COORDINATING TRANSPORT RESEARCH IN EUROPE
Cross-border research initiatives are not new – but in the field of transport formalised cooperation have taken a big step forward through ERA-NET TRANSPORT. It is by no means easy, national programme procedures and structures are different and therefore difficult to merge. And old habits die hard. However, Evelinde Grassegger, Austrian programme owner is in no doubt: Just do it! The benefits in the long run outlast the initial difficulties.

The process of setting up trans-national calls is a long one. Complicated by strong and different national practices. Especially the first time around. Evelinde Grassegger nevertheless feels that the effort of setting up trans-national calls is well worth the time. The cooperation procedure developed through the ERA-NET TRANSPORT cooperation is a big help: »Experiences from the trans-national call on »Intermodal Freight Transport« show that a comprehensive cooperation framework with five countries could be set up in few months preparation time. This was only possible due to a clear and targeted process description« says Evelinde Grassegger. She also points out that learning from different practice in programming of other countries is a clear added value of ERA-NET TRANSPORT. This has resulted in new approaches and benchmarks in Austrian national programming: »We have now anchored trans-national cooperation as an integrated part in our new national strategy programme by defining quantitative aims regarding the grade of trans-national projects«, says Evelinde Grassegger. She hopes that other countries will follow the institutionalising step in order to make joint calls more frequent in the years to come.

Need for more cooperation

From the chair of Evelinde Grassegger, Head of unit for mobility and transport technologies at the Austrian Ministry for Transport, Innovation and Technology, the future path is clear: From the public view point funds can be used more efficient by avoiding overlaps in research activities in each country. By acquiring complementary competences for problem solutions.

And by sharing costs for research questions with other countries. The joint capable skills and technologies in Europe need to be utilized better in order to develop better and faster solutions for the pressing societal problems. The perceived risk of losing control over national funding does not make Evelinde Grassegger’s hand shake: »The sovereignty and flexibility in the alignment of trans-national research policy cooperation broadly serve national needs and enables Austria to address certain research questions very targeted«, she strongly emphasises.
More tools, please

In Austria trans-national cooperation has now been successfully introduced on ministry level. Looking forward, Evelinde Grassegger sees a need for further development and national rooting of procedures:

»In the coming years ENT has to focus strongly on the further development of cooperation procedures. The experiences base from the first four years is still not broad enough to sufficiently cover topics like joint peer review procedures in joint calls, integrated programming or joint dissemination issues«, she says. More accompanying tools have to be worked out to give programme owner/managers extended opportunities for more efficient initiation and development of cooperation actions. Evelinde Grassegger also emphasizes the need to allow growth of confidents and reliability for researcher to join trans-national cooperation. This will require harmonized call procedures for all trans-national calls and facilitation for finding partners in other countries. Evelinde Grassegger says:

»Technical and organisational tools to facilitate coordination are necessary, but the human aspects of cooperations, as personal meetings and phonecalls must not be underestimated«.

A solid platform is important

Evelinde Grassegger is pleased with the solid cooperation platform for programme owners and managers created in ERA-NET TRANSPORT. Already several joint research funding activities have been successfully developed and are currently in operation. As of the outcome of trans-national cooperation, Evelinde Grassegger is clear:

»The benefits of coordinated research funding for Austrian researcher can be clearly identified in extended cooperation opportunities within a familiar national framework of rules and regulations and shorter time to markets than in the Framework Programme«, she says. And she is sure, that joint projects and calls funded through national programmes is the way for the future.
A FIELD OF FLOWERS—IDEAS FOR TRANS-NATIONAL TRANSPORT RESEARCH TOPICS

Since the ERA-NET TRANSPORT cooperation started 16 concrete research cooperation opportunities have been explored. Common for them all is, that the starting point has been the participating partners’ national research agendas and research needs. The concrete research initiatives developed should be financed through the participating partners’ national research funding. Some of the initiatives have resulted in common calls, some in the clustering of ongoing research activities.

A benchmarking of the ongoing research in Europe showed parallel commission initiatives was in the pipeline. The action group led to partnerships in these calls.

A joint German-Austrian call was launched in September 2006. Sweden is foreseeing to cluster ongoing or recently finished projects in the cooperation.

Focus has been on information exchange as collection of existing projects, standards, standardization works. The cooperation ended in a report with recommendations for DG-TREN.

