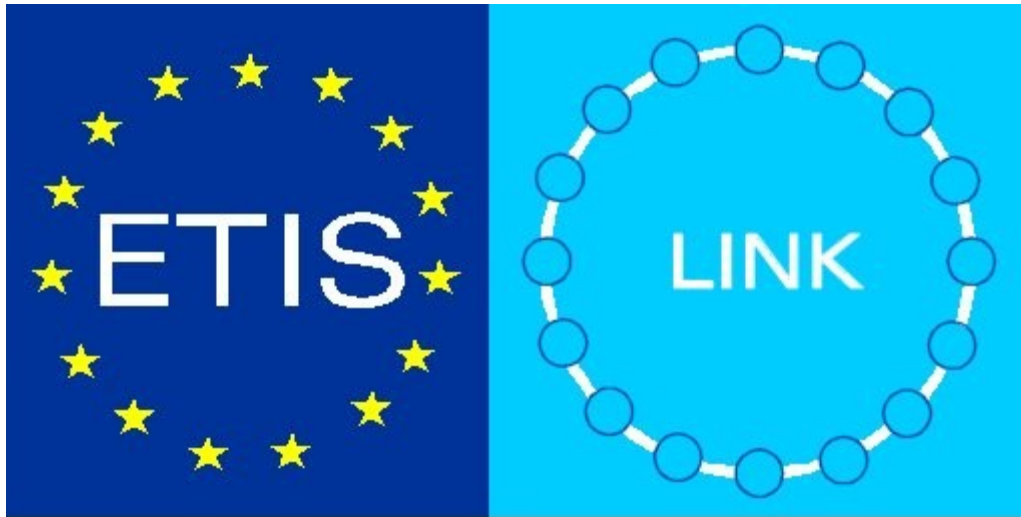


Final report



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Preface

This is the Final Report of ETIS-LINK, a Thematic Network designed to support the development of the European Transport policy Information System (ETIS). This report provides an assessment of the entire project. It reports on the objectives of ETIS-LINK and the activities performed, as well as on the modifications and changes to the work-plan as described in the original Description of Work.

This report has been prepared by RAND Europe with inputs from the other two project partners, NEA and ICCR-International. It has been prepared for, and funded by, the European Commission's Directorate General for Energy and Transport.

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Reasoning behind ETIS – The ETIS project cluster

Currently, the information and data needs of policy-makers are not being met in a satisfactory manner. Thus, policy-makers often have to resort to funding one-off studies to gather the necessary data and information to answer pressing policy questions.

The European Transport policy Information System (ETIS) is intended to help improve the making of, and the quality of transport policy in Europe. ETIS will facilitate the development, monitoring and assessment of transport policy, developments in the transport sector and progress towards long-term strategic policy goals of the European Commission. ETIS will realize these objectives by improving the quality and quantity of information available to policy- and decision-makers.

A pilot version of ETIS has been developed by a cluster of three projects supported by the European Community under the 'Competitive and Sustainable Growth' Programme of the Fifth RTD Framework. The three projects were ETIS-BASE, ETIS-AGENT and ETIS-LINK. ETIS-BASE was responsible for the development of a reference transport database, including a methodology for updating this database. ETIS-AGENT was responsible for developing software for accessing, retrieving, analysing, viewing, and downloading information. ETIS-LINK was responsible for synchronizing the activities taking place in these projects, providing a platform for interaction among policy-makers, potential users of the ETIS, and data providers, soliciting and documenting user needs and promoting ETIS in the Member States.

The activities of ETIS-LINK

ETIS-LINK has established a permanent project secretariat and a network with relevant stakeholders such as national ministries and statistical offices as well as international organisations and transport associations. It has supported the coordination of the ETIS projects as well as the activities of the Steering Group, an advisory body created to guide the development process and advise the EC on the strategic decisions during the project. Furthermore, ETIS-LINK was responsible for the organisation of seven thematic workshops and three open conferences that supported the intense involvement of the potential users, data providers, and transport experts. These activities contributed to getting feedback and input for the development, as well as the promotion of ETIS to the public. Additionally, dissemination activities like the creation of the ETIS website and the provision of regular newsletters as well as the intense consultations with national ministries and research organisations contributed to stimulate interest in and disseminate the knowledge on ETIS. Finally, a monograph on ETIS has also been prepared to inform a broader audience on ETIS and place it in the broader context of policy decision-making and the need for accurate data and decision support tools. In addition

ETIS-LINK was responsible for paving the way for the successful uptake and the sustainable future of ETIS by assessing the relevant issues in consultations with stakeholders, preparing position papers, and providing recommendations for the EC in the roadmap on the future of ETIS.

The development of the ETIS pilot and conclusions for the future of ETIS

Early in the project it became clear that a distinction had to be drawn between the long-term vision of a “complete” ETIS and the short-term goal of the projects being defined as the ETIS pilot, a first working version of ETIS focussing on a particular set of policies to prove at the one hand the feasibility of the concept of ETIS while serving on the other hand as a decision support tool to policy-makers with European focus. Consequently, it was decided to focus on the European Commission’s Trans European Networks –Transport (TEN-T) policy. This ETIS pilot, which has been developed by the ETIS project cluster has been finalized providing already the core elements of ETIS: a reference database with indicators, data and meta-data; a software environment for accessing and using this reference database; a methodology for updating data and constructing the indicators; as well as guidelines for the harmonization and validation of data collected by different providers. It has been presented to the public at the Final Open Conference.

This pilot is an important milestone in realising the larger, long-term vision for ETIS. However, to exploit the benefits of this system and make progress towards the ETIS vision the necessary organisational and institutional framework for operating, updating, and expanding the ETIS system needs to be established. This ETIS vision is to expand and build on the ETIS pilot so as to be able to provide policy-makers a policy support tool that provides the most up-to-date data and information on important transport related questions faced by a variety of stakeholders. In the future, this will be done providing a capability to remotely access dispersed data sources, automatically update the ETIS database; and by including forecasts of important trends, as well as the models used to make these forecasts.

The development of ETIS is coming to an end with the completion of the ETIS pilot and there are no plans or arrangements for the continued development. In various occasions the relevant stakeholders, in particular the Member States’ administrations emphasised the importance and added value of a system like ETIS. Many Member States have expressed their interest in adopting ETIS on a national basis.

If the work that has gone into developing the ETIS pilot is not to be squandered, the EC will need to take the necessary provisions to establish a framework for the future of ETIS. In this respect ETIS-LINK has also elaborated the roadmap for the future of ETIS, which provides an overview on the issues that will become relevant for ETIS and outlines the necessary steps to successfully transit from a research project to a full-fledged information system.

As such a transition requires the cooperation of the relevant stakeholders in particular national transport ministries and statistical offices; therefore, the EC would be well advised to take the initiative in laying out the next steps and in involving Member States and other relevant stakeholders.

2 OBJECTIVES OF THE PROJECT

ETIS-LINK is a thematic network funded to guide and steer the development of the European Transport policy Information System (ETIS) and promote the ETIS concept to potential users in the European Commission and in Member States. It aimed at ensuring the quality and usefulness of the system, smooth and swift consensus among the involved parties, and facilitated an effective up-take of the results by the Commission, Member States and other users. In order to do as much as possible to reach these goals, ETIS-LINK was intended to:

- § Organise and support the work of an independent external Steering Group that strategically steered the development of ETIS
- § Support the Steering Group in creating the terms of reference for the development of the system interface for ETIS.¹
- § Support the development of the ETIS data base, the ETIS system interface and integrate the work of other ETIS projects.
- § Involve potential ETIS users in the development process – exciting them by its potential, endeavouring to ensure that their needs are taken into account, and working with “pilot users” on the testing of the system.
- § Deal with issues surrounding the implementation and sustainability of ETIS that have not being dealt with by the developers (e.g., legal, financial, organisational, and maintenance issues).

