



Integrated Policy Approach for Publicly Funded Road Related Transport Research

Deliverable 4.2

Final draft

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Executive Summary

ERA-NET ROAD II aims to enhance road research conducted by the European Research Area by coordinating national and regional road research programmes and policies.

The first ERA-NET ROAD (ENR) project, which was funded under the Sixth Framework Programme, made considerable progress towards the networking of road research programmes across Europe. ERA-NET ROAD focused on information exchange between national owners of road research programmes and definition and preparation of joint activities.

ERA-NET ROAD II will build on this work, focusing on implementation of joint activities and funding of joint trans-national research. As owners of road research programmes, the partners in ERA-NET ROAD II will ensure that coordination between the owners of the national and regional road research programmes from both within and outside the Consortium is broadened and deepened. They will pave the way towards achieving an expenditure of 10% of their research budgets on trans-nationally funded collaborative research by 2013. They will also liaise with other public and private stakeholders in transport research programming in Europe and encourage collaboration with non-European research programmes. At the end of the project a permanent structure is expected to become established that will take forward the trans-national coordination of road research programmes after completion of the project and be self-sustaining.

This deliverable focuses on public stakeholders in the field of road related transport research and describes their attempts to coordinate road and co-modal transport research. Special attention is devoted to ERA-NET TRANSPORT (ENT), the European Commission and CEDR because of the many similar philosophies regarding the continuation of road and transport research. A joint call with ENT has been explored and the cross-modal ENT programmes and the road research programmes of ENR have been aligned to some extent.

More coordination of road and transport research is needed but not through yet another or even new coordinating platform. This is not needed and not what stakeholders want. The tendency is that both public and private stakeholders realize that joint efforts are prosperous for both sides. R&D is increasingly led by industry where competitiveness is top priority. The BRIC countries led by China are ranking alongside on the global level playing field of science and engineering research. With major investors in electro-mobility such as Volkswagen and Germany, Europe should be able to maintain competitive as well.

A crucial element for coordinating research is the exchange of existing knowledge which is about providing the right knowledge at the right place and time. Connecting knowledge means connecting people. ENR has shown its capacity to create synergies and coordinate research and organize their procurement.

Deliverable 4.3 is not a final statement of how to ensure European consensus on road and transport research, but a stepping stone towards a better mutual understanding of why, when and how to join forces between the public actors in European research.

The Netherlands, April 2011

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1 Project description

This deliverable is a product of the Work Package 4 “Alignment with Transport Research Policy Agendas”, in this publication shortened to “WP4”.

Deliverable 4.1 analysed the Strategic Research Agendas (SRAs) of the European Technology Platforms. Deliverable 4.2 will contribute to an integrated policy approach for road research. To do so observed the main public counterparts within the playing field of European transport, including CEDR as an important ENR partner. WP4 D4.2 describes their role, their strategic objectives and what has actually happened in the field of coordinating European road and transport research, which is a huge process in itself.

The main part of the work for this deliverable focuses on ERA-NET TRANSPORT (ENT). From the beginning both ENR and ENT have shared a number of very similar philosophies. Joint calls with ENT have been explored as well as possible more strategic issues regarding different modes of transport or integrated transport systems. In addition other ERA-NETs were considered as well as other counterparts such as COST, EUREKA, the European Structural Funds and the TEN-T actions. And of course there are many regional efforts to coordinate road and transport research such as between the Nordic countries or dedicated coordinating project structures such as EasyWay (Europe-wide ITS deployment on main corridors driven by National Road Authorities with associated partners). This however is outside the scope of WP4 and has partly been dealt with in previous ENR Deliverables. The conclusion was that ERA-NET TRANSPORT and the EC proved to be of most value for the work of WP4.

1.1 What an integrated policy approach means to WP4

Given the many and various public stakeholders WP4 analysed their objectives and position to find out where they connected to the work of ENR2 and WP4 in particular. It was interesting to discover whether public stakeholders were in fact seeking for alignment themselves. This was needed as a basis for the work of Deliverable 4.3.

2 The coordination of publicly funded research

In the year 2000 the “European Research Area” was born. The European Council launched the concept of “ERA” and set the challenging target of 3% Gross Domestic Product (GDP) for research expenditure. It was the start of the co-funding of research by the European Commission and Member States. In the past decade many innovative funding and financing instruments were introduced

- Integrated projects
- Networks of Excellence
- Joint Technology Initiatives
- Public Private Partnerships
- The ERA-NET trans-national co-operation mechanism
- The European Investment Bank’s Risk Sharing Finance Facility

European transport research programmes are increasingly focussed on implementation. Pure scientific research and development (R&D) is much less common. Past experiences and the sharing of knowledge and best practices can guide current and future implementation both on EU and international level. EU support has focussed on transport systems and services with European added-value. At national level government-led programmes can be found that have provided funding for collaborative research on transport. National Road Administrations also conduct or procure their own research to meet their own needs.

2.1 The ERA-NETs

At the start of ENR2 there were 118 ERA-NETs (71 FP6 and 47 FP7) with a total of 704 organisations participating. From these, 38 organisations were frequently involved (> 10 ERA-NETs) whereas the majority of 461 organisations were only involved in 1 single ERA-NET. A total amount of 2000 MEUR of public funding was committed¹

Obviously this involves a large amount of stakeholders but the European Commission itself has stressed more than once that there is somewhat of a downside to this success. Whereas the EC aims at reaching higher levels of coordination to meet the global challenges of their EU 2020 strategy it turned out that the ERA-NET success causes budget fragmentation at the same time. Work processes and research efforts are being duplicated. This means that benefits are not being optimised due to compartmentalisation of public research funding in the EU.

The more positive effect is that the ERA-NET scheme experiences gained by Member States and the Commission have enabled Joint Programming in the sense that Member States have used the input from ERA-NETs to identify possible Joint Programming Themes. Road research was somewhat of a niche during FP7. Through the ENR Calls ‘Climate change’, ‘Road Safety’ and ‘Asset management’, ENR has filled this gap.