Overviews of current practice and future need in traffic and travel data collection has been prepared to identify themes for cooperation. The results was presented at the International ITS conference in Aalborg in June 2007.

A joint programme umbrella covering 30 projects was developed in 2005. Results will feed into a joint recommendation to IMO.

A matrix of thematical interest and national priorities was generated. Thematic and topical recommendations for other ENT action groups, ERA-NETs as well as external organisations was agreed.

Currently national funding available Preparation for a ERA-NET+

The table below gives a short overview of the themes and initiatives that have been started under the umbrella of ERA-NET TRANSPORT.

<table>
<thead>
<tr>
<th>THEME FOR THE COOPERATION</th>
<th>COUNTRIES INVOLVED</th>
<th>STATUS</th>
<th>CONTACT</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-Call »Plus« / Service Platform</td>
<td>FI, NL, SE</td>
<td>A benchmarking of the ongoing research in Europe showed parallel commission initiatives was in the pipeline. The action group led to partnerships in these calls.</td>
<td>Dr. Silke Kremer TÜV Rheinland , <a href="mailto:silke.kremer@de.tuv.com">silke.kremer@de.tuv.com</a></td>
</tr>
<tr>
<td>Intelligent Logistics</td>
<td>DE, AT, SE</td>
<td>A joint German-Austrian call was launched in September 2006. Sweden is foreseeing to cluster ongoing or recently finished projects in the cooperation.</td>
<td>Roland Cotte Centre for Studies on Urban Planning, Transportation and Public Facilities, France <a href="mailto:roland.cotte@equipement.gouv.fr">roland.cotte@equipement.gouv.fr</a></td>
</tr>
<tr>
<td>Trans-national architecture for multimodal information</td>
<td>FR, FI, DE, NO, SE</td>
<td>Focus has been on information exchange as collection of existing projects, standards, standardization works. The cooperation ended in a report with recommendations for DG-TREN.</td>
<td>Paul Potters Connekt, The Netherlands <a href="mailto:potters@connekt.nl">potters@connekt.nl</a> Danielle de Bruin, <a href="mailto:debruin@connekt.nl">debruin@connekt.nl</a></td>
</tr>
<tr>
<td>Business models for data collection and use</td>
<td>FR, NL, NO, FI, PL</td>
<td>Overviews of current practice and future need in traffic and travel data collection has been prepared to identify themes for cooperation. The results was presented at the International ITS conference in Aalborg in June 2007.</td>
<td>Per Ekberg VINNOVA, Sweden <a href="mailto:per.ekberg@vinnova.se">per.ekberg@vinnova.se</a></td>
</tr>
<tr>
<td>SURSHIP - Maritime safety »Survivability of ships«</td>
<td>SE, DK, FI, FR, DE, NL, PL, UK</td>
<td>A joint programme umbrella covering 30 projects was developed in 2005. Results will feed into a joint recommendation to IMO.</td>
<td>Pascal Bain MEDAD, France <a href="mailto:pascal.Bain@equipement.gouv.fr">pascal.Bain@equipement.gouv.fr</a></td>
</tr>
<tr>
<td>Alternative fuel, propulsion systems and vehicle technologies Part 1. Trans-national strategy</td>
<td>DE, FR, AT, FI, NO, PL</td>
<td>A matrix of thematical interest and national priorities was generated. Thematic and topical recommendations for other ENT action groups, ERA-NETs as well as external organisations was agreed.</td>
<td>Heimo Aichmaier BMVIT, Austria <a href="mailto:heimo.aichmaier@bmvit.gv.at">heimo.aichmaier@bmvit.gv.at</a></td>
</tr>
<tr>
<td>Alternative fuel, propulsion systems and vehicle technologies Part 2. Demonstration Projects</td>
<td>AT, NL, NO, DE</td>
<td>Currently national funding available Preparation for a ERA-NET+</td>
<td></td>
</tr>
<tr>
<td>THEME FOR THE COOPERATION</td>
<td>COUNTRIES INVOLVED</td>
<td>STATUS</td>
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<tr>