Thus, the strategic objectives of ETIS-LINK can be summarized as:

- § Ensuring that the development of ETIS incorporates relevant existing work and state-of-the-art technology
- § Ensuring that ETIS caters to the needs of potential users and incorporates the concerns of data providers and Member States
- § Promoting the concept of ETIS among potential users and gaining support for this concept from the Member States

At an early stage of the project it became clear that the successful development of a policy information system required close cooperation and interaction among the developers responsible for different parts of the system. Consequently, it was emphasized that all three projects should work even closer towards a common objective and that ETIS-LINK should oversee the overall synchronisation not only of the work of BASE and LINK, but also of AGENT.

The common objective of the three ETIS projects was defined as to deliver a pilot version of ETIS by the time the three projects end in 2005. The pilot version of ETIS includes data and information to satisfy the needs of policy-makers at the European Commission responsible for

¹ Due to the later funding of ETIS-AGENT this task became obsolete and ETIS-LINK's tasks were instead revised to support the development of ETIS-AGENT.

the Commission's (TEN-T) policy. The pilot includes a reference database with indicators, data variables and meta-data; a software environment for accessing and using this reference database; a methodology for updating data and constructing indicators; as well as guidelines for the harmonization and validation of data collected by different providers using often different methods.

3 SCIENTIFIC AND TECHNICAL DESCRIPTION OF THE RESULTS

The following sections will provide an overview on the technical achievement of ETIS-LINK throughout the project; it is divided into eight parts corresponding to the work packages of the ETIS-LINK project.

3.1.1 WP1 Project Management

The objective of work package 1 was the overall project coordination, in particular the maintenance of contacts with ETIS-BASE with respect to planning/scheduling, the interaction with other relevant projects as well as the network management and administration. Given the task description the delayed start of ETIS-BASE and the additional funding of ETIS-AGENT that has not been foreseen when the ETIS-LINK proposal was designed, had strong impact on this work package.

The work undertaken in WP1 included:

- § The preparation and submission of the Inception Report, which had to be delayed to be synchronized with ETIS-BASE and ETIS-AGENT, and include the results of the First Open Conference, as well as the Mid-term Report, which was delayed due to the postponement of the midterm review meeting by the EC; the reasoning behind this postponement being that some relevant progress was expected for the first half of 2004 such as the development of the ETIS prototype to be demonstrated at the Second Open Conference in May 2004.
- § Furthermore, the periodic reports (Progress and Management reports) have been prepared within WP1.
- § Establishment and maintenance of a permanent project secretariat by the coordinator right from the start of the project. The secretariat provided a “point-of-contact” for requests for information about ETIS-LINK and ETIS, and was responsible for project administration and management. This included the co-ordination of the network including partners, Steering Group Members, ETIS-BASE and ETIS-AGENT as well as relevant stakeholders and the European Commission. In this context Steering Group meetings (see chapter 3.1.2. WP2 Steering Group) and coordination meetings were organized, and several ETIS-BASE or ETIS-AGENT project meetings were attended. Although the Steering Group meetings are included as a separate task in WP2, all activities related to the organization of the meetings were performed by the secretariat. (see ANNEX Table 1 and 4)
- § Common definition of the functionalities and the content of the ETIS pilot to be completed by the projects in September 2005. Simultaneously, the tasks and work to develop this pilot was allocated to the ETIS-BASE and ETIS-AGENT projects, and finally a common timetable was agreed upon. To this end, at the request of the PO the three project coordinators formally established a common work-plan outlining the

functionalities of the pilot, the allocation of responsibilities and tasks, and a common timetable for completing the work. Due to delays in the pilot development the timeline had to be adjusted several times.

- § Several informal consultations with relevant stakeholders in the Member States, in particular transport ministries and statistical offices. As it was decided in accordance with the Steering Group and the EC to focus stronger on a selected set of (old and new) Member States, promotion was intensified in respect to Germany, The Netherlands, France, Spain, Poland, Czech Republic and Hungary (see ANNEX Table 2).
- § Promotion of ETIS at several external events to foster cooperation with MS' representatives, as well as with other relevant institutions (see ANNEX Table 3).
- § Several consultations with international organizations, associations and other institutions to pave the ground for the smooth uptake of ETIS and gain input for the elaboration of the roadmap (see ANNEX Table 2)
- § Handling of the contracting of several Membership Agreements amongst others with the external experts for position papers such as Prof. Marc Gaudry, Accenture, and Dr. M.H.M. Schellekens, as well as with the ETIS-LINK and ETIS-BASE partners to secure their contributions to the promotion activities respectively the user-training and the pilot testing.

The intensive cooperation with the other projects was especially important against the background of the European Commission's decision not to expand the project duration for ETIS-LINK, and to hold the Final Conference already in June 2005 instead of September 2005 (as requested by the project partners). The successful interaction had several visible results. Specifically, it led to the preparation of a common work-plan and the common timeline, and the completion and presentation of the ETIS prototype at the Second Open Conference, and of the ETIS pilot at the Third Open Conference, as well as to the user-training workshop, which involved all three projects.

3.1.2 WP2 Steering Group

The development of a European Transport policy Information System (ETIS) has been a challenging project requiring expertise in both technical and transport related issues, as well as an understanding of the information needs of transport policy-makers. To ensure that ETIS is relevant and useful for policy-makers and technically excellent, a five-member Steering Group was established. The Steering Group included representatives from governments and industry, individuals with the technical expertise (hardware and software) relevant for the development of ETIS, and individuals with knowledge and understanding of the transport sector.

The Steering Group included:

- § Prof. Dr. Moshe Ben-Akiva - Edmund K. Turner Professor of Civil and Environmental Engineering at the Massachusetts Institute of Technology (MIT), and Director of the MIT Intelligent Transportation Systems Program.
- § Houko Luikens – Former Managing Director AVV Transport Research Centre. AVV is part of the Directorate-General of Public Works and Water Management of the Ministry of Transport, Public Works and Water Management in the Netherlands.
- § Dr. Wolfram Martinsen - Co-ordinator of the Governing Mayor of Berlin for Middle and Eastern Europe. He has served as President & CEO of Siemens Transportation Systems Group since 1989 and was a member of Board of Directors, Siemens AG.
- § Erik Meijer - Partner in the Global Transformation Team of Unisys Enterprise Transformation Services, responsible for developing and implementing the strategic directions of the firm. Currently, rolling out the cutting edge program of aligning business strategic dynamically to IT resources, called 3D Visual Enterprise. Previously he has worked as Global Director Travel & Transport for Cap Gemini Ernst & Young.
- § Tom Worsley - Head of Rail Network Analysis and Modelling Division in the UK Department for Transport. He is responsible for developing the analytical capability to bring together models of rail passenger and freight demand, operating and infrastructure costs so as to forecast indicators of patronage, overcrowding, performance and safety and the financial and economic performance of different scenarios for the rail network. Between 1996 and April 2005 he was Head of the Integrated Transport Economics and Appraisal Division in the UK Department for Transport. He led the team responsible for developing the UK's National Transport Model, which is a strategic multi-modal model used for supporting decisions on transport policy.

As an advisory body, the Steering Group advised the European Commission with regard to the development of ETIS. The advice of the Steering Group was, however, not binding for the Commission. The Steering Group played an important role in guiding and facilitating the development of ETIS, as well as promoting the concept of ETIS to the stakeholders.

The primary role of the Steering Group was to steer the design and development of ETIS. The Steering Group had two functions – one internal and one external. Its internal function was to advise the European Commission and to guide the development of ETIS with regard to the feasibility of including certain elements or capabilities, and the overall strengths, weaknesses, opportunities, and threats in proposed design and development strategies. Thus, it brought its own expertise to bear on these issues, and advised ETIS-LINK on commissioning position papers where external expertise was required. It was a forum where the Commission and the ETIS project partners could put forward questions or proposals regarding both the general philosophy of ETIS and details about its development, contents, and implementation.

