

ERA-NET TRANSPORT

Activities and Results Achieved

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Summary

ERA-NET TRANSPORT (ENT) is supporting the coordination of national and regional research activities, programmes and policies.

The ENT project started in 2004 funded under the ERA-NET scheme (FP6) as a cooperation network of owners and managers of national research funding programmes. Since 2008 ERA-NET TRANSPORT has entered the 2nd phase of cooperation under FP7.

The ENT consortium currently comprises 12 European countries: AT, CH, DE, DK, FI, FR, GR, NL, NO, PL, SE and UK. For the first time, ERA-NET TRANSPORT brings together in one network the most relevant transport research programmes representing about € 300 Mio p.a..

As part of the preparation of task 1.3 “Vision for the future role of ENT in the European Research and Innovation Area” the consortium reviews the activities, results achieved and effects of trans-national cooperation of ENT since 2004, which are outlined in this paper.



1. Introduction

ERA-NET TRANSPORT (ENT) is supporting the coordination of national and regional research activities, programmes and policies. It is based on a network of national research programmes that has been active since the end of the 4th European Framework Programme (FP4).

When the ERA-NET scheme was launched in 2002 as part of the 6th European Framework Programme (FP6), the ERA-NET TRANSPORT (ENT) project started in 2004 as a cooperation network of owners and managers of national research funding programmes. The network comprised of nine European countries: Austria, Belgium, Finland, France, Germany, Norway, Sweden, The Netherlands and UK. Later the consortium was extended three times: in 2005 when Denmark and Poland joined the consortium, followed in 2007 by Spain and Switzerland and 2009 by Greece. Within ENT, for the first time, the most relevant transport research programmes – representing approximately € 300 Mio p.a. – were brought together in one network.

During the first phase (2004 – 2008), ERA-NET TRANSPORT has carried out pioneering work in successfully facilitating cooperation and coordination of national research support programmes in the field of transport, where this is in line with national transport research policies.

Within the current, second phase ERA-NET TRANSPORT II (ENT II) builds on the existing ENT framework for trans-national transport research supporting the owners and managers of national programmes. ENTII will step up the level of cooperation among the participating national transport research programmes by means of further joint trans-national calls, including the successful launch of an ERA-NET Plus call in 2010. Moreover, it is foreseen to open up ERA-NET TRANSPORT towards new partner countries and to start dialogue on the future of ENT in the European Transport Research Area.

The following chapters outline the results and achievements of ENT in more detail and elaborate on the issue of ENT as basis for large-scale trans-national cooperation activities such as ERA-NET Plus.

2. The value of the network

“The achievements of the ERA-NET scheme are impressive: it not only led to 115 joint calls and 15 joint programmes involving more than EUR 1.1 billion in joint funding by the end of 2008, but it also delivered a wealth of intangible results such as the establishment of new relationships and networks between funding organisations.”¹

(Robert-Jan Smits, Director – European Research Area, Research Programmes and Capacity, Directorate-General for Research, European Commission)

2.1. The general effects

Before ENT was introduced, the national transport research programmes in most cases did not have a very close contact. Today the situation has significantly changed. There is a regular contact due to meetings of the ENT Management Group and High Level Group, the participation in action groups or at the ENT Plenary Group.

People working in national programmes know each other and have a much better status of information on situation or planned actions in other countries.

The involvement in the network provides contact persons to

- Exchange on relevant developments
- To discuss scientific issues
- To exchange on technical issues of programming
- To elaborate coordination and cooperation of actions

The network thereby has positive effects such as

- Improved scientific quality and basis of programmes
- Improved procedures
- Improved evaluation (by exchange of evaluators)
- Improved information on other relevant developments in Europe and the world
- Enlarged critical mass through cooperation

2.2. Specific effects and changes in national programmes

The frequent contacts and close cooperation amongst the ENT partners had a strong impact on national programme designs, contents and mechanisms.

ENT result:

Good -practices of national programmes open for trans-national funding cooperation

ENT has compiled a (good) practice collection of strategic and operative definitions in national programmes capable to facilitate trans-national cooperation in transportation research and innovation funding. This process stimulated national PO/PM to “rethink and redesign” their systems and opens access to an enhanced knowledge pool for fu-

¹ European Communities, 2009: ERA-NETs going further, faster, Publications Office of the European Union, Luxemburg, page 5, graph: page 12

ture developments. Elements will be published in a short version by September 2011 and will be available on the ENT web site.

ENT result:

Options to improve the end-use of transport research

A list of possibilities for national and regional programme representatives to improve the end-use and market uptake of transport research results. The options relates to the establishment of call texts, contracts and to the administration of transport research projects as well as broader options to consider when promoting end-use of research results. Tolls are targeted at management of applied research projects typically organised through research calls – including policy-oriented and technology-oriented research projects as well as demonstration projects.

The publication is available on the ENT web site.

Austria

Austria has established a continuously open trans-national call for proposals (IVSplus-TN). This initiative is based on experiences made in ENT (need for enhanced timely windows to hand in trans-national proposals in a flexible way). This new instrument offers an earmarked budget exclusively for trans-national projects. Austrian researchers can participate in project teams related to current funding initiatives in other countries. Possible themes for cooperation cover the full thematically range of the Austrian IV2Splus programme (A3plus, I2V and ways2go).