<td>Improved understanding of noise effects</td>
<td>NO, PL, DK</td>
<td>Initial contacts showed many common national interests. But at that time no available national funding. The partners keep in contact.</td>
<td>Juhani Laurikko&lt;br&gt;VTT, Finland&lt;br&gt;<a href="mailto:Juhani.Laurikko@vtt.fi">Juhani.Laurikko@vtt.fi</a></td>
</tr>
<tr>
<td>Environmental performance indicators for heavy duty vehicles</td>
<td>FI, SE, UK, AT</td>
<td>Many common areas of interest identified, but national funding is at the moment not available. The partners are open for cooperation when opportunities arise.</td>
<td>Stéphanie Vincent Lyk-Jensen&lt;br&gt;Danish Transport Research Institute, Denmark&lt;br&gt;<a href="mailto:svl@dtf.dk">svl@dtf.dk</a></td>
</tr>
<tr>
<td>Policy to influence vehicle purchasing behaviour</td>
<td>BE, DK, FR, NO, CH</td>
<td>Sharing of results in ongoing research projects showed opportunities for future cooperation. Awaits national funding options.</td>
<td>Juhani Vehvilainen&lt;br&gt;VTT, Finland&lt;br&gt;<a href="mailto:juhani.vehvilainen@kolumbus.fi">juhani.vehvilainen@kolumbus.fi</a></td>
</tr>
<tr>
<td>Driver Support Systems</td>
<td>DK, FR, FI, DE, NL, NO, UK</td>
<td>A state-of-the-art survey showed upcoming and ongoing EU initiatives. The partners will base future joint national initiatives on the results emerging.</td>
<td></td>
</tr>
<tr>
<td>Hazardous goods - tracking and tracing</td>
<td>FR, NL, AT, SE</td>
<td>A joint project on the deployment for a common architecture for transportation of dangerous goods in Europe</td>
<td>Jaap van der Heide&lt;br&gt;IVW, Netherlands&lt;br&gt;<a href="mailto:jaap.vander.heide@ivw.nl">jaap.vander.heide@ivw.nl</a>&lt;br&gt;Eric Louette, MEDAD, France&lt;br&gt;<a href="mailto:eric.louette@equipement.gouv.fr">eric.louette@equipement.gouv.fr</a></td>
</tr>
<tr>
<td>Safety and Security across modes</td>
<td>NO, FR, DK, UK</td>
<td>Norway and France is working on a parallel call in 2007/08. Denmark and the UK are associated partners and will join the cooperation when opportunities arises.</td>
<td>Halvdan Buffod&lt;br&gt;Research Council of Norway&lt;br&gt;<a href="mailto:hab@rcn.no">hab@rcn.no</a></td>
</tr>
<tr>
<td>KEEP MOVING «Demographic changes and Transport»</td>
<td>FR, DE, NL, SE</td>
<td>The first out of three envisaged joint calls was closed in May 2007</td>
<td>Claes Unge&lt;br&gt;VINNOVA, Sweden&lt;br&gt;<a href="mailto:claes.unge@vinnova.se">claes.unge@vinnova.se</a></td>
</tr>
<tr>
<td>Sleepiness at the wheel</td>
<td>FR, UK, BE, FI, DE, NL, ES</td>
<td>The partners are working on a trans-national research project with several work packages. France and Sweden have already earmarked funding.</td>
<td>Laurent Ricci&lt;br&gt;MEDAD, France&lt;br&gt;<a href="mailto:laurent.ricci@equipement.gouv.fr">laurent.ricci@equipement.gouv.fr</a>&lt;br&gt;Pierre Philip&lt;br&gt;Clinique du sommeil, France&lt;br&gt;<a href="mailto:pierrepphilip@compuserve.com">pierrepphilip@compuserve.com</a></td>
</tr>
<tr>
<td>Intermodal Freight Transport</td>
<td>AT, CH, SE, FR, NO</td>
<td>Austria, France, Sweden, Switzerland and Norway have opened a joint call with a total budget of Euro 2,3 Mio to strengthen intermodal freight transportation in Europe through technological innovations and new organisational structures. The deadline for the call is mid-September 2007</td>
<td>Frank Michelberger&lt;br&gt;BMVIT, Austria&lt;br&gt;<a href="mailto:frank.michelberger@bmvit.gv.at">frank.michelberger@bmvit.gv.at</a></td>
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</table>
SWITZERLAND – A NEW MEMBER OF ERA-NET TRANSPORT

Switzerland joined ERA-NET TRANSPORT [ENT] in January 2007. The Swiss ENT-representative, Karl Hausmann, reflects on the first half year as a member of ENT.