In its external role, the Steering Group was an instrument for generating interest in and support for ETIS in the European Commission, Member States, and other potential users. It did so

through the prestige and influence of its members, and by its members' participation in conferences and workshops.

Regular Steering Group meetings were held to present the progress of the three ETIS projects, discuss important issues, vet proposals from developers of ETIS, and provide room for formal EC decisions on the future steps to be undertaken within the projects (see ANNEX Table 4).

The Steering Group members also played an active role in the preparation of the Open Conferences and were actively involved in chairing conference sessions, moderating and participating in roundtable discussions, and holding presentations.

In addition, they provided continuous feedback on the design and functionalities of the ETIS pilot, and assessed regularly the progress in the development by remote testing as well as by commenting on the pilot demonstrations held at several Steering Group meetings.

Furthermore, in their external role, they facilitated the promotion activities in the Member States especially by establishing contacts to ministry officials and other relevant stakeholders, and contributed to the testing by making available their in-house experts to test parts of the pilot.

The Steering Group did not only provide input on technical issues, but also on issues relevant for the future of ETIS after the conclusion of the development projects. To this end they also participated in the workshop held in May 2005 in Amsterdam.

Furthermore, the Steering Group provided contributions to the ETIS newsletters and established contacts with authors for the ETIS monograph.

The recommendation of the Steering Group to narrow the initially extremely broad coverage of ETIS represents perhaps the most significant modification that has taken place during the first project year. Adapting the focus had also been proposed by several participants during the First Open Conference. Following this recommendation the EC decided to focus on the TENT policies. This had of course also implications on the strategy to promote ETIS to the outside world since, at this stage, the European Commission is considered the primary user of ETIS. Furthermore, the Steering Group stressed the importance of meta-data to guarantee a transparent harmonisation of data retrieved from different sources and to clear away any concerns about obscuring the reasons for differing data.

Finally given that it became clear that the three ETIS projects had to team up to accomplish one single achievement, the ETIS pilot, the Steering Group recommended that the three ETIS projects should be presented to the outside world as one ETIS project.

During the second year the Steering Group's recommendations included that the pilot architecture should be flexible enough to be able to easily accommodate the functionalities (automatic updating of the reference database, remote access to dispersed data sources,

inclusion of forecasts and models) of the full-fledged ETIS as outlined in the long-term vision of ETIS; that it was essential to provide a working system to promote ETIS to the potential users; and that promotion should be targeted in particular at Ministries of Transport and Statistical Offices of Member States, as well as international organisations.

Already in the second project year but in particular in the final project year the Steering Group highlighted that it would be essential that the EC would put forward concrete plans for ETIS to enable the transition from it being a research project to a full-fledged information system.

In this respect the recommendation of the Steering Group in the final project year included to make use of the momentum that has been created by the successful completion of the projects and the presentation of the pilot to the outside world that had triggered very positive feedback. The EC should establish a framework for the evolutive development of the pilot towards the long-term vision, involving Member States, international organizations and other relevant stakeholders, as the cooperation of these groups would be essential for the success of ETIS.

The fact that the projects have succeeded in attracting several Member States (Germany, Hungary, The Netherlands, Poland, Spain, France, Czech Republic etc.) that have stated their interest in getting access to ETIS and applying it to their own needs, should be made use of. And national initiatives to adopt the ETIS pilot should be supported as they would familiarize potential users and lead to a soft harmonization.

The Steering Group stressed also that the EC needs to establish a process for regular updating and continuous improvement of the data quality. The scope of ETIS should be to provide original data to the extend possible, to this end a harmonized data collection process should be put in place. The standards established in ETIS should be adhered to as far as possible and a reasonable trade-off between individual adjustments and harmonized data should be sought.

The ETIS pilot is a complex expert system, thus, to optimize the exploitation of its capabilities in terms of content and software, the user needs to be sufficiently trained. Training is a major issue for obtaining correct outputs catering to the individual policy question, as well as for raising user satisfaction. For problems with and questions on the pilot a permanent helpdesk should be installed, that can clarify and support the users and administrators in installing and using the system, as well as in preparing and loading data.

The activities and recommendations of the Steering Group during the project can be found in the First and Second Annual Report of the Steering Group (M4 and M5), and in the Final Report of the Steering Group (D3) that provides in addition the Steering Group's views on the future development of ETIS.

The ETIS-LINK partners' support for the Steering Group has involved:

§ Establishing the Steering Group

- § Arranging and preparing the Steering Group meetings
- § Preparing the minutes of the Steering Group meetings
- § Interacting with Steering Group members to solicit input for the ETIS Open Conference
- § Preparing the Steering Group members for their role in the Open Conference
- § Interaction with the Steering Group members to solicit feedback to the ETIS pilot
- § Support Steering Group in the preparation of the Annual Reports (M5, M6, D3)
- § Interacting with Steering Group members in the promotion of ETIS

3.1.3 WP3 Open Conferences

Initially four Open Conferences were planned to inform potential users and data providers about the plans for the development of ETIS and its progress and to provide an open forum for relevant stakeholders to discuss and provide input to the development of ETIS. Early in the projects it was, however, decided to hold only three Open Conferences but extend the first one to a two-days conference.

Consequently, the First Open Conference was held in Brussels on February 13 and 14, 2003, It introduced the community of potential users to the plans regarding ETIS and explained potential benefits for those involved with the monitoring, evaluation, and planning of transport policy at the Commission, Member States, regional and local levels. The sessions were addressing: the rationale and need for ETIS, potential applications and uses of ETIS, and future plans and next steps in the development of ETIS. The conference was aimed at policy-makers, operators of transport infrastructure, data providers, financial institutions and researchers & consultants.

The Second Open Conference that took place on May 14, 2004 in Brussels provided the opportunity to inform potential ETIS users and Member State representatives about the progress in developing the ETIS pilot since the First Open Conference. It included presentations on the reference database, the software environment, and a demonstration of a working prototype for ETIS highlighting the policy-oriented approach and functionalities of the system. Discussion centred around the question of how to operate and manage ETIS after the end of the development phase taking into account the expected benefits for Member States as well as actual and potential cooperation modalities with the European Commission and EUROSTAT.

The Third and Final Open Conference presented the outcomes of the three ETIS projects namely the ETIS pilot and the ETIS roadmap, and provided a forum for discussion on the future of ETIS after the completion of the three research projects. There were presentations on the reference database, the software architecture, and the roadmap, as well as a film to demonstrate the working of the ETIS pilot. This demo presented some selected cases. In addition, a panel discussion and an open discussion on ETIS gave the participants room to air their views on ETIS and issues relevant for ETIS. Thus, Member States and other relevant stakeholders had the possibility of providing feedback on functionality improvements and additional user requirements, and highlighting their views in respect to the future setting of ETIS.

The conferences and their outcomes are described in more detail in the respective reports on the First (D4), Second (D5), an Third Open Conference (D6).

3.1.4 WP4 Supporting the work of ETIS-BASE

To support the work of ETIS-BASE work package 4 envisaged 4 thematic workshops. According to the real needs of ETIS-BASE and in consultation with the ETIS-BASE coordinator the themes of the workshops were adjusted in the course of the project. The changes in the timing of the workshops were approved by the PO to fit into the time schedule of ETIS-BASE.

The first workshop with the title “ETIS Indicators” was held on March 27, 2003 at EUROSTAT in Luxembourg. Its objective was to prioritise and finalise the basic sets of the TEN-T policy indicators to be included in the ETIS reference database.