Note that this funding is available for Austrian resident research organisations and companies only. International partners are expected to be funded from national research programmes in their home country. However, the national funding framework has recently also be adopted for limited cross-border funding (up to 20% of total project costs; conditions apply).

Denmark

ENT has been successful in supporting the process of setting up a new national transport research programme in Denmark starting in 2008. Denmark has been without a national programme in the transport area since 2001. ENT has been crucial in helping to establish the new programme. The programme is designed to encourage trans-national cooperation in order to achieve excellent research quality and international research networks. These aspects are highlighted as cooperation is important for a small country with a narrow field of national experts and expertise.

The experiences and guidelines of ENT of setting up trans-national research funding has been utilised in setting up a joint Nordic transport research call “Sustainable Freight and Logistics in a Nordic Context” of 1.8 mio. Euro. The initiative is jointly funding by Denmark, Sweden, Norway and Finland as a real common pot.

From 2010 the Danish Strategic Research programme in Transport has pre-allocated research funding in the coming national calls to join trans-national funding initiatives under the umbrella of ERA-NET TRANSPORT. Thus encouraging the Danish research community to take a more active part in cross-country research activities. DK has joint a number of ENT calls including SURPRICE (Road User Charging), and the ERA NET Plus initiative on Electromobility.

France

In the framework of the renewal of Predit - the French Research Programme on Research and Innovation in terrestrial Transport - in 2008, Predit’s steering committee de-

cided on the integration of a specific coordination activity, dedicated to boost European cooperation. For Predit's fourth edition, within the Predit's permanent secretary staff, a dedicated "Research Advisor Europe and partnerships" is in charge to coordinate the European activities, with special attention and specific actions for Eranet Transport. Within the work programme of Predit, the ERA-NET TRANSPORT is explicitly mentioned as the platform for the implementation of trans-national research projects. With reference to ENT, Predit's thematic working groups frequently opened up national calls for trans-national projects.

In this perspective of an Europe-oriented activity, Predit contributed with a significant effort to the creation of the ERA-NET Plus "Electromobility" - one of the major breakthroughs of the ERA-NET Transport activities and a good example for the deployment of trans-national joint cooperation activities.

Germany

Within the third Transport Research Programme of the federal German government the ERA-NET TRANSPORT is explicitly mentioned as the platform for the implementation of trans-national R&D projects. With reference to ENT, BMWi frequently opened up national calls for trans-national projects. Just in August 2011 the initiative "Sustainable logistic networks – a mobility initiative for future transport of goods" has been announced. The call with a funding volume of up to 25 M € is mainly addressed to German projects. In addition, it also allows funding German partners within trans-national projects, involving partners from other European countries/regions (ENT community).

Furthermore, BMWi actively uses ENT to explore priority topics in cooperation with other national programme owners ("Climate-friendly freight network", Railways).

The Netherlands

In the Netherlands the participation in ENT has led to a yearly assignment, called "International" from the department for "Infrastructure and Environment" (formerly known as the department for "Transport, Public works and Water management") to AG-NL (The Dutch government agency for energy and the environment). Under this assignment trans-national cooperation is prepared in several areas, amongst which "Electric Mobility" and "Stepping Stones: Making mobility patterns more sustainable". Also the participation in the new ENT+, a further orientation on European developments like the "White book for sustainable development" and the development of trans-national cooperation that involves sub-programmes on biofuels, biogas etc fall under this assignment.

In general it may be said that the importance and visibility of international work in the field of sustainable transport has increased as an important side effect of the participation in ENT. This can also be seen at the facts that in the "General Frame Agreement" between the ministry and AG-NL the term "trans-national cooperation" has found its place and that it has become standard policy that an "International paragraph" is part of all assignments from the ministry to the Taskfield "Mobility & Spatial surroundings" of AG-NL.

Poland

Through the partnership in ENT Poland has started an extended stakeholder process on transport research priority setting that has led to a grand system for transport research funding in Poland. ENT has supported and accompanied this process with practical experiences from other programming systems of ENT partner countries.

Promoting trans-national research funding

In some of the countries certain shares of the annual research budgets are dedicated to trans-national projects.

At one of the previous HLG meetings the following examples were mentioned:

- Denmark indicated that there is a possibility to dedicate up to 20% of national funding to trans-national cooperation
- Switzerland indicated that there is a commitment to dedicate between 5% and 10% of the national budget to common funding, and at that time (HLG1), the area of interest mentioned was road safety
- Finland indicated that the Ministry has set aside 10% of its budget (of 4M€) for trans-national cooperation
- Norway indicated that it is considering having a share of the national programme, between 5% and 10% dedicated for trans-national cooperation
- Austria is providing about 10% of its funding budget exclusively for trans-national projects (IV2Splus-TN)

3. Trans-national funding initiatives and calls

3.1. ERA-NET TRANSPORT I

All in all 16 trans-national cooperation groups, so-called Action Groups², have been set-up to investigate different topics for implementation of trans-national cooperation actions in this first phase of ENT covering different fields of transport research.

Not all of the groups led to an actual joint funding action. Due to different reasons, some action groups have been terminated after the forming and norming stages as they have come to the conclusion that the window of opportunity was too narrow or that national objectives were not sufficiently compatible to embody in a common joint action. But, each group provided experience and knowledge that were needed to further develop ENT procedures and tools.