What was the background for joining ENT?
The Framework programmes of EU do not cover all the needs for research and technology development. In our opinion ENT is an intermediate solution between the FP7 programmes and the national programmes – an intermediate between very large and very narrow programmes. Generally speaking, the problems of transport are the same all over Europe, also in Switzerland. There are too many trucks and cars on the road, and there is too much noise and pollution from transport. The research and technology needs are similar in all European countries. The national research and technology programmes are often too small on their own, but they are similar to programmes in other countries. For instance, the Swiss programme is quite similar to the Austrian. Now we try to coordinate the programmes.

What is your best and most valuable experience from the first six month as a partner in ENT?
The most impressive experience is the will of all the partners, the countries, to tackle the problems of the transport sector. One important concrete project for us is the action group on Intermodal Freight Transport, which have a deadline for the proposals in mid September. More practical experience with actions groups will come.

What do you expect to gain from the ERA-NET TRANSPORT cooperation?
We expect research and technology results, which are useful for Europe and Switzerland. What is positive for Europe is also positive for Switzerland.

What is your ultimate ambition for ENT?
To strengthen the sense of international cooperation in transport research and technology development in Europe. It will take quite a change in culture and that will take some time. But ENT is a good platform to tackle this challenge.

BRIDGING EAST AND WEST

Interview with the Polish programme manager Professor Sitarz

In February 2007 an ENT-extension workshop was held in Warsaw. By bringing together existing ENT partner and representatives from Central and Eastern European countries, the Polish hosts initiated the first step towards the enlargement of ENT with new members from East and Central Europe. We had a talk with the Polish ENT-representative, Professor Sitarz, about the goal and outcome of the seminar.

What was the goal and outcome of the ENT-Extension Workshop in Warsaw with representatives from Central and Eastern European countries?
The main aim of the workshop in Warsaw was to present the achievements and successes of ENT as well as to present the possibilities in ENT for countries from East and Central Europe. While ENT wants to broaden its activities and extend with new members, countries from Central and Eastern Europe are beginning to set up effective and competitive transport research policies and strategies. The meeting highlighted how important joint activities and exchange of experiences are among European countries.

What was the best experience from the Extension Workshop in Warsaw?
I think that the future plans of the participating countries from Central and Eastern Europe proves that initiatives such as ENT are needed in order to strengthen trans-national and European transport research. It is important to create a strong research area in Europe and cooperate with all European partners.

How can Poland facilitate coming ENT-members from Central and Eastern Europe – what can they learn from the Polish experience?
I think that Poland can be the good example, illustrating the importance of trans-national initiatives in the field of transport research. For instance, Poland started building a national transport research strategy with the help of ENT. The experiences of ENT countries like Poland can be an example for new members. Support and advice from old members is very valuable for new states.

What are your recommendations for coming ENT-members?
I think that the future ENT members should take advantage of the possibilities offered by ENT. For instance, existing ENT partners can facilitate setting up and improving national transport research programmes. At this step it is very important to be open towards trans-national cooperation learning from the examples of the old member countries.

What perspectives do you see for Central and Eastern European Countries in ENT?
All the Central and Eastern European countries have similar past and future priorities. They are at the beginning of the process of strengthening and developing effective transport research strategies and they can support each other within the framework of ENT. At the same time, partners from Central and Eastern Europe can bring new views and ideas to the existing ENT-members improving trans-national transport research in Europe.
INTELLIGENT LOGISTICS
Interview with the German programme manager Dr. Silke Kremer

Austria and Germany have established a coordinated call on Intelligent Logistics. The result is three successful cooperation projects as well as several lessons learned for the national evaluators. The joint call has promoted the idea of ERA-NET TRANSPORT in the national transport research arenas.

Dr. Silke Kremer from TUV Rheinland, who is the German contact point for the cooperation, is pleased with the very successful first call between Austria and Germany: »The researchers very much appreciated this measure, and the effort to coordinate the two national calls was justifiable.« The outcome of the joint call is three cooperation projects. A good result in the first attempt of a joint call financed through two national programmes with very different requirements and procedures.

Transparent process
One of the successes of the joint call between Austria and Germany was the transparent flow of information via phone, minutes or attendance at meetings between the two national evaluations. »We had a very cooperative atmosphere and a good basis for discussing the content and the design of the call documents,« Silke Kremer tells. Illustrating the transparent process, the intermediate and final results of the evaluation was also exchanged very quickly between the partners.