¹ ERA-LEARN EC statistics status 1/2010

3 Public research stakeholders

3.1 ERA-NET TRANSPORT

ERA-NET TRANSPORT (ENT) has created a basis for cooperation in European transport research by deliverables such as a road map of research priorities. ENT identified barriers for cooperation as well as joint procedures, joint programming and project management models and guidelines. Deliverables of the project are published as reports. The road research programmes of ERA-NET ROAD and the cross-modal programmes of ERA-NET TRANSPORT have a lot in common. In practise this often showed at conferences or workshops in the field of transport because it involved the same network. The working relation between ENT and ENR dates back to the first ERA-NETs. This means that together with the European Commission, ENT is the most important public stakeholder for ENR to work with and to align with. A major difference in approach between the two ERA-NETs is the fact that ENR is all about procurement of research whereas ENT is all about funding of research. ENR is about research procurement which can be found within the joint calls initiated by ENR where NRAs are research clients (see Figure 1).

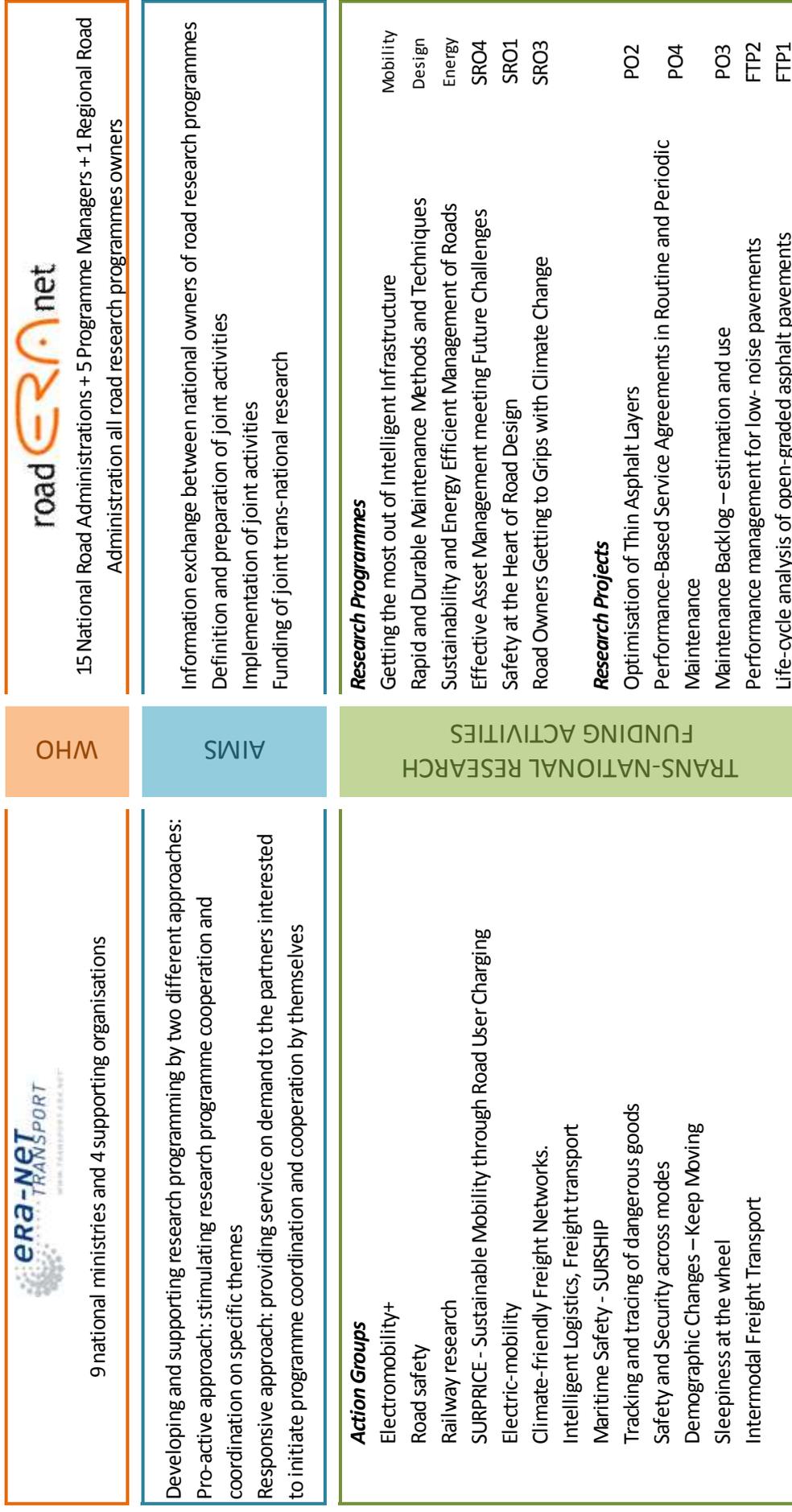


Figure 1: Similarities and differences between ERA-NET TRANSPORT and ERA-NET ROAD

3.2 The European Commission

The Framework programme of the European Commission (EC) is the largest European single funding programme for trans-national collaborative research. It is therefore of major interest to the Commission that their instruments such as the ERA-NETs work effectively. The Commission supports coordinated research efforts and the ERA-NETs have positive effects on that. Other important 'instruments' for coordinated research are the Technology Platforms. Due to the increasing impact of global challenges, both the Commission and the automotive industry strongly favour the joining of forces. The dialogue between the EC and industry has intensified to a much stronger level than it used to be and the EC addresses the ETPs directly when they are in need of input for their Work programmes and Framework programmes such as a new designed FP8. A clear example for industry input to the European Commission and thus an attempt to coordinate research efforts was the forming of the so called Transport Advisory group. A group that consists of automotive representatives, academia and researchers and that has come up with a first set of recommendations for the EC 2011 Call. ERTRAC is one of the main stakeholders in this group.