Seven cooperation groups actually generated joint funding initiatives leading to an allocation of national research funds to trans-national cooperation projects amounting to about 24 million Euro. The following table provides an overview on the scope of public funding actually activated by the cooperation actions and by country involved.

The realised scope of public funding of total: 24,12 M€ activated under the umbrella of ENT I (2004-2008)

| ENT partner country | ENT 2b Intelligent Logistics | ENT 5 SURSHIP | ENT12 Tracking and Tracing | ENT 13 Safety & Security | ENT 14 Keep Moving | ENT 15 Sleepiness at the Wheel | ENT 16 Intermodal Freight Trans. |
|--------------------------|------------------------------|----------------|----------------------------|--------------------------|--------------------|--------------------------------|----------------------------------|
| Austria | 0,6 | | 0,05 | | 0,10 | | 0,6 |
| Denmark | | 0,40 | | | | | |
| Finland | | 0,90 | | | | | |
| France | | | 0,05 | 0,21 | | 0,63 | 0,1 |
| Germany | 3,7 | 3,80 | | | 0,83 | | |
| Netherlands | | 0,23 | 0,05 | | 0,13 | 0,10 | |
| Norway | | | | 0,21 | | 0,10 | 0,2 |
| Poland | | | | | | | |
| Spain | | | | | | | |
| Sweden | | 4,30 | | | 0,75 | 0,50 | 1,0 |
| Switzerland | | | | | | | 0,4 |
| UK | | 4,20 | | | | | |
| Total public fund | 4,3 M€ | 13,8 M€ | 0,15 M€ | 0,43 M€ | 1,81 M€ | 1,33 M€ | 2,3 M€ |

The added value of the trans-national funding initiatives launched by ENT becomes evident in the table. Seen from the number of proposals actually handed in for funding, ENT has been successful in attracting and satisfying the needs of the research community.

3.2. ERA-NET TRANSPORT II

The second phase of ENT started in May 2008. Based on the experience of phase 1, the structures and procedures were adjusted and further developed. The second phase

² See section 4.2 for more details about the overall role and functioning of Action Groups

of ENT therefore aimed at exploiting the knowledge and experience collected in the past. ENT succeeded in giving more focus to its actions and resources.

Beside of continuing the implementation and monitoring of the trans-national cooperation actions that have been successfully started within ENTI, further potential topics for cooperation have been identified during a workshop in autumn 2008.

Since then new trans-national cooperation groups have been formed, three of them succeeded in announcing trans-national calls and funding opportunities in December 2009.

- SURPRICE: Sustainable Mobility through Road User Charging (ENT17) comprising five countries (Denmark, Finland, France, Sweden and Switzerland. All in all 6 proposals have been selected for funding. The projects started in summer 2010. And will be followed up by targeted dissemination activities, including a joint two days conference in November 2011 presenting the first research results.
- Climate-friendly freight network (ENT18) is a funding initiative of Austria, France, Germany and Sweden based on lean procedural coordination (test run). Four tn-projects with a total budget of about 4 Mio € have been handed in over several cut-off periods. Due to inhomogeneous evaluation results and exhausted budgets no joint funding decision between the participating partners could have been found.
- Electric mobility (ENT19) is supported by five countries Austria, Finland, The Netherlands, Norway and Poland. Following a call for proposals, two pre-defined studies are carried out. Results will be available in early 2011. Further activities have been implemented via the Electromobility+ call.

**The scope of public funding: 23,17 M€
activated under the umbrella of ENTII and Electromobility+, status mid 2011**

| Country | ENT 17 SURPRICE | ENT 18 CFFN | ENT 19 Electric Mobility | ERA NET Plus Electromobility+ (see section 3.3) |
|--------------------------|--------------------|--------------------------------|-----------------------------|---|
| Austria | | X | 0,05 | 2,5 |
| Denmark | 0,14 | | | 0,7 |
| Finland | 0,17 | | 0,05 | 2,5 |
| France | 0,231 | X | | 3,0 |
| Germany | | X | | 4,0 |
| Netherlands | | | 0,05 | 1,7 |
| Norway | | | 0,05 | 1,0 |
| Poland | | | 0,05 | 1,3 |
| Sweden | 0,504 | X | | 1,0 |
| Switzerland | 0,17 | | | |
| UK | | | | |
| Flanders (BE) | | | | 1,0 |
| Piedmont (Italy) | | | | 1,0 |
| Andalusia (Spain) | | | | 1,0 |
| Turkey | | | | |
| Catalonia (Spain) | | | | |
| Total public fund | 1,22 M€ | No funding decision | 0,25 M€ | 21,7 M€ (+ 10 M€EU funding] |

Note: X = Earmarked budgets but no money activated (see above)

Further trans-national cooperation activities related to the following topics are being explored or are under preparation:

- Stepping Stones. Best practices for making mobility patterns more sustainable (ENT 22). A number of partners (amongst others Sweden, Poland, the Netherlands, the UK and Denmark) are exploring the possibilities to launch a joint funding initiative. The aim is to pool a minimum of 3.0 M€
- Road Safety (ENT 20); involved countries are Denmark, France, Poland, Sweden, UK.
- Railway Research (ENT21); interested countries are Austria, Switzerland, Sweden, Poland, The Netherlands, UK, France and Germany.
- Micro-Mobility.
- Reliable Data and Data Collecting tools.