Lessons learned
The evaluation processes had different speed, due to the national deadlines and procedures. This also meant that the start of the projects differed in Austria and Germany. »There was no final agreement on a common structure to describe the work, and that might irritate researchers. This is something that we need to develop further« Silke Kremer reflects. While Austria had a national call budget of approximately 600,000 Euro, the German budget was 12-15 Mio. Euro.

Silke Bremer explains that the different extent of available funds determines the corresponding project structure: »Smaller differences would make it easier,« she reflects. Nevertheless, the resulting three cooperation projects make up 13 percent of all the funded projects in the German call, which Silke Kremer describes as a very good figure in the first attempt of a trans-national call.

Future cooperation
Other ENT-partners, particularly Sweden, have expressed their interest to cooperate on this thematic field. The interested ENT countries will examine the opportunity for information exchange and clustering of projects, which will establish links between newly emerging projects and already running projects. The aim is to increase the trans-national cooperation in the field of Intelligent Logistics. Here, the existing call has already worked as an eye opener by promoting the idea of ERA-NET TRANSPORT in the national transport research arena.
**KEEP MOVING–**
**MOBILITY FOR THE ELDERLY, A COMMON CHALLENGE FOR ALL**
Interview with the Dutch programme owner Sieds Halbesma

Keep Moving is a trans-national research programme on demographic changes and transport created under the ERA-NET TRANSPORT umbrella. The first of several calls has been established and published. Keep Moving shows the way to bridge technology and policy oriented transport research.

Keep Moving is a trans-national research programme with a number of themes within the framework of demographic changes and transport. The national programme is developed for a long-term period of three years and it is open for new countries. Sieds Halbesma from KiM, Netherlands Institute for Transport Policy Analysis, who is supporting the initiative for ERA-NET TRANSPORT, explains: «It is a general idea that new countries can come in and other countries can step out, if the coming calls are not completely relevant for them, or if they do not have a running national programme. In the second call, other countries will step in. We hope to establish this in the next months, but it is not yet a fact.»

**Several coming calls**
The flexibility of several calls with different partners is one of the strong points in the cooperation. This creates a longer process and the necessary flexibility, which allows national research programmes to join in when the timing and themes are right. The first trans-national call of Keep Moving is in the middle of a two step process: After publication of the call in March 2007, 28 project proposals were handed in and evaluated in June in Stockholm. Amongst them 7 projects have been selected and the researchers have been asked to hand in a full proposal for further evaluation.

**Policy and technology oriented research**
Another interesting aspect of Keep Moving is the connection of policy-oriented research on the one side and technology-oriented research on the other. »By selecting the theme about transport for the elderly, it was possible to combine the two sides. While The Netherlands and Sweden in the first stage focus on the user needs of the future elderly, Germany and France are interested in developing services based on results of research about the needs,« Sieds Halbesma explains.

**Keep Moving is moving**
The joint research initiative had a constructive and fast moving process from the beginning. During this process the ENT support team has focused on writing draft versions of cooperation agreements, the programme and the call. Meanwhile, the partners have done their own homework by focusing on the content. »Each partner organised a sort of national research activity where they consulted the main researchers about the most important research questions. After these national reflections, we all came together and selected the themes that are now in the programme,« Sieds Halbesma explains.

The research done by the partners was all on own cost. In the Netherlands, for instance, a consultant was paid a small amount of money to make a report based on interviews of researchers and professors.
When the programme was established, new homework was assigned to the partners about national procedures and financial structures, which have to be incorporated in the trans-nations procedures, Sieds Halbesma explains and continues: “For instance, Germany and France which already had a national call envisaged, incorporated the trans-nation call into the national call.” The effort illustrates that the different departments invested own time and money, which is important in order to come to a result for a joint programme.

The road ahead
Besides additional new joint calls, Keep Moving envisages to organise one or two conferences bringing together the relevant researcher and policy maker and presenting the results of the research. This also includes associated partner like Belgium, who already had their own programme on this topic including running projects, which illustrates the open and cooperative spirit of Keep Moving.

RESEARCH ON THE MOVE
The demography in national perspective develops rather similar in most European countries, especially regarding the growing number of the elderly. To join forces in order to clarify the effects of future mobility of the demographic changes seems obvious.