The Indicators workshop was divided into two blocks, with the first half of the day being devoted to providing the workshop participants with the relevant background to the development of ETIS, the objectives of ETIS, and the workshop and the second half to discussions on relevant indicators supporting the TEN-T policy. The discussion on indicators was by policy domain. Indicators cover seven policy domains, namely the same as those in the INDICATORS project:

- § Mobility,
- § Optimal Use of Capacities,
- § Inter-modality/Operability,
- § Accessibility,
- § Economic Viability,
- § Environment & Safety,
- § Modal Balance.

For each of these domains, a preliminary list of indicators was presented, which was based on work done by the EC’s 4th Framework Programme INDICATORS project and augmented by drawing on the work of almost 20 policy-oriented RTD projects. Finally, this list of indicators was compared with the indicators developed by the TERM, INFOSTAT, INFREDAT, and COST 305 projects. This preliminary list of indicators was presented to the workshop participants asking them to provide inputs as to the completeness of the list, data availability for the selected indicators, and a prioritisation of the indicators list. These inputs were used to revise the preliminary list of indicators and subsequent work being carried out by ETIS-BASE.

The second workshop supporting the activities of ETIS-BASE on “ETIS Legal & Organisational Issues” was held on June 18, 2003 in Brussels. Its primary objective was to explore issues of:

- § getting data and models to be include in the ETIS reference database,

- § the management and operation of the database,
- § the level and cost of access to different data by different users of the system.

The workshop dealt with questions such as: How will data be procured from commercial data providers? What will be the procedures for collection and handling of confidential statistics? What kind of contractual relations should be entered into with the data suppliers? How will liability issues arising from, for example, bad data be handled? How will issues relating to Intellectual Property be dealt with?

The third workshop supporting ETIS-BASE on “Variables, Gaps, Methodologies and data for the reference database; Supply and Impact” was held on January 23, 2004, in The Hague. The primary objectives of the this workshop was to look for a peer view consensus of methods and data needed in Europe to build up the reference database of transport policy oriented indicators. Specifically, the workshop looked at the ways of obtaining the data which adequately describe the supply and impacts of transport on TEN networks. This was structured according the following lines:

- § TEN-T and GIS
- § Passenger travel services and costs
- § Freight travel services and costs
- § External effects.

The fourth and last workshop of WP4 on “Variables, Gaps, Methodologies and Data; Transport Demand and Economy” was held on March 5, 2004, in Rotterdam. The general objective of the workshop was to look for a peer view consensus of methods and data needed in Europe to build up the reference database of transport policy oriented indicators. Specifically, the workshop looked at the ways of obtaining the indicators, which could adequately describe the economy and transport demand for goods and persons on TEN networks. The workshop focused on consideration of the methodologies proposed for the following parts of the ETIS reference database:

- § Freight transport demand (presentation and discussion)
- § Socio-economic indicators (presentation and discussion)
- § Passenger transport demand (presentation and discussion)

Detailed information on the four thematic workshops supporting the development of ETIS-BASE can be found in the Report on the four workshops supporting the development of ETIS-BASE (D8), which was submitted in July 2004 and approved by the Commission in September.

Another task within this work package was to provide support for gaining feedback on the intermediate products; thus, a data validation process has been started involving Member States’ representatives validating the datasets to be included in the ETIS reference database. This validation came to an end by March 2005. As theatrical and organisational this validation

has been strongly linked to the pilot testing, further information can be found in the subchapter on WP6 Pilot Testing of ETIS and in the Report on the pilot testing of the various aspects of ETIS (D11).

3.1.5 WP5 Supporting the work of ETIS-AGENT

Initially work package 5 was entitled “Development of Terms of Reference for Systems Interface”, due to the funding of the originally not foreseen ETIS-AGENT project this work package had to be adjusted as ETIS-AGENT’s task was to develop the equivalent of a system interface for ETIS, and the activities listed in WP5 were no longer required in the original form. Consequently, the activities in WP5 have been modified to support the activities of ETIS-AGENT in a similar way as work package 4 was supporting the work of ETIS-BASE.

In response to task 5.1 ETIS-LINK performed a review of relevant previous research projects (including the 4th and 5th Framework Programmes of the European Commission) and the state of the art in the development of ETIS-like systems.

It was planned to use all three thematic workshops foreseen in WP5 to support ETIS-AGENT. However, after having held already one workshop in the first project year, in the second project year it was agreed that the two remaining workshops of WP5 were not necessary given the progress made in the software development. This was discussed with the PO at the Mid-term Assessment, and it was decided subsequently to hold alternatively two workshops on other relevant topics: one in WP6 focusing on the pilot testing respectively the user-training (M13), and one in WP7 on issues related to the roadmap to help ETIS make the transition from a research project to a full-fledged system (M14). As later on it became obvious that the pilot would not be available in time for the pilot-testing workshop in spring 2005, it was decided to hold instead a more user-training focused workshop once the pilot has been finalized.

Thus, only the third thematic workshop on “Data provision within the ETIS framework” held on July 22, 2003 in Amsterdam, was strictly focussing on providing input for the development of ETIS-AGENT. The primary objective of the workshop was to explore the terms and conditions under which data providers would be willing to provide data, in the short-term, for the pilot version of ETIS, and in the longer-term, for the full blown ETIS. Thus, the primary audience for this workshop were data providers – national statistical offices, ministries of transport (or their data collection arm), and operators of transport infrastructure and services. In addition to its primary goal of exploring the terms and conditions under which data providers would be willing to provide data to ETIS, another, equally important, goal of this workshop was to build support for the concept of ETIS, get inputs from data providers regarding their concerns, and contribute to the overall goal of building an ETIS community. Detailed information on this workshop and its outcomes can be found in the Report on the workshop supporting ETIS-AGENT (D9).

With the change of the focus of work package 5 also the scope of D10 – originally “Terms of reference for the development of the system interface of ETIS” – was changed to report on the technical and user specifications. At a later stage dropping this report was agreed on with the European Commission given that the necessary input from ETIS-AGENT was significantly delayed a preparation of the report in time was not possible.

Further activities supporting the work of ETIS-AGENT were the elements of the pilot testing related to the testing of the software tool. The complete pilot testing is described in the following subchapter 3.1.6 and - in more detail - in the Report on the pilot testing of the various aspects of ETIS (D11).

3.1.6 WP6 Pilot Testing of ETIS

WP6 aimed at providing for a user testing of the pilot, to get feedback on the various aspects of the system for guaranteeing a system responsive to the user needs. The pilot testing was therefore covering three main components:

1. Testing and validation of the data sets developed by ETIS-BASE.
2. Testing and ensuring the proper inclusion of the data produced by ETIS-BASE in the software tool produced by ETIS-AGENT.
3. Testing of the software tool developed by ETIS-AGENT.

The external pilot testing could not be performed to the extend originally foreseen by ETIS-LINK as repeated delays occurred in the development of the pilot and lead the European Commission to the decision of prioritising the uninterrupted work of the developing partners towards the completion of the pilot. Furthermore, it was found that under the instable conditions the pilot could not be addressed by a large number of users in parallel. Consequently, the external pilot testing was postponed and limited to a selected set of stakeholders. The access to the test version had to be limited to less than a week, which made it for some of the pilot testers impossible to dedicate their time to checking the pilot and filling out the prepared feedback questionnaire. The European Commission decided not to hold an additional external testing round proposed by ETIS-LINK as this would have hindered the work of the developing partners. Nevertheless, the close cooperation with national ministries and research institutes supported an informal feedback to the pilot and provided the developers with helpful insights in the user needs.

To compensate the limited external testing it was decided to extend the internal pilot testing by the project partners and in particular by NEA and MKmetric. While for NEA this activity was foreseen to a limited extend in the original technical annex in work package 6, for MKmetric this was an additional task to be performed as a ETIS-LINK member under Task 2 and 3 of work package 6. Consequently, a membership agreement was signed with MKmetric.