3.3. ENTII and ERA-Net Plus on Electromobility

Beside of preparation of trans-national cooperation activities within the established framework of Action Groups, ENTII has additionally focused on elaborating the opportunity for an ERA-NET Plus in the field of transport.

ENT has intensively supported with its knowledge, structures (HLG) and resources the idea and the preparation of the position paper “Europewide electromobility for 2025: perspectives for multilateral cooperation on research action”. This position paper formed the basis of the “Electromobility+” trans-national funding initiative, which is set up as a joint call of national/ regional programmes under the ERA-NET Plus scheme.

All in all, 13 countries and regions have committed a funding volume of 21,7 M€ to the Electromobility+ call. This may be complemented by the EC with further up to 10 M€.

| Country | Organisation name (funding providers) | National / regional funding contribution (tentative) |
|---------|---|--|
| FR | Ministry of Ecology, Energy, Sustainable Development and the Sea in charge of Green Technologies and Climate Change Negotiation | 3.0 M€ |
| | French National Research Agency | |
| | French Environment and Energy Management Agency | |
| DE | Federal Ministry of Economics and Technology | 4.0 M€ |
| | Federal Ministry of Transport, Building and Urban Development | |
| NL | Ministry of Transport, Public Works and Water Management | 1.7 M€ |
| AT | Austrian Federal Ministry for Transport, Innovation and Technology | 2.5 M€ |
| FI | Finnish Transport Agency | 2.5 M€ |
| | Finnish Funding Agency for Technology and Innovation | |
| NO | Research Council of Norway | 1.0 M€ |
| | Norwegian Public Roads Administration (Transnova) | |

| | | |
|--------|--|----------------|
| SE | Swedish Agency for Innovation Systems | 1.0 M€ |
| | Swedish Transport Administration | |
| | Swedish Energy Agency | |
| DK | The Danish Ministry of Transport | 0.7 M€ |
| PL | National Centre for Research and Development | 1.3 M€ |
| BE (*) | Institute for the Promotion of Innovation through Science and Technology in Flanders | 1.0 M€ |
| IT (*) | Piedmont Region Directorate of Industry and Productive Activities | 1.0 M€ |
| ES (*) | Agencia IDEA, Region of Andalusia | 1.0 M€ |
| TR | The Scientific and Technological Research Council of Turkey | 1.0 M€ |
| | TOTAL | 21.7 M€ |

(*) Regional Representation

At the closure date of the call, i.e. 31 March 2011, the following outcome was registered:

- submitted proposals: 40
- involved applicants: 229
- requested funding: 48.586.222 EUR
- total costs: 63.684.441 EUR

The expected funding volume of the call is 20-30 M€, of which two third is coming from national/regional budgets and one third from the EU 7th Framework Programme.

Beside of ENT's support in the content-related preparation of Electromobility+, ERA-NET TRANSPORT has also provided technical infrastructure to the call implementation, i.e the Electronic Proposal Submission System (EPSS). Please refer to section 4.2 for further information about ENT EPSS.

The central Information and Brokerage event of the Electromobility+ initiative, which took place on 13 January 2011 in Cologne, was organised in cooperation with ERA-NET TRANSPORT and ETNA, the Transport National Contact Point network.

There has been great interest from the research community in the event. About 200 people from all the countries and regions involved attended. As part of the brokerage session, participants looking for partners had the opportunity to present their organisation profile and ideas for project proposals in oral and written form.

During the morning session of the event detailed information about the call has been provided. What is more, this session gave an opportunity to present ERA-NET TRANSPORT activities, thus raising awareness in the research community.



Figure 1: Electromobility+ Information Session



Figure 2: Electromobility+ Brokerage Session - Poster boards

All in all, the ERA-NET Plus on Electromobility is an example for a further step of cooperation between national programmes. Without the support of ENT it would be way more difficult to prepare such a large-scale measure.

Nonetheless, the relation between ENT and Electromobility+ is characterised by mutual learning. As mentioned, the experiences made in trans-national cooperation within ENTI and II have been the basis for launching this large trans-national call under the ERA-NET Plus scheme. For ENTII it is therefore of interest to monitor the process of EN+ preparation and implementation. The experiences made will provide valuable knowledge for the preparation of further comprehensive calls such as ERA-NET Plus.

4. Instruments, procedures and structures

4.1. Suitable structures for trans-national cooperation

A structure has been set-up for the implementation and management of trans-national cooperation of the national transport research programmes that comprises different boards for operational and strategic issues. Moreover a Secretariat was constituted to support the different groups in their work.

Management Group / Executive Board

The Management Group is the decision-making board within ENT. The MG consists of programme owners delegated from a country. The Management Group holds the overall responsibility for the progress of ERA-NET TRANSPORT.

The Management Group meets twice a year. During these meetings, the group makes all the main decisions concerning ERA-NET TRANSPORT II. During the meetings the Coordinator and the Executive Board – comprising of the ENT task leaders - provides the Management Group with reports on the activities carried out in the previous period and on the perspectives of the coming period.