During the runtime of WP4 it became clear that there were not many infrastructure related Calls coming from the Commission. In fact due to the 'European recovery program', electrification or electro mobility became the main issue. The alignment part of the work from ERA-NET ROAD WP4 was guaranteed through providing infrastructure related calls through WP1.

3.2.1 Actions according to Art. 185 of Treaty of the functioning of the European Union (TFEU – former article 169)

Article 185 of the Treaty of the functioning of the European Union (TFEU, former article 169) provides the legal basis for the participation of the Union in research and development programmes of member states. In doing so, a flexible collaboration between member states is made possible, which considers the common interests and needs. The objective is to coordinate national R&D programmes in order to achieve a more efficient use of resources.

Implementing Article 185 in the EU's Seventh Research Framework Programme (FP7) implies that the participating EU Member States integrate their research efforts by defining and committing themselves to a joint research programme, in which the European Community promotes the voluntary integration of scientific, managerial and financial aspects.

Article 185 is also used to generate synergies and enhance the complementarities between FP7 and activities carried out under intergovernmental structures such as COST and EUREKA (see section 3.3 and 3.4).

Moreover, Article 185 initiatives build on the ERA-NET scheme, they reduce fragmentation and overlaps in research programmes and projects carried out at national level. They are a step further than the ERA-NET schemes. ENR aims to develop and strengthen the coordination of national road research and to initiate calls on road research. ERA-NET ROAD II will end April 30 2011 and CEDR should take over the structures developed in ENR. The Article 185 provides a legal basis for further coordination on road research and to continue initiating calls and to structure road research in Europe.

3.3 European Cooperation in Science and Technology (COST)

COST is one of the longest-running European instruments supporting cooperation among scientists and researchers in Europe. COST is an intergovernmental framework for European Cooperation in science and technology coordinating nationally funded research activities on European level. Therefore, COST is a tool for networking and exchanging scientific and technical knowledge trans-nationally. The aim of COST is to bring scientists and researchers from different countries together working out the researcher's ideas trans-nationally, guided by COST. COST was established in the 1950s and now COST counts about 36 members (also from non-EU-member countries). COST is a precursor of advanced multidisciplinary research and today works bottom-up in various disciplines. A bottom-up approach (in R&D - funding schemes) implies that researchers develop and initiate research efforts on different subjects in various disciplines and not to set strategic thematic research efforts (top-down approach). So, COST gives researchers the opportunity to initiate COST Actions (networks) on different disciplines, which are centred on research projects in fields that are of interest to COST, without setting a research agenda. COST concentrates on non-competitive research, pre-normative cooperation and solving environmental, cross-border and public utility problems. These disciplines are called and divided in 9 key domains. One of these key domains is dealing with Transport and Urban Development (TUD). TUD aims at fostering international research networking activities of scientists and experts dealing with transport systems and infrastructures, urban land use and development, architecture and design, and civil engineering issues. Synergies, added value in research cooperation and in European integration were approached.

The tool of COST provides easy access to the exchange of knowledge between researchers and therefore researchers with projects funded by the calls initiated by ERA-NET ROAD have the opportunity and possibility to work within COST Actions on the domain TUD with various researches (also from non-EU member countries) and to widen up the spectrum of road research. That implies an indirect positive effect on European road research and therefore for ERA-NET ROAD. ENR2 WP4 members contacted national COST coordinators concerning alignment activities and the conclusion was to exchange information about call subjects on road research for future activities between CEDR Trans National Program Meeting (TPM, structured by WP3) and COST TUD domain in an internal way and so accomplishing countries, which are not ENR members.

3.4 EUREKA

EUREKA is an intergovernmental network launched in 1985, to support market-oriented R&D and innovation projects by industry, research centres and universities across all technological sectors. It is structured like COST with a bottom-up approach. EUREKA has a decentralized network, which aims to offer project partners access to skills and expertise across Europe in a flexible way, from national public and private funding schemes. There are more than 4,000 projects funded. EUREKA is a very complex trans-national network with 40 full members, including the European Community and has various types of research efforts.

The EUREKA High Level Group awards projects with the internationally recognised EUREKA label. This label adds value to a project and gives participants a competitive edge in their dealings with financial, technical and commercial partners. Research has shown that the EUREKA label offers added value to project participants in terms of enhanced visibility and a guarantee to potential private investors that the project has passed EUREKA's stringent assessment procedures.

EUREKA individual projects are the most common EUREKA funding tools. It is used for high-technology market oriented R&D projects aiming at developing a cutting edge civilian product, process or service (bottom-up approach) and must involve partners from EUREKA member countries.

EUREKA Clusters are longer term strategically significant industrial initiatives. They have a large number of participants, and aim to develop generic technologies of key importance for European competitiveness (i.e. Information Communication Technology, Energy and Biotechnology). A EUREKA Cluster is initiated by the industry in close collaboration with national funding authorities (bottom-up approach).

EUREKA Umbrellas are thematic networks focusing on a specific technology area or business sector. Their main goal is to facilitate the generation of EUREKA projects in their own target area. Umbrella activities are coordinated and implemented by a working group consisting of EUREKA representatives and industrial experts.

EUREKA's EUROSTARS Programme is an initiative according to Article 185 of TFEU. EUROSTARS is a European R&D programme targeting small and medium enterprises. It can address any technological area (bottom-up approach) but must have a civilian purpose aimed at the development of a new product, process or service. EUROSTARS is the first European funding and support programme to be specifically dedicated to Small and Medium Sized Enterprises (SMEs). EUROSTARS will stimulate them to lead international collaborative research and innovation projects by easing access to support and funding.

There were bilateral discussions with WP4 members and EUREKA people concerning alignment activities between ERA-NET ROAD and EUREKA. The conclusion is, looking at these various types of research efforts within the trans-national network, that EUREKA seems to be very complex and is dedicated to SME's (difference to COST). The conclusion of the EUREKA analysis is that there is no alignment opportunity between ERA-NET ROAD and EUREKA.