In addition, all project partners, the Steering Group and the EC were provided with access to the system and the questionnaire for the pilot testing.

As in the course of the project it turned out that it was not necessary to focus all three workshops in WP5 strictly on the activities of ETIS-AGENT, it was decided to dedicate one of the workshops to the pilot testing (M13). Subsequently it became obvious that the pilot would not become available in time for the pilot testing workshop in spring 2005, thus, it was decided to hold instead a user-training workshop once the pilot has been finalized. Nevertheless, the user-training held finally on July 25 and 26, 2005 in Athens served partly also as a pilot testing. The primary scope of the user-training was to provide potential ETIS users with a better understanding of the system and the content by applying the functionalities and the content to a set of sample cases. The participants were instructed on the capabilities of the tool and the definitions of the data. Following the first demonstrations the participants were invited to participate in guided examples and then exploit the tool individually, assisted by the ETIS experts. Questions addressed in these sample cases were, amongst else, the "Accessibility of regions", "Promote rail transport between France and Germany", "Passenger flows between countries in the EU", and "Export / Import to 3rd party tools (Road network data)".

An additional session in the afternoon of the second workshop day provided room for familiarizing representatives of Member States that are currently assessing the option of adopting ETIS for accessing, analysing, and visualizing their national data, with the role of the systems administrator. The participants were provided with information on the requirements for the loading of national data and on how this operationally takes place. Furthermore, this session offered the possibility to clarify additional questions of workshop participants individually.

As holding this workshop required the expert contribution of the relevant ETIS-BASE and ETIS-AGENT partners, membership agreements have been signed obliging them to provide the relevant input and take part in the workshop.

Besides familiarizing the participants with the ETIS pilot the workshop provided the developers with useful feedback for the fine-tuning of the system, and the participants had the chance to fill out the pilot-testing questionnaire

All these initiatives aimed at gaining feedback on the pilot to improve the system in accordance with the user needs, were organized by ETIS-LINK and performed in close cooperation with ETIS-BASE and ETIS-AGENT. The detailed information can be found in the Report on pilot testing of the various aspects of ETIS (D11).

3.1.7 WP7 Future Sustainability and Viability of ETIS

This work package dealt with issues relevant to the implementation and the sustainability of the ETIS pilot, such as maintenance, financial, and legal issues.

Given that the ETIS projects were only aiming at providing the ETIS pilot, a milestone on the way towards the ETIS vision, and no further provisions for the continuation of ETIS beyond the projects were established yet, one of the most important tasks was – next to facilitating the cooperation between ETIS-BASE and ETIS-AGENT to guarantee the completion of the ETIS pilot – to prepare the ground for the continuing existence of ETIS after the completion of the current research projects.

This required at the one hand a very active promotion to the Member States and relevant international organizations, and at the other hand considerations regarding the requirements for assuring a smooth uptake and a sustainable and fruitful continuation of ETIS once the ETIS pilot were to be realized. In the course of the project the importance of this work package became evident and consequently the effort was intensified and the activities extended to not only covering the preparation of the position papers but also the organization of a workshop on “Issues related to the ETIS roadmap”, as well as the preparation of an additional deliverable “The roadmap for the future of ETIS” (D14).

In this sense input was gained from the intense communication with some key (old and new) Member States, that besides familiarizing the Member States with ETIS and paving the way for the adoption of ETIS at national level, provided insight in the different national interests in ETIS. Amongst the selected Member State were Germany, The Netherlands, France, Spain, Poland, Hungary and the Czech Republic. Meetings with the respective national ministries as well as with their associated transport research institutes and other relevant national organizations were organized.

A result of these intensive promotion activities is that currently some of the addressed Member States are undertaking feasibility studies on the adoption of the ETIS pilot at national level. Some have announced to issue formal requests for the provision of the ETIS pilot components (software and reference data) in the near future; others are currently working on proposals for the funding of ETIS related activities. Especially when taking into account that due to the permanent development work on the software and the data loading the means of promotion were rather limited, these achievements are very promising, and should absolutely be followed up by the EC or the future host of ETIS.

Furthermore, several meetings were organized to gain input on the different options for the organization, service provision, and governance of ETIS. These meetings included consultations with bodies of the European Union like EUROSTAT and the European Environmental Agency (EEA), businesses working in the sector of software development or transport data provision such as Unisys and OAG, as well as organisations and association with interesting institutional settings or with close relevance in terms of content e.g. EuroGeographics and IATA.

Having considered different potential experts for the provision of position papers ETIS-LINK subcontracted finally - with the approval of the European Commission - the position paper on "Issues of intellectual property and liability in ETIS" to the Tilburg University, and the position paper on "The technical, organisational, and resource requirements for a feasible ETIS" to Accenture S.A.. The experts were supported where necessary, and the position papers were provided to the European Commission in July 2005.

The Thematic Workshop on Issues related to the ETIS Roadmap (M14) was held on May 12, 2005 in Amsterdam. The primary objective of this sixth ETIS-LINK workshop was to advance the discussion on the future frameworks for ETIS launched already at the Second Open Conference.

The two expert position papers on the legal issues related to ETIS (prepared by Dr. M.H.M. Schellekens and presented by Mr. Leo van der Wees from the Tilburg) as well as on technical, organisational, and resource requirements (prepared and presented by Accenture) were presented. These contributions highlighted amongst others the implications of intellectual property right for ETIS, and the different service level scenarios for operating, maintaining and expanding the ETIS pilot in the future. Furthermore, Mr. Mario Hardy from OAG provided a presentation on OAG's experiences in managing transport databases and highlighted, amongst else, OAG's policy in respect to the data provision by airlines as well as the various technical methods of updating the OAG databases. The different options for the institutional settings were presented by Dr. Adnan Rahman, distinguishing in particular between hosting options within the EU environment and such outside. In addition an open discussion on the Member States' perspective on the future of ETIS provided room for soliciting different opinions and arguments in respect to the various future options.

All the contributions were followed by intense discussions within the audience and provided interesting insights into the acceptance of different future scenarios for ETIS. Amongst else, it became clear that a complete outsourcing of ETIS was not seen as a promising option due to the high risk of a monopolisation, and that especially the new Member States favoured an approach under the aegis of the EC.

The roadmap (D14) was prepared based on own research, consultations with ETIS partners, Steering Group, and EC, as well as with the ministries and other relevant organisations and institutions, the outcomes from the 6th Thematic Workshop on Issues related to the ETIS Roadmap, the position papers, and inputs from the ETIS partners (an additional short position paper on the future steps in the development of the system in terms of options for the automation of updating of the data was foreseen in the membership agreement with NTUA). Subsequently it was presented in draft at the Final Open Conference and submitted after a final revision in by the end of the projects.

3.1.8 WP8 Dissemination activities

Having been perceived as a key factor in the success of ETIS the dissemination of the (preliminary and final) results has continued throughout the whole project. The strategy of promoting a consistent and coherent picture of ETIS to the outside world that was adopted in the course of the project has been carried on. In April 2003 the Dissemination Plan (D13) was submitted, which was subsequently accepted by the European Commission in July. The detailed dissemination strategy and actual dissemination activities are outlined in the following paragraphs.

The primary objective of ETIS-LINK was to build on existing knowledge and bring together all relevant stakeholders to ensure the successful development and continuation of the European Transport policy Information System (ETIS). Thus, ETIS-LINK focused on identifying potential users and data providers, and experts with relevant experience in key areas, and involving them in the development process to make ETIS responsive to the needs of the relevant research and policy community. Consequently, an important element of ETIS-LINK was the dissemination of intermediate results from the ETIS projects to the target audience with the objective of getting feedback, and the organization of events to provide a forum to facilitate getting input from various groups of stakeholder. At the same time, the dissemination activities were also intended to promote the benefits of ETIS for potential users in an attempt to gain their cooperation, not only during the development of the pilot, to pave the way for the successful uptake and the continued existence of ETIS.