Coordinator and Secretariat

The Secretariat supports from an administrative and technical point the Coordinator in the management and reporting of the progress of the ENT. The Secretariat prepares the meetings of the Executive Board, Management Group and Plenary Group. This comprises the writing of invitations, agendas, decision-lists and minutes as well as the monitoring and reminding to follow-up actions from previous meetings. Together with the hosting organisation it organises the location of the meetings, catering and technical equipment.

Moreover, the Secretariat serves as the central contact point for internal as well as external inquiries. Therefore, it keeps an up-to-date database of relevant documents and contact information. The Secretariat builds up and maintains databases of ENT documents and contact data

To ensure an efficient flow of information between the members of the consortium the Secretariat further develops and maintains a website consisting of both an internal area with restricted access and a public section with free access.

High Level Group

In order to ensure a broad discussion and political consensus on strategic orientation and a strong commitment for trans-national research funding a yearly High Level Group meeting was established for the second phase of ENT. Within the frame of this board the content and the commitments for joint calls and ENT+ is discussed.

The objectives of the High Level Group are:

- to ensure and extend further opportunities to enhance national funding opportunities for trans-national research, and
- to promote the conviction of the added value of public support for trans-national collaborative research support.

Thus, the High Level Group is an essential instrument to ensure the commitment of national and regional authorities regarding the mission of ERA-NET TRANSPORT. The importance and success of the HLG meeting is highlighted by the close engagement in

the preparation of the position paper, which resulted in the ERA-NET Plus on Electromobility.

4.2. Instruments and tools for trans-national cooperation actions

For setting up and implementing joint trans-national cooperation activities of transport research programmes ERA-NET TRANSPORT has developed procedures, mechanisms and tools, which have been tested and refined based on the experiences made in the actual implementation of trans-national cooperation.

Identification and selection of themes

ERA-NET TRANSPORT develops and supports research programme cooperation on a wide number of areas within the field of transport. ENT supports this in two complementary ways.

In a **pro-active** way ENT envisages to stimulate research programme cooperation and coordination on specific themes. Based on the results of the Road Map and the Foresight study, which have been prepared by ENT consortium, themes were discussed in Exploratory Workshops. These Workshops led to the identification of more specific and potential topics for trans-national research programming, which were further elaborated within the trans-national cooperation groups.

In a **responsive way** ENT provides service on demand to the partners that are interested to initiate programme coordination and cooperation. ENT facilitates these actions by identifying possible partners in the participating countries. The following themes and topics were put forward by this responsive approach, which lead to a direct start up of Action Groups.

ENT-rada - The Transport Research Funding Programme and Community Information System for Europe

ENTII currently develops a programme and information system on transport research, which will significantly improve the identification process of topics.

ENT-rada aims at providing a comprehensive and dynamic picture of the research funding landscape at the national level and the current state of trans-national cooperative funding activities. ENT-rada complements existing portals such as CORDIS or the Transport Research Knowledge Centre (TRKC). It will not deal with data on single projects. Instead, it will provide information about programmes, structures and contact persons. It will facilitate operational work in trans-national cooperation by assisting in the identification of windows of opportunities for trans-national cooperation.

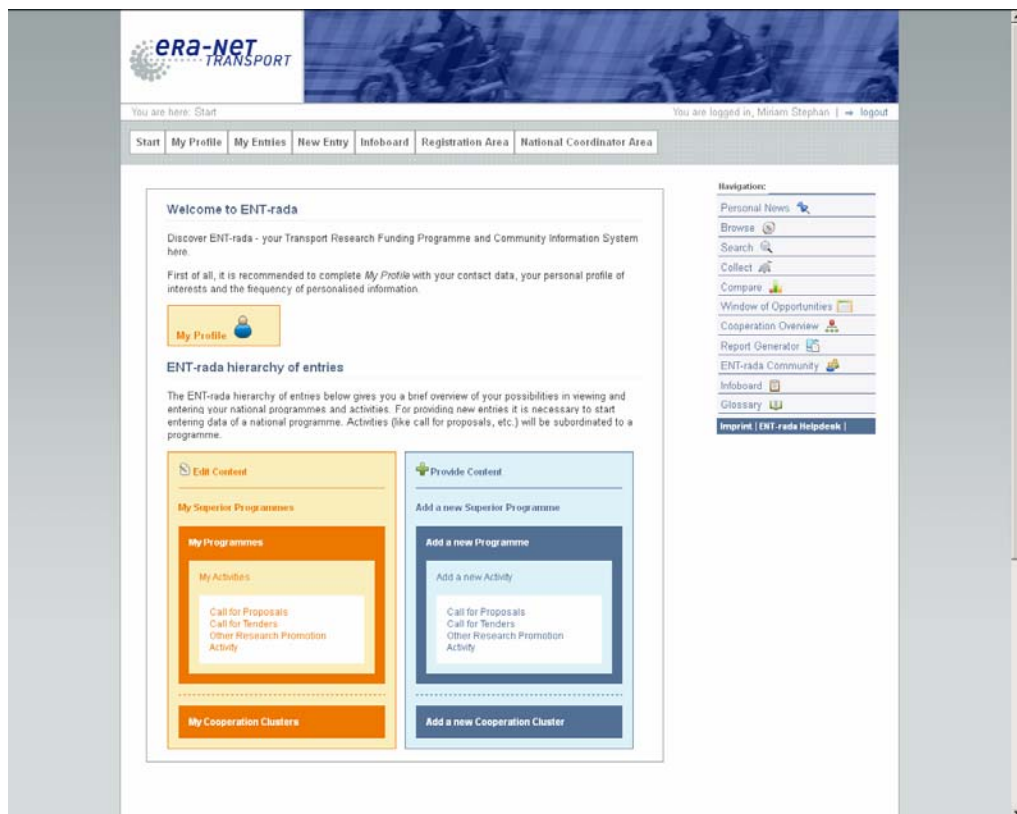


Figure 3: ENT-rada, Welcome page (internal section)