3.5 The European Structural Funds

The European Union has at present time four Structural Funds to grant financial assistance to resolve structural economic and social problems:

- The European Regional Development Funds (ERDF), whose principal objective is to promote economic and social cohesion within the European Union through the reduction of imbalances between regions or social groups;
- The European Social Fund (ESF), the main financial instrument allowing the Union to realise the strategic objectives of its employment policy;
- The European Agricultural Guidance and Guarantee Fund (EAGGF - Guidance Section), which contributes to the structural reform of the agriculture sector and to the development of rural areas;
- The Financial Instrument for Fisheries Guidance (FIFG), the specific Fund for the structural reform of the fisheries sector.

For ERA-NET ROAD these structural funds have no direct effect and an alignment with these four structural funds serves no purpose. The systems of this structural fund pursue different

goals from ERA-NET ROAD. Moreover, ERA-NET ROAD is specialised in initiating road research and is based on procurement.

3.6 The TEN-T actions

The concept of the Trans-European Transport Networks (TEN-T) can be considered a major alignment effort by itself and thus a relevant counterpart for ENR. Where WP4 has to seek collaboration the TEN-T has the authority to:

- Establish guidelines covering priorities and identifying projects of common interest
- Implement measures for interoperability and standardization
- Provide support to projects with different financial tools

The 2003 TEN-T review resulted in a set of 30 priority axes and projects (see Figure 2) covering high-speed and conventional railways, road motorways, the 'Motorways of the Sea,' multimodal corridors, airports, inland waterways, and Galileo.

Further alignment was created by establishing the TEN-T Executive Agency (EA) to manage all projects with a mandate until 2015². DG MOVE decides which infrastructure projects are included in the TEN-T and provides some funding for each project. Individual national governments have to fund a majority of the work being conducted in their own country. The relationship and coordination between Member States and the TEN-T EA varies by country. In practice, the planning of the TEN-T network has essentially meant adding together significant parts of national networks for the different modes and connecting them at national borders. This has been quite appropriate in the early days of TEN-T policy. However the effectiveness of this approach has become weaker because of the enlargement of the EU. In a way ENT and ENR are facing the same type of complexity. ENT tries to program nationally while ENR tries to join NRA research efforts. Member States have become aware that their exclusive responsibility in the field of infrastructure planning and implementation on their territories has changed. They have to integrate their national planning with a European level of planning that takes account of objectives outside each individual Member State's perspective. This has and will become more relevant as the EU expands and networks become increasingly complex³.

The importance of TEN-T not losing its corridor-based origins and implementing connecting projects in multiple states with a fresh and modern look at the market, is recognized. The EU is in the process of revising the TEN-T based on an approach that is grounded in market fundamentals. The new TEN-T; a Two-Tier Corridor Network: Core and Comprehensive, can benefit from the results of the Community Framework Program on RTD. Because of these dynamics and the fact that the TEN-T approach already shares a number of ENR objectives, WP4 did not make any alignment effort towards TEN-T. The TEN-T goals include improvement of the visibility for EU support to infrastructure projects through dissemination activities, something ENR does through the RRAF portal of work package 2.

Funding support from the EU includes mainly grants (TEN-T program, Cohesion and Structural Funds) or loans and guarantees from the European Investment Bank (EIB).

² Trans-European Transport Network Executive Agency, History and Legal Framework, http://tentea.ec.europa.eu/en/about_us/mission_introduction/history_legal_framework.htm

³ Position paper of the European Transport Coordinators on the Future of TEN-T Policy, 6 October 2009. http://ec.europa.eu/transport/infrastructure/european_coordinators/doc/2009_10_06_position_paper_coordinators_future_tent_en.pdf