Key ideas and objectives
The thematic approach of KEEP MOVING consist of 6 themes related to demographic changes and transport:
• Mobility for the elderly, disabled and children
• Infrastructure development
• Traffic safety
• Traffic security (crime)
• Mobility in sparsely populated areas and growing cities
• Horizontal issues

Participating countries
Partners: France, Germany, The Netherlands, and Sweden
Associated partners: Belgium, Austria

Expected results and aim of cooperation
During the programme (2007 - 2009) several joint calls are envisaged to be published. The calls can comprise one single theme as well as a combination of several themes. The calls should lead to trans-national projects that provide possible solutions and answers for the future problems deriving from the expected demographic changes in Europe.

Status and intermediate results
The first call, “Improving the mobility of the elderly”, has been established and published.

To know more
The corporation works with a rotating chair:
Action group leader 2006: Tobias Thomae, BMWi. tobias.thomae@bmwi.bund.de
Action group leader 2007: Claes Unge, VINNOVA. claes.unge@vinnova.se
SURSHIP – TRANS-NATIONAL RESEARCH IMPROVES MARITIME SAFETY
Interview with the Swedish programme owner Per Ekberg

SURSHIP – Survivability for Ships – is a coordinated European research programme on maritime safety. The results of the trans-national research are used by the International Marine Organisation (IMO) to improve maritime safety.

SURSHIP wants to ensure safer ships in the future. According to the leader of the action group, Per Ekberg from VINNOVA in Sweden, SURSHIP is a very concrete programme although it is based on theoretical calculations. »The partners of SURSHIP are convinced that it is possible to build safer ships if a joint R&D effort takes on improving the survivability of the entire ship,« he explains.

Research saves ships
SURSHIP is focused on serving the regulating body, the International Maritime Organisation (IMO), with results and recommendations based on the trans-national research cooperation: »In October 2007 we will have our first presentation for IMO about SURSHIP. This will continue on yearly basis, and we are certain that the dialogue and our recommendations will have a positive impact on international rules and maritime safety in the long run,« Per Ekberg explains. The transfer of results and recommendations is facilitated by several persons being active in SURSHIP as well as in IMO.

Another advantage for SURSHIP is the fact that the shipping sector is used to work across boarders: »Shipping has always been international. Combined with an active approach to both researchers and financers involved in maritime safety, it has helped us to proceed in a fairly good speed,« Per Ekberg explains.

Together we get further
Most of the projects under the SURSHIP umbrella are nationally funded with local money for local researchers, although some projects are internationally funded. »The most important thing, however, is that the results are open and can be used internationally,« Per Ekberg explains.

Today, there are about 30 projects in SURSHIP in different phases. Some projects are already completed while other are ongoing or in the planning phase. »The list of projects is increasing as new facts, ideas and funding is available,« Per Ekberg tells. The continuous feedback between the participants as well as the workshops is essential for the cooperation. »People involved in projects are aware of what is happening in other parts of SURSHIP,« Per Ekberg says.

Background and next phase
The idea of SURSHIP emerged from the Swedish research project DESSO, Design for survival onboard. This project resulted in a lot of prosperous ideas and the ERA-NET TRANSPORT scheme gave a window of opportunity to develop a trans-national research programme based on these ideas. So far seven nations are involved, and the interest is increasing. »When SURSHIP finishes its first phase in 2009, we strongly believe that there will be a continuation,« Per Ekberg ends.
During the recent years a number of severe ship accidents have occurred in European waters. The RoRo passenger ferry Estonia sank in the Baltic Sea in 1994 and 852 people died. The high-speed catamaran Sleipner grounded and sank outside the Norwegian coast in 1999 and 31 people were lost. The recent Spanish oil tanker disaster in November 2002 caused by the sinking of the M/S Prestige, an old single hull tanker carrying twice as much oil as the Exxon Valdez, underlines the remaining scope of possible improvements of safety both to life and the marine environment.