Action Groups

Due to the width of ENT's thematic scope already in 2003 the idea was born to operate with thematic sub-groups - the so-called ENT Action Groups.

With regard to the narrow scope of many other ERA-Nets, the ENT Actions Groups can be seen as smaller and semi-autonomous sub-networks of ENT; a structure which is unique in the European Research Area.

The Action Group is the main operative structure to implement a common interest of national programmes into a joint action (such as a joint call for proposal under a specific topic). This process is precisely described in the ENT Cooperation Action Handbook (Deliverable 2.1).

In the founding and development process of trans-national cooperation groups a team of support groups from various partner organisations is in charge of supporting these Action Groups in progressing towards the achievement of their objectives.

The support from ERA-NET TRANSPORT consists of: bringing together the programmes managers or owners willing to coordinate their policies and programmes, organising the meetings, supporting the consensus building on common objectives, screening the European and international research in the field in question, providing them with the guidelines for launching joint activities, facilitating the group in keeping on track, keeping the momentum and meeting the deadlines, helping in the drafting of the Memorandum of Understanding and of the text of the call, helping in overcoming administrative barriers as well as organising the dissemination of activities and results.

The support teams contributed to the successful implementation of trans-national cooperation actions within ENT.

Guidelines for trans-national cooperation

On the basis of the experience gained with the Action Groups the Cooperation Action Handbook has been updated and amended (Deliverable 2.1). The handbook provides guidelines for preparing and launching a trans-national action to programme managers and owners and was designed to be easy-to-use. It contains standard procedures (timeline, milestones), templates for the successive documents to be produced and a reminder of the necessary ingredients for efficient preparation and implementation.

While the first edition of the handbook mainly focused on the two first stages (i.e. forming and storming stage), the 2009 update draws also on the experiences of Action Groups on the two next stages (norming and performing stage). Since 2010 a Starter Kit for quick-start and Toolkit for Action Groups complements the handbook to an integrated and round package. An overview of the documents is provided in the figure below. All materials are available at www.transport-era.net.

ENT II support portfolio

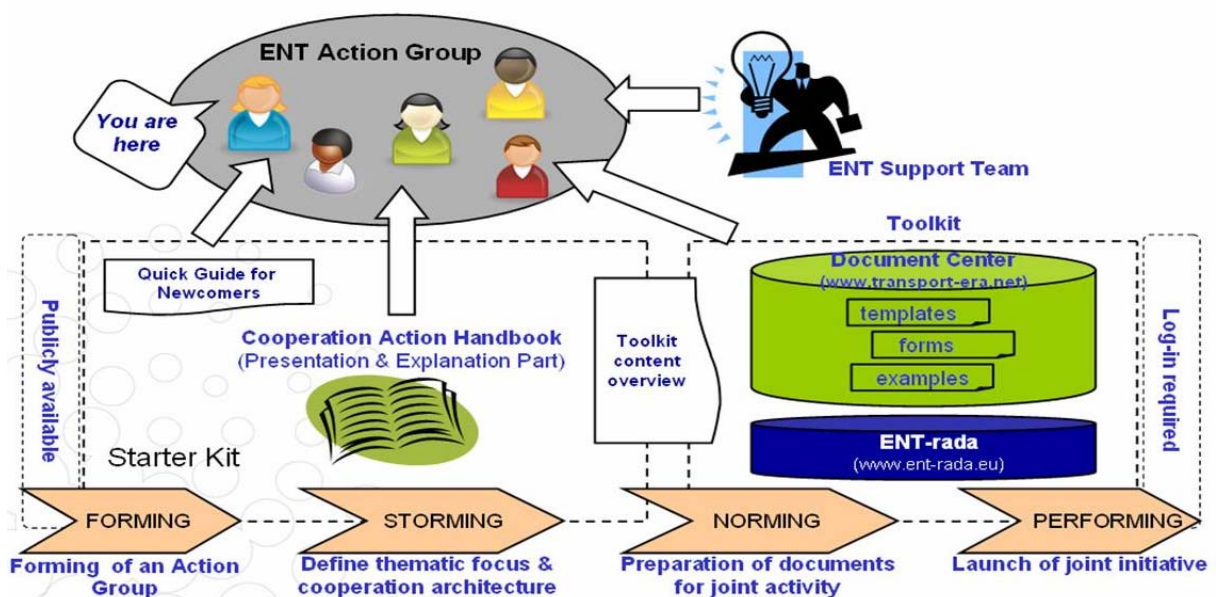


Figure 4: ENT II support portfolio for ENT Action Groups

Electronic Proposal Submission System (EPSS)

In order to improve the trans-national call implementation ERA-NET TRANSPORT implements an electronic proposal submission system (EPSS) on the ENT website.