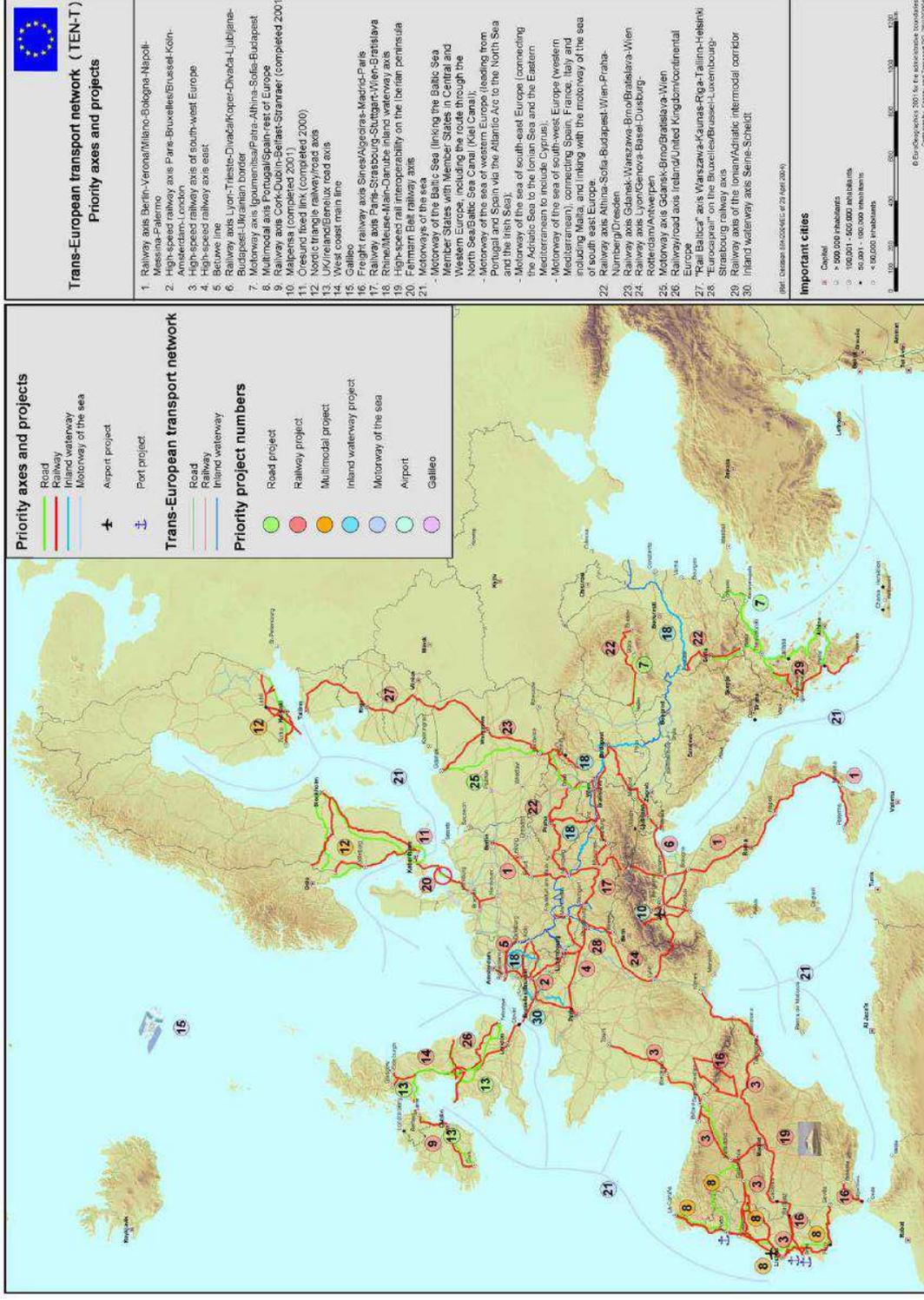


Figure 2: Trans-European Transport Network 30 Priorities Axes and Projects

3.7 Conference of European Directors of Roads (CEDR)

3.7.1 CEDR, partner of ENR

The Conference of European Directors of Roads (CEDR) was created in 2003 as a follow up organisation of WERD/DERD (WERD stood for the Western European Road Directors / DERD stood for the Deputy European Road Directors).

CEDR is a non profit organisation under French law. The Mission of CEDR is:

- i. To contribute to future developments of road traffic and networks as part of an integrated transport system under the social, economical and environmental aspects of sustainability
- ii. To promote an international network of personal contacts between Road Directors and their staff
- iii. To provide a platform for understanding and responding to common problems
- iv. To develop a strong involvement in EU developments on matters relating to road transport systems
- v. To use existing representations on relevant international groups for mutual benefit
- vi. To make use of the results of common understandings as well as research results in each member country

Throughout the entire ENR project CEDR has always been an important ENR partner. From the beginning the idea was for CEDR to 'take over' the ENR work at the end of the ENR project structured by the work of WP3. Before the ENR project CEDR was not as familiar with framework programmes and strategic research agendas of non CEDR members. The liaising between WP3 and WP4, mostly during EB (ENR Executive Board) meetings, has lead to a better understanding in this respect. Given the CEDR position, research means a lot of other things than just the research within the ENR project. Throughout the ENR project WP4 informed fellow WP leaders on other stakeholders' research initiatives as well as transport issues which was and will be crucial for the structure and the success of CEDR TPM (Trans National Program Meeting).

3.7.2 CEDR Strategic Plan

CEDR has established a strategic plan for the years 2009 -2013. This plan outlines the priorities CEDR has set and the way Member States want their employees to work on CEDR's activities. It also underlines the added value created by CEDR for its members on existing work done by other institutions like the EU, the UNECE, or PIARC, thus minimising the duplication of efforts in finding solutions to existing problems.

This strategic plan recognizes that despite smaller budget allocations, several major challenges for transport have to be overcome to satisfy the mobility needs of the European society, which can be summarised by the challenges:

- to lower the impact of mobility on the environment, make transport "cleaner" and "greener", reduce energy consumption, improve energy efficiency, and enhance security of energy supply by decreasing dependency on fossil fuels,

- to optimise the use of existing infrastructure, make transport more efficient, improve mobility in urban and inter-urban transport, increase infrastructure throughput and reduce congestion,
- to improve traffic and transport safety and security,
- to adjust the design and construction methods to climate change and future trends of heavy vehicles and,
- to determine and apply the correct price for road transport considering the external costs induced by road traffic.

The work of CEDR shall thus aim at contributing to increase the availability of infrastructure, its optimal utilization, its durability and safety from a technical and operational point of view. It shall be reflected in Europe in more efficient National Road Authorities (NRAs), an improved contribution of road transport to the wider economy, safer transport, and a more harmonious relationship among road transport, transport users, the environment, and society.

3.7.3 CEDR Research Strategy

The current CEDR strategy set up project groups and technical groups (PG or TG) on specific priority tasks (see Annex). A key element of the CEDR mission is to make use of the results of common understandings as well as research results in each member country.

This is now reflected in a new CEDR research strategy that was established in 2010. The CEDR research strategy allows the research activities of the National Road Administrations (NRAs) to be bundled in the most effective way thereby contributing to sustainable mobility for the benefit of society, the economy, and the environment. The overall aim of CEDR's research strategy is therefore to set out and strengthen the future direction and content of European national road research, to exploit the opportunities and address the key challenges faced by the NRAs and contribute to the decision making process at CEDR.

This CEDR research strategy specifically addresses research that is needed to ensure that technical research outputs from previous projects are actually used by CEDR members and relevant industries. It covers the whole innovation chain that goes from research to successful implementation by and for the benefits of CEDR members. It may also include other topics such as organisational issues. Examples could include research on the optimal organisation of road maintenance services or research on financing schemes for infrastructure or maintenance.

The strategy identifies six strategic objectives for European road research undertaken by CEDR members which are structured around the following themes:

1. encouraging innovation,
2. identifying common research themes
3. encouraging all CEDR members to prepare national research strategies
4. increasing European collaborative road research
5. promoting jointly funded research and,
6. disseminating the results of research.