In order to fulfil these objectives the following dissemination activities have been undertaken by ETIS-LINK in the reporting period:

1) Development and maintenance of database of stakeholders

A database of potential users, data providers, representatives of public authorities, transport undertakings, in Member and Accession States has been set up. This database hosted by the project secretariat of ETIS-LINK has been continuously updated to include new contacts. It was used for the project's dissemination activities as well as for the preparation of ETIS events such as the Open Conferences and the Thematic Workshops.

2) Creation and maintenance of the ETIS homepage

The ETIS-LINK webpage became operational in early December 2002; it served as a gateway and reference for the webpages of the Accompanying Measures ETIS-BASE and ETIS-AGENT and informed about the progress made within ETIS-LINK. Regular updating with the proceedings of the events and a project library with a representative database of relevant projects both ongoing as well as those having been undertaken in the past at the European or Member States level made it a resource centre for the community of interested parties in the development of ETIS.

In line with the decision to present the three ETIS projects as one to the outside the ETIS-LINK webpage was expanded to serve as a common ETIS website integrating the information on ETIS-BASE and ETIS-AGENT to be found earlier on the separate project webpages. The common webpage was completed prior to the Second Open Conference and helped present a consistent and coherent picture to the invitees. It can be found on <http://www.etis-eu.org>.

3) Preparation of the ETIS newsletters

To keep the target audience updated and interested in the project it was decided to provide regular newsletters reporting on the progress of the ETIS projects.

The first newsletter appeared in June 2003; it provided the reasoning of the EC to fund the ETIS projects and introduced ETIS-LINK. In addition it reported on the First Open Conference and outlined the challenges posed by the new Member States for the Trans-European Network for Transport (TEN-T) policy. Furthermore, it provided contributions on issues like the harmonization of data, a common framework for modelling, and meta-data as well as on developments in the UK and Germany in the context of transport models and data.

The second newsletter was published online by mid October 2003. It presented the revised scope and informed about the resulting implications for the development of ETIS-LINK, ETIS-BASE and ETIS-AGENT. Furthermore, it provided an account of the past workshops and an outlook on the planned activities and key issues to be addressed in the future.

The third newsletter was postponed, in agreement with the PO, to be able to report on the Second Open Conference. Thus, besides updating the readers on the progress in the development of the ETIS pilot respectively its components and presenting the “proof-of-concept”, the ETIS prototype, it outlined the requirements for a sustainable continuation of ETIS beyond the project duration and the process to constitute the necessary framework. Additionally it provided an example from a similar process of data and information cooperation undertaken in the Barents region. The third newsletter was made available on-line in the beginning of October 2004.

The PO approved the postponement of the fourth and final newsletter to allow reporting on the final ETIS events as well as the conclusions on the three projects. Therefore, the final newsletter provides the conclusions of the project coordinator and the Steering Group, as well as a final contribution on the reference database and the methods used in the ETIS pilot. The newsletter will be available on-line by the end of September.

4) ETIS brochure and leaflet

At the beginning of the project in November 2002 a brochure has been prepared outlining the objectives and work programme of ETIS-LINK.

In May 2004, prior to the Second Open conference another leaflet was prepared to familiarize the participants with the idea behind ETIS and the long-term scope, the so called “ETIS vision”,

as well as with the short-term scope of the ETIS projects being the ETIS pilot. The leaflet provided information on both elements of the ETIS pilot, namely the software tool and the reference database and outlined the issues relevant for the transition towards the ETIS vision.

5) ETIS help on-line

The ETIS help on-line was created (to be found at <http://www.etis-eu.org/help/>). This on-line guide is intended to substitute the planned CD ROM (respectively the multimedia presentation foreseen in WP8) and provides a general introduction to the ETIS pilot, information on the system requirements, a brief description of the functionalities and the use of the system, as well as a guided tour exemplifying the functionalities by a sample case. The preparation of a webpage instead of a CD ROM was favoured as it allows the easier distribution and access for a broad audience.

6) Conferences and Workshops

Furthermore, the three Open Conferences and seven Thematic Workshops served to disseminate the scope and progress of the ETIS projects within the stakeholders. This contributed to soliciting input in the pilot development and make the system cater to the needs of the potential users, as well as to promote the idea of ETIS and the ETIS pilot. More details on the conferences and the workshops can be found in the respective chapters of this report.

7) Attendance of external events

To promote ETIS, establish contacts with relevant stakeholders and facilitate input and feedback in the development of ETIS the ETIS-LINK project partners participated in external events and presented ETIS (see ANNEX Table 2).

8) Communication with relevant stakeholders

ETIS-LINK has engaged strongly in fostering the involvement of and cooperation with Member States and relevant international organizations to pave the way for the successful uptake and sustainable operation of ETIS. In this respect several consultations with Member States' representatives, international organisations and other relevant stakeholders have been organized (see ANNEX Table 3).

9) Preparation of the ETIS monograph

The ETIS monograph has been prepared with the scope to present ETIS in a broader context and address a larger audience. It provides an overview on data policy at national and transnational levels; an outside view by reporting on data policy in the U.S. and in the environmental sector; and reporting on the development process of the European Transport policy Information System launched by the European Commission. Contributors include representatives from EUROSTAT, the EEA, national ministries and research institutions, as well as ETIS partners and ETIS-LINK members.

LIST OF DELIVERABLES				
Deliverable No.	Date of delivery	Original due date	Output from WP No.	Nature of deliverable and brief description
D1	Jun 03 (M11)	Nov 02 (M04)	WP1	Inception Report
D2	Sep 05 (M38)	Nov 05 (M40)	WP1	Final Report
D3	Sep 05 (M38)	Aug 05 (M37)	WP2	Final Report of the Steering Group
D4	Mar 03 (M08)	Nov 02 (M04)	WP3	Report on First Open Conference
D5	Jul 04 (M24)	Dec 03 (M17)	WP3	Report on Second Open Conference
D6	Sep 05 (M38)	Jan 05 (M30)	WP3	Report on Third Open Conference
D7	Dropped	Sep 05 (M38)	WP3	Report on Fourth Open Conference
D8	Jul 04 (M24)	Jul 03 (M12)	WP4	Report on the four workshops supporting the development of ETIS-BASE
D9	Mar 05 (M32)	Oct 03 (M15)	WP5	Report on the workshop supporting ETIS-AGENT ²
D10	Dropped	Dec 03 (M17)	WP5	Report on the technical&user specifications of the system ³
D11	Sep 05 (M38)	Dec 04 (M29)	WP6	Report on pilot testing of the various aspects of ETIS
D12	Jul 05 (M36)	Jul 05 (M36)	WP7	Position papers on issues related to the future sustainability of ETIS
D13	Apr 03 (M09)	Jan 03 (M06)	WP8	Dissemination Plan
D14	Sep 05 (M38)	Originally not foreseen	WP7	Roadmap for the future of ETIS

² Initially “Report on the three workshops supporting the development of the terms of reference for the system interface” this report was changed to in the course of time due to the funding of ETIS-AGENT and the later revision of the workshop issues.

³ Initially “Terms of reference for the development of the system interface for ETIS” the content of this report was revised due to the funding of ETIS-AGENT and later on dropped due to the delay of the necessary ETIS-AGENT input.