The EPSS has already successfully supported the proposal submission and national evaluation phase of the Electromobility+ call. Further EPSS modules for international evaluation and project reporting are to be developed.

The EPSS will be utilised also in further trans-national calls of ERA-NET TRANSPORT.

In particular, the EPSS can facilitate:

- Registration of the project proposals and all involved applicants
- Signposting to relevant information (link to call text or relevant web pages) for the applicants

- Submission of the project proposal and further relevant data
- Access for evaluators to the proposals (Remote Evaluation) allowing for 1-step or 2-step evaluation
- Generation of overview/statistics on submitted proposals, applicants, evaluation results etc
- Once started projects can make a part of their trans-national reporting via EPSS.

The screenshot shows the EPSS web interface for the Electromobility+ call. The page is titled 'ERA-NET PLUS ELECTROMOBILITY+' and is in 'SECTION 2: APPLICANTS'. The main content area contains a form for 'Applicant 2' with the following fields:

- Title: Ms.
- *Contact Name: Lone Hansen
- Status of Organisation: 1.4 Higher, secondary education establishment
- *Name of Organisation/Institution/Company: Aalborg University
- Department: Transport Planning
- *Street: Hvidkildevej 5
- *Zip/Postal Code: 2900
- *Town/City:

The sidebar on the right includes 'Important Information' and 'Downloads' sections. The 'Downloads' section lists 'User Manual [PDF]' and 'Guide for Applicants [PDF]'. The navigation menu on the left includes 'Welcome', 'Part A - Coordinator', 'Part A - Applicants', 'Part A - Project Data', 'Part A - Project finances', 'Part A - Summary', 'Part B - Upload', 'Part A and B - Submission', and 'Logout'.

Figure 5: EPSS for Electromobility+ call, page: Part A - Applicants

4.3. Instruments and tools for dissemination of programme activities

The ENT has over the years tested and developed different means of communication and dissemination, which have significantly enlarged level of information available for individual national programme managers/owners and vice-versa contributed to a wider distribution of national programme information. In the following the most relevant means are presented.

ENT Webpage

The ENT website (www.transport-era.net) is an essential instrument for

- a) ensuring an efficient flow of information between the members of the consortium and
- b) by providing information to external persons and stakeholders.

The website contains both, an internal area with restricted access and a public section with free access. Accordingly, the webpage provides visitors information about ENT and its partners and offers a download option for public results of the project. Within the











restricted section, the webpage serves as a share point for all kind of project-related documents such as minutes, presentations and reports. The corresponding “internal Document Centre” archive comprises about 150 documents with a data volume of about 250 MByte.

As part of the constant maintenance of the ENT website, sections like “Dates and Events”, “Research Calls” and the News Column are frequently updated providing information on project meetings, transport-related conferences, recent funding opportunities and calls of transport-related ERA NETs etc. The status of already running AGs and information about the newly established AGs has been added and updated on the website, respectively.

The webpage became an established information portal in the ERA for transport over the years. Every month the page records hits of interested users from all over the world.

ENT website statistics

| Month | Different Visitor | Number of Visits | Pages |
|----------------|-------------------|------------------|---------------|
| January 2009 | 1370 | 2457 | 7584 |
| February 2009 | 1292 | 2462 | 6875 |
| March 2009 | 1497 | 2790 | 8702 |
| April 2009 | 1201 | 2307 | 7918 |
| May 2009 | 1238 | 1983 | 8536 |
| June 2009 | 1347 | 2434 | 7562 |
| July 2009 | 1231 | 2511 | 6364 |
| August 2009 | 1138 | 2418 | 6444 |
| September 2009 | 1303 | 2724 | 5150 |
| October 2009 | 1336 | 2826 | 9067 |
| November 2009 | 1420 | 2811 | 9496 |
| December 2009 | 1366 | 2399 | 8820 |
| January 2010 | 1963 | 2611 | 7077 |
| February 2010 | 1877 | 2213 | 6595 |
| March 2010 | 1845 | 2154 | 6090 |
| April 2010 | 1663 | 1923 | 5493 |
| May 2010 | 1844 | 2152 | 6751 |
| June 2010 | 1945 | 2303 | 6941 |
| July 2010 | 1349 | 1582 | 5797 |
| August 2010 | 1289 | 1509 | 5710 |
| September 2010 | 1426 | 1804 | 7313 |
| October 2010 | 1486 | 1794 | 6585 |
| November 2010 | 1956 | 2542 | 10407 |
| December 2010 | 4105 | 5009 | 21559 |
| January 2011 | 5631 | 6859 | 27569 |
| February 2011 | 4536 | 5542 | 19333 |
| March 2011 | 4106 | 5148 | 13355 |
| Total | 44118 | 64577 | 216405 |

| Domains/ Countries of visitors (Top 10) in March 2011 | | | |
|---|-----------------|-----|-------|
| Domain/Country | | | Pages |
|  | Unknown | ip | 6147 |
|  | Germany | de | 1383 |
|  | Commercial | com | 1205 |
|  | Network | net | 1181 |
|  | Poland | pl | 519 |
|  | Italy | it | 345 |
|  | France | fr | 314 |
|  | Belgium | be | 293 |
|  | Austria | at | 240 |
|  | The Netherlands | nl | 228 |
| | others | | 1500 |

ENT-rada - The Transport Research Funding Programme and Community Information System for Europe

As described earlier, ENT-rada aims at providing a comprehensive picture of the research funding landscape at the national level and the current state of trans-national cooperative funding activities. In doing so, it serves as a further dissemination tool on national programme activities.