3.7.4 CEDR and trans-national research

CEDR has recognised the value of trans-national research early on because it produces significant value for money as it structures the way CEDR's members identify commonalities, reduce duplication of research and plan for trans-national calls if needed. This is why its members decided to set up the ERA-NET ROAD framework with the help of the European Commission.

In 2010 CEDR decided to take a more proactive approach and agreed to continue the trans-national effort after the end of the European Commission's projects. CEDR mandated its TG Research to supervise the whole trans-national process and agreed to set up a specific secretariat for sharing information, identifying opportunities and organisation of trans-national calls for projects.

This work has been carried out by ENR2 WP3 in charge of Structuring Public Road Research. The Work Package saw to it that the requirements for this specific secretariat consisted of the right transport issues. A few items are worth noting:

- In doing so CEDR builds up on the experience of and on the procedures that have been established in the ERA-NET ROAD framework.
- CEDR intends to only organise calls that are necessary to the achievement of CEDR members' needs.
- All call procedures will be open and transparent, all EU members must be able to participate; and no preferred suppliers should be favoured.

The funding of the research budget and the funding of the related management costs are carried by those CEDR members who wish to participate in each specific research project on an ad-hoc basis.

4 Synergies between research topics

Many of the stakeholders that play a role in the level playing field of road related research share a large number of research interests that are identical. Duplicating research efforts is not automatically a bad thing. One could compare results and seek synergy. However if forces could be combined from the start then synergy would become natural for those active in the same field of research. The ENR challenge of investigating the possible coordination in terms of joint programming and joint research procurement has led to closer contact within this work package with ERA-NET TRANSPORT. Synergy has been looked at and found in the way that a possible joint call with ENT has been investigated and explored. This chapter describes the process in more detail.

4.1 *Efficient collaboration with ERA-NET TRANSPORT*

Since the start of ENR a lot of effort has been put into joining forces with ENT. Some results have already been mentioned in previous ENR deliverables. The cooperation between ENT and ENR is quite fruitful. Some good examples are the cooperation regarding the Plenary Groups of both networks. Previous good examples of ENT-ENR cooperation towards joint funding initiatives such as Road Safety and Road Pricing (SURPRICE) have been described in Deliverable 17 of the first ENR.

It turned out that there were too many differences to actually coincide meetings. One cannot combine management issues plus exploratory group meetings in one single meeting of two different ERA-NETs. These conclusions were formally established during a special meeting initiated by WP4. This meeting was held in presence of the ENT and ENR coordinators, the WP4 leader and the Dutch National Steering Group representative (NSG and member of WP4) on October 21st, 2009 in Brussels.

4.2 *Exploring a joint call with ERA-NET TRANSPORT*

As planned in the Description of Work, a joint call together with ERA-NET TRANSPORT has been explored focussing on strategic transport issues.

The European Commission urged significant multilateral cooperation between EU Member States to be frame worked under the Green Car Initiative in a move to round off research action to be supported through projects led under FP7. The Commission encouraged ENT to describe an EN+ in their Description of Work. Member States participating in the ERA-NET TRANSPORT scheme looked into the issue during discussions held in May 2009 at the second High Level Group (HLG) forum.

The exploratory work for ENR started on July 1 2009 during an FP7 Transport Program Committee meeting. During this meeting Andras Siegler of DG RESEARCH introduced the expectation of ENR and ENT to establish an ERA-NET+. The forming of an EN+ together with ENT became a real scenario for WP4. In September 2009 PREDIT-France wrote a first document called "Europe wide electro-mobility for 2025: perspectives for multilateral cooperation on research action". This was under discussion in following ENR EB and NSG meetings. At a later stage both the ENR and ENT strategies towards a possible EN+ was discussed on October 21st 2009 in Brussels between the WP4 leader, the ENT and ENR coordinators and the Dutch National Steering Group representative (NSG and member of WP4).

At first both ENT and ENR were a bit reluctant towards a possible future EN+ Call and were at that time in need of more information on all implications before a sound decision of the consortia could be made. One negative incentive from the start for ENR was the fact that National Road Administrations are generally not really familiar with EC procedures. However both ENT and ENR expressed that it was perfectly clear that in the very near future, a substantial project would be formed around Electro-mobility and/or Electrification of roads. Both ENT and ENR foresaw problems in combining the ENR procurement approach (purchasing of R&D results and intellectual property rights (IPR) to the purchaser) vs. the ENT budget approach, which largely represents Grant to the budget. Furthermore, ENR would end in spring 2011 and capacity and budget did not allow for the forming of any EN+. The further EN+ preparation by ENT needed to consider more aspects and therefore needed more time to finally decide on the issue as such. It was concluded that at this stage ENR would not continue exploring an EN+ on Electro-mobility together with ENT. Of course both ERA-NETs agreed on maintaining active communication of progress on both sides (see Figure 3)

4.2.1 The ERA-NET+ on Electro-Mobility

The economic crisis gave pace to the Electro-Mobility research effort. Alternative technologies could prove to become a driver of economic recovery. At the end of 2008 the French government launched the “*Véhicules décarbonés*” plan, Germany launched an “*Elektromobilität*” plan, the UK launched its “*Ultra-Low Carbon Vehicles*” plan and the Netherlands formed a so-called “*E-team*” including a pilot with an electric fleet of government cars. At the European level, the Commission launched the “*Green Car Initiative*”. All of these plans combined R&D grants, prototyping, incentive measures and other packages designed to foster the emergence of a marketplace for electric-rechargeable and hybrid-rechargeable vehicles for individual drivers, public passenger transport, and goods transport infrastructures. On the automotive side several car manufacturers announced models earmarked for release over the 2010-2013 period (Renault, PSA, Boloré in France; BMW, Daimler, Volkswagen, Opel in Germany; Volvo in Sweden; Seat in Spain; Think in Norway)

In November 2009 a more decisional phase for the ENT scheme towards the EN+ took place. In the initial phase the focus was on the organisational structure of the “*electro mobility system*”. The first research focus formed around four core clusters⁴:

- Energy and environmental policy approach,
- Usage patterns, economic models, actors involved,
- Technical dimensions of the recharging systems,
- Testing, trials and normative standards.

