 2005)



Lessons learnt

- Transport is a wide field with numerous players
 - Activities are often perceived as extra work for persons involved
 - Identification and motivation of the key persons is a challenge
 - Awareness of the benefits is important
 - Mutual trust is a pre-requisite for co-operation
 - Building up of trust and awareness takes time
- The facilitation of a permanent and fruitful dialogue between programme managers requires a sustainable platform**

Expected achievements in 2007



- **Fundamentals and knowledge basis**
- **Broad range of diverse co-operation and co-ordination results**
 - Joint projects (e.g. „Data collection“)
 - Joint/Coordinated programmes and calls (e.g. „Maritime Safety“)
 - Joint transport policy initiatives (e.g. „Alternative fuels & propulsion“)
- **Service Platform for public transport research programmes**
 - Service provider for trans-national co-operation and coordination
 - Transport programme knowledge platform
 - Joint Conference of public transport programmes

Closing a gap in Europe's transport research landscape



- ENT represents the **demand side** of transport research
 - Counterbalance to supply side (TP, Eureka, etc.)
- ENT is **driven by transport and research policy**
 - Counterbalance to the industry driven TP's.
- ENT **facilitates coordination of national programmes**
 - Counterbalance to internationally organised supply side
- ENT **complements Community and national research**
 - Facilitates cooperation where national and Community research do not provide satisfying results

ERA-NET TRANSPORT in FP 7



Extension of current activities

- Broadening the geographical scope of ERA-NET TRANSPORT
- Intensification of the co-operation and coordination activities
- Further development of the Service Platform
- Facilitate a permanent dialogue between programme managers all over Europe

New activities for FP 7?

- Support coordination of national programmes and FP 7
- Advisory function for Framework Programme and other European research activities

Thank you for your attention!

www.transport-era.net