ENT Newsletters

Public relation work via newsletters and brochures is crucial for building awareness and visibility of ENT main results and events. The newsletter is regularly circulated about twice a year. In addition special editions are sent out on the occasion of specific events such as the announcement of new calls.

Since 2004 the ENT has prepared 12 newsletters (including a number of targeted flyers promoting trans-national research calls under the umbrella of ENT) and 2 brochures on ENT.

The newsletters are circulated internally within the consortium to inform individuals within the partner organisations and externally to target audiences. They have been additionally published on the project's webpage as downloadable pdf file. The newsletter is also used at conferences to inform about ENT activities and achievements.

The mailing list for the ENT newsletter currently amounts about 1.050 recipients.

ENT Conference 2007

A number of approximately one hundred stakeholders from transport related sectors attended the successfully held ENT Conference on 27 September 2007 in Brussels. Researcher, programme manager, policy maker as well as participants from the EC, industrial and non-governmental organisations were introduced to first tangible examples of trans-national cooperation since 2004. The presentation of achievements and experiences towards the implementation of the ENT-idea was followed by the presentation of the ENT-future vision. During several discussions valuable advice was given

from both the invited panel lists and conference participants. These recommendations were incorporated in the ENT II work plan and structure.

Annual Plenary Group meetings

The ENT conference clearly showed that there is a demand for an exchange between ENT and stakeholders of transport research in Europe.

To facilitate a corresponding structure and process, a Plenary Group was introduced in the second phase of ENT.

The Plenary Group meets once a year within the frame of a smaller ENT conference. The body provides a forum for the exchange of information between the ENT beneficiaries and

- Programme owners and programme managers, who are not delegated to the ENT bodies
- Associated Countries and organisations that would like to learn more about ENT and might be interested to represent a new country in the project in the future. This is aiming at a stronger involvement of partners from the new member states and from CEE countries.
- The European Commission General directorates RTD, TREN, INFSO and further interested European institutions.
- Relevant Research Policy Networks such as ETPs, ECTRI, and other transport related ERA-NETs.

The meetings of the Plenary Group (2008 and 2009) were attended by about 50 persons each. Whereas more than 200 persons attended the Plenary Group meeting in 2011. The event was combined with a Brokerage Event for the then upcoming ENTplus call on Electromobility.

Networking

The ENT as a network provides a number of advantages to persons and organisations that are interested in national transport programmes in general.

This applies for instance for the European Technology Platforms. The ENT has developed close contacts to ERRAC and ERTRAC which is useful in the development of new actions. ENT has also established contacts to other transport-related ERA-NETs. The main objective is to develop synergies and avoid duplication. These stakeholders are represented in the ENT Plenary Group (see above).

In addition, ERA-NET TRANSPORT has established close cooperation with ETNA – the FP7 coordination action dedicated to strengthening cooperation within the European network of Transport NCPs. Representatives of ETNA took part in the 3rd Plenary Group meeting in January 2011, which was dedicated to discuss constructive approaches to cooperating within the framework of future trans-national calls. Moreover, both networks have actively supported the organisation and implementation of the Information and Brokerage event of Electromobility+.

Furthermore, contacts have been established with organisations from outside Europe. Particularly to the US contacts have been made to the TRB and a number of MoT's on state level. In 2009 and 2010 the ENT has been represented at the TRB annual conference.

Of course these contacts are available for any ENT partner also in the frame for sole national actions.

5. A strategic position for the development of the ERA for transport

A number of effects and achievements of ENT have already been described in the paper. In addition ENT partners gain a number of strategic advantages from their involvement in ERA-NET TRANSPORT.

- The ENT is an **established brand**, which is widely known in Europe and even abroad. For instance, upcoming projects with the objective to contribute to the ERA seek contact to the ENT, which is perceived as a stable and established structure representing the national research programmes in Europe.
- The ENT provides a **contact point and a common identity** to national programmes which is actively sought by other relevant organisations in Europe. The European Commissions seeks actively contact to the national programmes via the ENT.
- The ENT has proven that it is an **effective platform for the preparation and support of joint research calls** such as ERA-Net Plus but also for other progressive ways of cooperation as they may come in the period of the FP8.
- The solid linkage to EPTR enables the national programmes and other relevant national authorities to **actively contribute to the Framework Programme**. This could be improved by intensifying the contact to EPTR.
- The **research community** increasingly discovers this new level and platform for research funding. A close contact has been established to ERTRAC and ERRAC which can be a good basis for future initiatives.
- For the future it is expected that the cooperation of national programmes and also of national programmes and FP becomes a main element in the European research landscape. ENT is an excellent basis and starting-position for national programmes in order to actively **contribute to the future development of the ERA**.