⁴ The Electromobility Call finally opened in December 2010 covering 5 thematic key dimensions

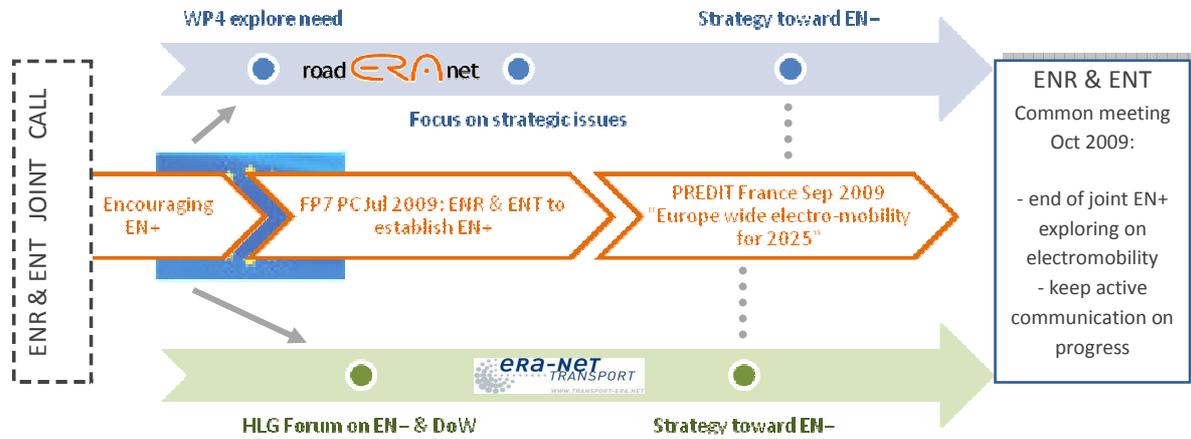


Figure 3: Exploring a joint call with ENT

5 Better access to research support

With the many research support actions available, it may be difficult to get a good overview of them all. The European Commission has created several tools to assist with this.

A very useful source of information on trans-national research activity funded by the European Commission is NETWATCH. NETWATCH is an online information portal created by the EC with the aim of providing information on trans-national R&D collaboration. The current focus of the platform is on ERA-NETs. Hence, NETWATCH includes information on all current (active) and past (inactive) ERA-NETs. It not only displays a very comprehensive fact sheet about each ERA-NET, but also a calendar with all ERA-NET calls. Furthermore, it contains information on all participants and their research programmes.

The ERA-NET Learning Platform, which may be found within NETWATCH, provides a toolbox with information such as a guide on “everything you need to launch and implement a joint call” (ERA-LEARN Toolbox).

NETWATCH relies on the individual ERA-NETs to keep the information within it up-to-date. ERA-NET ROAD II recognizes the benefits obtained through NETWATCH and therefore updates its information whenever necessary.

ERA-NET ROAD II representatives have also attended a workshop to improve NETWATCH at the ERA-NETs on Stage event hosted by the European Commission in March of 2010.

In addition to doing its part for NETWATCH, ERA-NET ROAD II strives towards making information on research available to the wider public. Currently, the main tool used for this is the ERA-NET ROAD website (www.eranetroad.org), which contains well structured information on all research projects initiated by ERA-NET ROAD II. New information on research opportunities and research results is published on the website whenever it becomes available.

In the future, the main tool of dissemination for this will be the Road Research Access Facility (RRAF), which is being developed within WP2 (Dissemination: Access Facility for Road Research). This online platform will contain information on planned, ongoing and completed research. Particularly the information on planned research is important in order for the system to facilitate trans-national research. The fact that the RRAF will also act as a communication platform will further enhance its benefit to National Road Administrations. It is envisioned that National Road Administrations publish their planned research within the RRAF. As the RRAF has a very user-friendly interface and a convenient research overview table, possible commonalities in planned research can easily be found. By using the communication tools, interested research professionals can then contact other people working on the same or similar topics and find ways, where applicable, to work together. Ideally, this will lead to trans-national programming.

5.1 Coordinating platforms

Without a doubt more coordination of road and transport research is needed. A very logic step to achieve coordination is creating a coordinating platform. General themes, such as sustainability, safety and security, innovation and ITS, are being addressed in almost all national research programmes. Furthermore, the public stakeholders analysed by WP4, shows a lot of synergies in research topics. Thus, the potential exists for European partners to share a research platform and develop coordinated activities. The European research

sector could easily maximise the value of research by creating a sustainable R&D strategy that can bring together Europe's key players. Figure 4 demonstrates what could be done in this respect. EU research could be aligned if the major existing platforms would organize themselves into one grand platform.

The problem is however, that most stakeholders share the perception that in fact they are already a coordinating research platform as such. This can often be found in their mission, objectives and presentations to the outside world. In some cases this indeed already, or at least partly, exists. CEDR e.g. wishes to provide a platform for understanding and responding to common NRA problems and wants to make use of best practises in each member country. ERTRAC is an example of a private stakeholder that represents a multi stakeholder platform including member states and EC representatives. The tendency is that there is no need for yet another or even an entirely new platform. It could prove much more efficient and logic if present stakeholders and/or platforms would reach out more and start aligning themselves first.