Participating countries
Denmark, Finland, France, Germany, The Netherlands, Poland, Sweden (leader) and United Kingdom

Status and intermediate results
- Position papers were presented during 2005
- Work packages were decided upon during 2006
- Letter of Intention was signed during 2006
- Country contributions will vary in time, size and volume.
This process is ongoing since 2006, and will continue during the whole programme
- Intermediate results will be presented to IMO and other relevant stakeholders at yearly seminars.
The first presentation will be in October 2007
- Final statements and reporting of SURSHIP will be presented 2009

To know more
Contact Per Ekberg, VINNOVA, Sweden, per.ekberg@vinnova.se or visit the ENT web-site at www.transport-era.net/action-groups/ent5
**What benefits have you experienced by including an international scientific committee in defining the scope of the future trans-national research activities?**

The main benefit is to work with the experts so we can avoid making wrong decisions. By including the scientific committee, we can develop a project according to the real needs for knowledge. Another benefit is to develop a stronger relation between the relevant researchers, which can influence their cooperation and perhaps have a positive impact on the first aim of ERA-NET TRANSPORT—making the European research stronger.

**What are the synergies of including a scientific committee in defining the scope of the future trans-national research activities?**

Creating this Scientific Committee gave us the opportunity to bring researchers from different countries in the same room and to listen to their different opinions. We noticed that the research themes varied from country to country, which could make the scope for trans-national cooperation fuzzy.

By considering the different priorities we can make a project proposal focusing on the European needs in terms of sleep research. The work is still in process and we will have more results to talk about in a few months.

**Clarifying the scope of the future trans-national research activities, did you find many similarities or differences in the different national research and policy priorities?**

In fact, there are no real differences in terms of need of research, the difference lies in the priority given by national priorities or on the subject, which the researchers give priority to. This situation gave us the opportunity to gather more detailed data about different aspects of the sleep research (sleepiness, alcohol, drugs, disease).

**What is the objective of the scientific committee?**

The objective of the Scientific Committee is to gather the best researchers in the field of sleepiness at the wheel from around Europe. This Scientific Committee will play a supporting role but only for scientific matters. They will give us advice about research fields that need to be developed according to the European context. Finally, they will help to build a solid and concrete project under the ERA-NET TRANSPORT umbrella and they will write the European White Book about sleepiness at the wheel.

**How is the scientific committee organised and financed?**

The idea of the scientific committee was important for the French administrator, and he decided to bring French funds from the Ministry of Transport to give birth to the committee. The Scientific Committee members have been chosen according to their field of work. We have tried to make the committee as international and diverse as possible.
What general recommendations can be made from your experience with a scientific committee?

An important point about the Scientific Committee is to focus on one specific question, since the topic easily becomes too broad. I will also recommend building a good executive structure to help facilitate the researchers in the Scientific Committee. We have hired a student to work for the Scientific Committee who compiles and completes the work of the members. Sleepiness at the wheel and attention disorders has been identified as major risk factors, which have to be quickly faced with preventive actions. Excessive sleepiness due to sleep deprivation, sleep disorders or iatrogenic effects, is responsible of 20% of traffic accidents and 2/3 of truck accidents on motorways. Drugs affecting driving skills are involved in 10% of road accidents.

**HOW TO KEEP DRIVERS AWAKE**

The main idea of the project is to fight behavioral and organic sleepiness and attention disorders at the wheel and reduce road crashes linked to these symptoms. This action will be effective through experimental scientific research but also by raising public awareness thanks to informative campaigns, which will be constructed from the research findings.

**Participating countries**

France (leader), Netherlands, United Kingdom. Sweden, Spain, Finland, Belgium and Germany have also shown their interest.

**Progress in »Sleepiness at the Wheel«**

The idea is to design a trans-national research project with several work packages, financed by the different participating countries. France and Sweden have already earmarked funding, and a meeting has been scheduled in October 2007 to clarify the work packages, the structure, etc.
The foundation for a new Danish National Transport Research Programme was developed through ERA-NET TRANSPORT. And quickly became an important task for the Minister of Transport. The outlook for the programme is trans-national cooperation and flexibility to join forces with other national programmes. Without losing focus on national research needs and national strongholds.

»The need for knowledge is enormous in the transport sector. Especially knowledge that will improve the decision making processes for both Governments and Industry« states Tine Lund Jensen, Head of department for Commercial Transport and Traffic Division in the Danish ministry for Transport and Energy. Naturally a small country like Denmark can not be the frontrunner on all research areas. The strategy is to expand excellence in few and selected areas. The strategy is to expand excellence in few and selected areas, to be interesting enough to join trans-national projects. And through the cooperation with other research communities, get access to the know-how and knowledge needed for the future political decisions and national investments.