LIST OF MILESTONES				
Milestone No.	Date of delivery	Original due date	Output from WP No.	Brief description of milestone objectives
M1	Jun 03 (M11)	Nov 02 (M04)	WP1	Discussion of Inception Report
M2	Sep 04 (M26)	Jan 04 (M18)	WP1	Mid-term Assessment
M3	Sep 05 (M38)	Nov 05 (M40)	WP1	Final report
M4	Dec 03 (M17)	Aug 03 (M13)	WP2	Steering Group Year 1 Annual Report
M5	Sep 04 (M26)	Aug 04 (M25)	WP2	Steering Group Year 2 Annual Report
M6	Feb 03 (M07)	Oct 02 (M03)	WP3	First Open Conference on ETIS
M7	May 04 (M22)	May 04 (M16)	WP3	Second Open Conference on ETIS
M8	Jun 05 (M35)	Dec 04 (M29)	WP3	Third Open Conference on ETIS
M9	Dropped	Aug 05 (M37)	WP3	Fourth Open Conference on ETIS
M10	Mar 04 (M20)	Jun 03 (M11)	WP4	Completion of four workshops from WP4
M11	Jun 03 (M12)	Oct 04 (M15)	WP5	Completion of the workshop related to WP5 ⁴
M12	Sep 05 (M38)	Nov 04 (M28)	WP6	Completion of pilot testing
M13	Jul 05 (M36)	Substituting one workshops from WP5	WP6	User training workshop ⁵
M14	May 05 (M34)	Substituting one workshop from WP5	WP7	Thematic workshop on issues relevant for the roadmap

⁴ Initially “ Completion of the terms of reference for the development of the system interface”, changed due to the funding of ETIS-AGENT and the later revision of the issues of the workshops.

⁵ Initially the workshop was part of WP5, later one it was revised to focus on the pilot testing, this was ultimately change to provide for a user training.

5 COMPARISON OF INITIALLY PLANNED ACTIVITIES AND WORK ACTUALLY ACCOMPLISHED

Given the nature of the work that is needed to develop a system such as ETIS, it was inevitable that changes occurred from the original plans. The following paragraphs provide a summary of deviations from the planned work-plan outlined in the original DOW as well as the reasoning behind these changes.

The funding of an additional ETIS project (ETIS-AGENT), which had not been foreseen at the time of the conception of ETIS-LINK, had significant impact on the activities of ETIS-LINK. First of all the networking of an additional project contributed to the complexity of the work to be carried out by ETIS-LINK as high effort was needed for synchronizing ETIS-BASE and ETIS-AGENT and streamlining the individual work plans (e.g. establishment of a common timeline) as well as providing an integrated picture of the three projects to the outside (adaptation of the ETIS-LINK homepage to become the homepage for ETIS as a whole). This need for intensified interaction of the three projects increased further when the EC emphasized that the scope of the three projects was a common one, delivering the ETIS pilot by the end of the projects.

Due to the delay commencement of ETIS-BASE and the funding of the third ETIS related project, ETIS-AGENT, some of the deliverables and milestones have been rescheduled. Amongst others the First Open Conference (M6) and the Inception report (D1). Regarding the Open Conferences divergence from the initial plan has occurred due to the revised timing as well as due to the decision to hold only three Open Conferences (M9 the Fourth Open Conference was cancelled), while extending the first one to a two-day conference.

The funding of ETIS-AGENT had another major impact on ETIS-LINK as it required the revision of work package 5 (originally "Development of Terms of Reference for Systems Interface") given that ETIS-AGENT's task was to develop the equivalent of a system interface for ETIS, and the activities listed in WP5 were no longer necessary in the original form. Therefore, the activities in WP5 have been modified to support the activities of ETIS-AGENT in a similar way as work package 4 was supporting the work of ETIS-BASE. D10 the "Terms of reference for the development of the system interface for ETIS" was adjusted to become the Report on the technical&user specifications of the system, which was later on dropped in accordance with the EC, given the necessary input from ETIS-AGENT could not be delivered in time.

The progress in the software development subsequent to the first thematic workshop held to support ETIS-AGENT made further input coming from the remaining two workshops envisaged in work package 5 superfluous. Therefore, these workshops have been rededicated in the course of the project in accordance with ETIS-AGENT and with the approval of the EC. Consequently, the EC limited the content of D9 to report only on the thematic workshop on "Data provision within the ETIS framework" held on July 22, 2003 in Amsterdam.

One of the workshops (M13) was shifted to work package 6; and revised to focus on the pilot testing. The timing and focus were changed again due to the delay in the pilot development; thus, the workshop was at the end scheduled in July 2005 and focused primarily on familiarizing potential users with the system. Nevertheless, it provided also feedback on the pilot that could partly be taken into account in the fine-tuning of the pilot. The rededication of the workshop required the support of some of the relevant ETIS-AGENT and ETIS-BASE partners, which had not been foreseen in neither of the projects, thus, ETIS-LINK membership agreements needed to be signed with these partners.

The other workshop was shifted to work package 7 and dedicated to “Issues related to the ETIS roadmap” (M 14).

The timing and content of the workshops organised to support the work of ETIS-BASE was adjusted in response to the needs of ETIS-BASE and with the approval of the EC, so that the completion of the four workshops was not in June 2003 but in March 2004, this lead of course also to a postponement of the related Report on the four workshops supporting the development of ETIS-BASE (D8).

Another important change in the scope of ETIS-LINK was that originally it was planned to conclude the development of the ETIS pilot with the signing of a Memorandum of Understanding (MOU) by Member States to support the future development and existence of ETIS. The ETIS Steering Group deemed, for a variety of reasons, this to be a near impossible task. Instead, ETIS-LINK focused on stimulating the interest of Member States to become future users of ETIS.

Furthermore, the shift of the final project scope to delivering only a limited version of the original ETIS, as well as the delay in the repeated pilot development, made the promotion of the concept of ETIS to the outside world more difficult. In the course of the project it was decided to - apart of keeping all Member States informed and involved by inviting them to the Open Conferences and the Workshops - enhance the promotion activities in respect to a selected set of (old and new) Member States to stimulate their interest and win them as champions in the cooperation with ETIS. Consequently significantly more effort has been put into this direct interaction with Member States.

The delay in the pilot development led also to a revised pilot testing. The testing of the tool by stakeholders external to the ETIS projects was limited in accordance with the EC to allow the punctual finalization of the pilot. On the other hand the internal pilot testing was significantly extended by on the one hand extending NEA's involvement within work package 6, as well as by contracting MKmetric on request of the EC as an ETIS-LINK member to perform several rounds of pilot testing and provide feedback to the software developers. Furthermore, the Steering Group, the EC, and the project partners provided continuous feedback.

In addition the importance of work package 7 in respect to the transition of the ETIS pilot to a full-fledged system after the conclusion of the research projects, has led to the inclusion of an additional deliverable D14 Roadmap for the future of ETIS. To gain input into this roadmap apart of the position papers, meetings with relevant stakeholders have been organized (having a twofold impact, on the one hand the project partners gained input in the ETIS pilot and in the ETIS roadmap, on the other hand it fostered the promotion of ETIS).

Instead of a multimedia presentation (work package 8) it was decided to prepare a ETIS help-online, which provides a general introduction to the ETIS pilot, information on the system requirements, a brief description of the functionalities and the use of the system, as well as a guided tour exemplifying the functionalities by a sample case.

Further details on changes within the individual work packages can be found in the respective chapters. The exact changes of the timing of the deliverables and milestones are provided in the previous chapter.

6 MANAGEMENT AND CO-ORDINATION ASPECTS

The following paragraphs will provide an overview on the performance of the consortium and the roles of the individual partners in ETIS-LINK. Name and contact details for the persons to be contacted concerning the follow-up of the project are given at the end of the chapter.

The ETIS-LINK consortium RAND Europe, NEA, and ICCR has worked well as a team during throughout the project. The interaction with the Steering Group has proceeded smoothly without any problems. Even though very complex due to the three not synchronized original contracts and the changes that occurred in the course of time, the cooperation with the other two ETIS projects has also been constructive and successful in the delivery of the final product, the ETIS pilot.