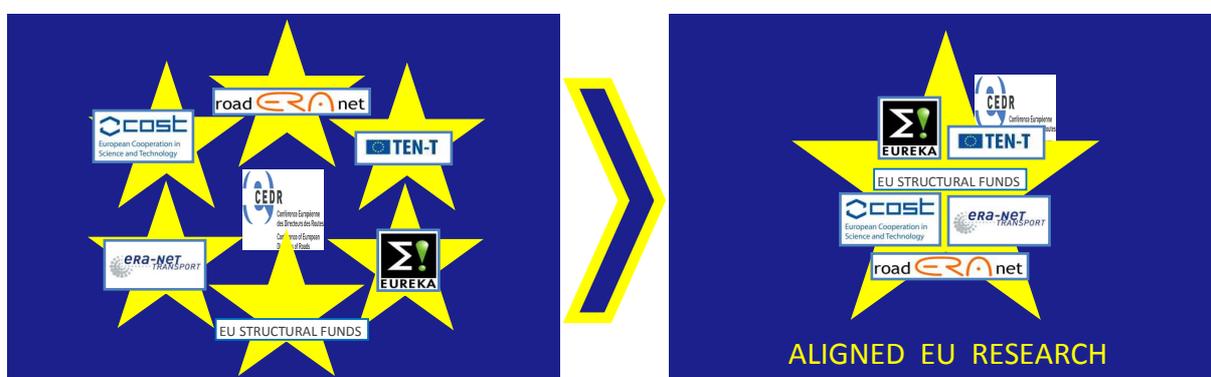


Figure 4: Public EU research aligned

6 Conclusions

One of the WP 4 objectives, investigating the development of a common platform to coordinate road and transport research, has led to the conclusion that this is not what stakeholders want and not what Europe needs at this stage. Fact is there are already too many platforms and on top of that they are competitive as well. If one were to create new platforms then it would be wise to put a hold to others. Luckily there is a trend where both public and private stakeholders realize that joint efforts are prosperous for both sides.

This is an important fact because transport research is heavily industrialised, comprising of sectors that share interest in infrastructure, systems and vehicles. It is not a secret that R&D is increasingly led by industry with dynamics led by production and competitiveness. Despite ERA and the Lund Declaration the rest of the world moved along as well. The BRIC (Brazil, Russia, India and China) countries led by China are ranking alongside on the global level playing field of science and engineering research. Where Japan and Korea already have reached a 3 % GDP spend on research, Europe is facing the grand challenge of competing and balancing efforts of 27 Member States. In terms of competitiveness Europe does not have to worry too much. At the beginning of 2011 Volkswagen announced a billion Euros investment in electro-mobility and the German government introduced large scale electro mobility plans. At the same time EC addresses the US and Japan directly on ITS matters seeking for collaboration.

One of the most crucial elements for coordinating research is the exchange of existing knowledge. However, dissemination is not just about communicating research efforts or results, or building yet another database or portal. It is more about providing the right knowledge at the right place and time. Connecting knowledge will always mean connecting people.

ENR has shown its capacity to create synergies and coordinate research and organize their procurement. Another future key element for all public and private stakeholders and platforms is to meet real needs and not just to do research for the sake of doing research. This ensures a lasting impact that will reach beyond research results. The giant leap towards true alignment, however, is not agreeing on common strategic research agendas or swapping ideas or even joining forces in common calls for research or an entirely new research platform.

The true achievement would be common demonstration projects and implementation of results in a common spirit and in cooperation with all concerned parties, all modes, including the manufacturers, the advisors, the national road associations and the end users.

Annex

CEDR priorities

Task	Description	Working Group	Task number
M1	Costs for maintenance and operation	PG: BEXPRAC	Task 1
M2	Networks-Data-Performance Indicators	PG: Perf-Ind	Task 2
M3	Long term investments in road infrastructure	PG: Investments	Task 3
M4	Research	TG: Research	Task 4
C1	Monitor and support the efforts for standards	TG: Standardisation	Task 5
C2	Monitor the efforts for European directives	TG: Directives	Task 6
C3	Wildlife and traffic	PG: Wildlife	Task 7
C4	Road noise	PG: Road noise	Task 8
C5	Monitor/support EU activities on Road Safety	TG: Road Safety	Task 9
C6	Forgiving and self explaining roads	TG: Road Safety	Task 10
O1	Comparison of Congestion Policies of NRAs	PG: ITS	Task 11
O2	Traffic Management to reduce congestion	PG: ITS	Task 12
O3	Incident & Emergency Management	PG: ITS	Task 13
O4	NRA's roles in ITS, Easyway, eSafety	PG: ITS	Task 14
O5	Customer orientation of NRAs (ERUS)	PG: Customer	Task 15
O6	Adapting to climate change	PG: Climate change	Task 16
O7	Mitigating climate change	PG: Climate change	Task 17

*PG: Project Group

**TG: Technical Group

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Abbreviations

AASHTO	American Association of State Highway Transportation Officials
BRIC	Brazil, Russia, India, China
CEDR	Conférence Européenne des Directeurs des Routes/Conference of European Directors of Roads
CEDR-TGR	CEDR Technical Group Research
CEDR-TPM	CEDR Trans national Program Meeting
COST	European Cooperation in Science and Technology
EIB	European Investment Bank
ENR	ERA-NET ROAD
ENT	ERA-NET TRANSPORT
ETP	European Technology Platform
ERTRAC	European Road Transport Research Advisory Council
ESF	European Structural Fund
EUREKA	Europe-wide network for industrial research and development, designed to strengthen EU competitiveness by promoting market-driven collaborative projects
FHWA	Federal Highway Administration
FP	Framework programme
FTP	Fast Track Pilot
NETWATCH	The European Commission's information platform on trans national R&D programme collaboration
NCHRP	National Cooperative Highway Research Programme
NRA	National Road Authority
PO	Project Opportunity
RRAF	Road Research Access Facility www.rraf.info
SME	Small and Medium sized Enterprises
SRO	Strategic Research Opportunity
TEN-T	Trans-European Transport Networks
TFEU	Treaty of the Functioning of the European Union
TRKC	Transport Research Knowledge Centre (FP6)
WP	Work Package