To share research funds
The upcoming Programme is not the first national research programme in Denmark. But previously the research programme has had a more inwards look: Addressing the specific national research needs and centred on building up a national research base of Danish researchers. The upcoming programme will be different in some respects. »It is still a controversial question if we should open up national programmes for non-resident researchers. But to encourage and reward researchers thinking in the terms of trans-national cooperation is a first important step«, says Tine Lund Jensen. This first step, she continues, is one of the valuable lessons learned for the experiences gained through ERA-NET TRANSPORT. And in time, as concrete results emerge, it is not impossible that criteria will be worked out, where non-resident funding is a possibility. When it is justified, creates added value, and of course is in line the national interests, she adds hastily.

Trans-national knowledge is essential
To build up national research strongholds and encourage trans-national cooperation is an important building block in the new Danish National Research Programme. »Trans-national research can sometimes be difficult and time consuming as many different needs and priorities come together. But in the end we depend on international knowledge to make the right decisions for the future« says Tine Lund Jensen. Special priority will therefore be given to research carried out in international cooperation. Here ERA-NET TRANSPORT and other ERA-NET’s will no doubt play an important role as catalysts for research cooperation. »We need good practises, and good experiences. Not at least to convince the funding bodies that we get more and better research results through cooperation«, Tine Lund Jensen says.
The creation of a national programme

May 2005:
The Commission approves an extension to the running ENT programme, focusing on the creation of national research programmes in Denmark and Poland

January 2006:
Representatives from the research community and the end-users meet to discuss the foundation for a national research programme

October 2006:
The Ministry of Transport and Energy launches a »Strategy for Transport Research in Denmark«

November 2006:
30 mio. Dkr are earmarked for the »National Research Programme 2008 – 10«

Summer 2007:
A working group is set up by The Strategic Research Council to recommends the topics for the National Research Programme.

March 2008:
The first call for tenders will be launched in a two step approach

August 2008:
Selected tenders will be invited to present full research proposals

December 2008:
Final decision on grants through international reviews

Start of 2009:
Research activities can start

The key issues in the National Research programme are
- All funds will be given in free competition, to ensure excellent quality
- Research areas must be of national interest, with a keen eye on dissemination to the sector
- Priority will be given to researchers open and geared for trans-national cooperation, to gather strength and momentum in the national research base
FOUR YEARS OF COOPERATION - A REVIEW

Concrete results in the form of joint research calls and programmes is the outcome of nearly four years of coordination and cooperation between 13 European transport research programme owners. It has been a long and winding road, but the achievement is clear: More research of higher quality, can be gained from combining national forces and resources.

The overall goal of the ERA-NET TRANSPORT was, and still is, to develop a common vision for transport research. A vision from the perspective of publicly funded transport research programmes where regional, national and European programme owners co-operate, co-ordinate or even integrate their activities on a voluntary basis aligned with their respective sovereign interests and competencies.

Cooperation between national transport research programmes - though on a lower level - has a longer history and goes back until EU’s 4th Framework Programme. This rather rudimentary basis has in the ERA-Net scheme been developed to a strong and durable network which is characterised by extensive mutual trust and understanding.

By introducing the ERA-NET TRANSPORT a platform for successful cooperation between national programmes was basically built.

Participating programme managers from Europe’s most relevant transport research programmes had for the first time a place to exchange specified expert knowledge from colleagues all over Europe and a place to find cooperation partners. There was will and interest to cooperate from the very beginning. However, as national procedures and traditions are very different it soon became evident that a successful cooperation needed new ways comprising new methods to facilitate targeted exchange of information and to initiate and facilitate cooperative actions. Subsequently plenty of cooperation actions have been started. A number of them led to concrete cooperation, such as joint calls or programmes. Others did not lead to concrete agreements. However, each of them was a success in terms of the intended learning process.

Now, in September 2007, the ENT is in the position to make full use of the tool box. The second phase of the ENT will focus on the extensive application of the gathered knowledge. It will aim at even more intensive and comprehensive exploitation between countries and the EC, such as it is envisaged for the schemes of ERA-Net Plus or Article 169. Thereby the ERA-NET TRANSPORT will take a further leap towards structuring the European Transport Research Area.

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On behalf of the ERA-NET TRANSPORT consortium