The networking of an additional project (ETIS-AGENT), and the partly problematic cooperation between ETIS-AGENT and ETIS-BASE made the work to be carried out by ETIS-LINK more complex and difficult. The need for intensive networking of the work being done by ETIS-AGENT and ETIS-BASE, and synchronising not two, but three projects has required having more coordination meetings than planned, and the attendance of a series of project meetings of both ETIS-BASE and ETIS-AGENT.

Given the nature of the work that is needed to develop a system such as ETIS, it was inevitable that changes occurred in the original plans. In this respect ETIS-LINK has carried out many activities that go well beyond the activities that were originally foreseen in the contract. These additional activities included, amongst else, to co-ordinate two instead of one other project, as mentioned above, as well as to adjust the external means of promotion to present the three ETIS projects as one (visible in activities such as the adaptation of the ETIS-LINK website to become the website for ETIS as a whole), and to elaborate and continuously update a co-ordinated work-plan synchronising the work of the three ETIS projects.

Furthermore, the shift of the final project scope to delivering only a limited version of the original ETIS, as well as the delay in the repeated pilot development, has brought some complications in promoting the concept of ETIS to the outside world. In the course of the project it was decided to apart of keeping all Member States informed and involved by inviting them to the Open Conferences and the Workshops, the promotion activities should target in particular a selected set of (old and new) Member States to stimulate their interest and win them as champions in the cooperation with ETIS. The significant effort put into this promotion has shown positive effects as several Member States have expressed their wish to gain access to the ETIS pilot and are currently considering an adoption of the pilot at national level. Given the pilot has not been approved by the EC this was of course not yet possible to implement these initiatives, thus, it will be essential to provide the necessary frameworks for following up and supporting these national endeavours.

The repeated delay in the pilot development had strong impact on the external pilot testing, which according to the EC's decision was limited in time and number of invited pilot testers to not interfere with the ongoing development of the pilot.

It should be noted that the successful development of the ETIS pilot has only been possible because of the mutual support and dedication of all project partners throughout the projects. Managing some of the unforeseen challenges has, however, meant spending more resources and time than planned on some tasks in the ETIS-LINK project.

The individual performance of the core partners and the Steering Group Members has varied, mostly in accordance with each partner's individual role in the consortium and involvement and expertise in particular topics.

RAND Europe, as the network coordinator, was responsible for the management and scientific excellence of the project. For the communication within the consortium RAND kept up the flow of information among the partners. RAND prepared the Inception Report, the Mid-term Report, as well as the Management and Progress Reports for which the partners provided input. Furthermore, RAND maintained the project secretariat, developed and maintained the stakeholder database, and provided input for the project webpage. RAND presented ETIS at external events and actively promoted ETIS to the outside by developing contacts with national ministries and other relevant stakeholders. It also provided contributions for the ETIS newsletters and the ETIS monograph. RAND identified potential individuals for the Steering Group and persuaded them to become members. RAND assisted the Steering Group in preparing the three Steering Group Reports, regularly briefed the Steering Group members on the ETIS projects, facilitated interaction among the Steering Group members and the ETIS projects, and organised the Steering Group Meetings.

RAND was responsible for organising the three Open Conferences in February 2003, May 2004, and June 2005 in Brussels, took the main lead in preparing the agendas, inviting and briefing the speakers, selecting and inviting the attendants, elaborating guidelines for the speakers, and prepared the respective conference reports. Additionally, it organised two of the seven thematic workshops, and prepared the Report on the workshop supporting ETIS-AGENT (D9). Furthermore, RAND took established together with ETIS-BASE and ETIS-AGENT the plan for the pilot testing and took the strategic lead, and provided continuous feedback to the ETIS pilot. In cooperation with NEA it prepared the Report on pilot testing of the various aspects of ETIS (D11). RAND established the contacts with the external experts regarding the contribution of the position papers (D12) and served as a focal point for all necessary information required as input for the respective papers.

RAND took also the leading role in carrying out activities that were initially not foreseen in the contract such as the preparation of the ETIS leaflet, and elaborating a formal co-ordinated work plan with ETIS-AGENT and ETIS-BASE. Furthermore, RAND prepared the Roadmap for the

future of ETIS (D14) with input from the other project partners and the position papers, as well as from consultations with external stakeholders.

NEA supported the coordinator and the Steering Group in all relevant tasks, was responsible for the organisation of five of the seven thematic workshops, and prepared the Report on the four workshops supporting the development of ETIS-BASE (D8). Furthermore, NEA provided input for the ETIS newsletters, the elaboration of the ETIS leaflet, and the ETIS monograph, and took an active role in the Open Conferences by providing amongst others input for the agendas, holding presentations, approaching speaker, and assisting in selecting invitees. In addition to these activities NEA presented ETIS to relevant stakeholders at external events. Furthermore, NEA was coordinating the external valuation of the data sets and prepared in cooperation with RAND the Report on pilot testing of the various aspects of ETIS (D11). In addition NEA was taking a leading role in the testing of the software tool.

The ICCR supported the coordinator and the Steering Group in all relevant tasks, and attended several coordination and Steering Group meetings. As envisaged in the contract the ICCR took the lead in the dissemination, and thus prepared the Dissemination Plan (D13), the four newsletters (one made available online in June 2003, one in October 2003, one in October 2004, and once in September 2005), the ETIS monograph, and was responsible for the project webpage. Furthermore, ICCR assisted in the preparation of the ETIS leaflet, contributed to the agendas and the speakers' guidelines of the Open Conferences, and took an active role of leading a session of the first conference. The ICCR provided in addition feedback to the ETIS pilot and created the ETIS help-online.

The Steering Group members guided the progress of the ETIS projects over the entire project. This included amongst others the advise in technical and strategic questions, the regular attendance of the Steering Group meetings and the provision of input for the Steering Group Reports. Additional the Steering Group members took an active role as chairs, speakers and discussion leaders in the three Open Conferences, provided feedback to the agendas and the ETIS pilot, assisted in selecting invitees, participated in some of the thematic workshops, and provided contributions for the ETIS newsletters. Furthermore, the Steering Group members assisted in contacting relevant stakeholders and promoting ETIS to the outside.

The request on the time extension of ETIS-LINK to allow the performance of ETIS-LINK's activities as originally foreseen in the contract (extensive pilot testing etc.), notwithstanding the repeated delay in the pilot development, was rejected by the EC. Consequently, ETIS-LINK had to restrict or revise some activities and make some concessions to the initial plan, and holding the Final Open Conference in September 2005 – as proposed by the Steering Group – was not possible.

Detailed information on the activities included in the project management can be found in chapter 3.1.1. WP1 Project Management. Deviations from the planned work are discussed in

chapter 6 Comparison of initially planned activities and work actually accomplished, as well as in the chapters on the individual work packages.

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7 RESULTS AND CONCLUSIONS

The basis of good policy (not just transport policy) is good information. Unfortunately, there is limited data available to answer issues facing transport policy-makers, and the quality of the data that is available is questionable. The current data collection regime in Europe resembles a patchwork quilt: EUROSTAT, Member States, international organizations (UNECE, ECMT) and projects are all involved in various ways in data collection. This results often in the incomparability of data as well as in the duplication of work, while significant gaps still persist in particular when focusing on the European dimension.

Over the last three years the ETIS projects have worked to develop the first working version of ETIS, and involve Member States and other relevant stakeholders in this development process in order to improve the quality of ETIS and to raise the interest in ETIS paving the way for its future uptake. Three Open Conferences were organised to inform stakeholders and solicit their feedback on the development of the ETIS pilot. Additionally, seven Thematic Workshops were held to address issues relevant for the development of ETIS. National experts and policy-makers were invited to attend these workshops and give their views. Finally, the ETIS team held several consultations with relevant ministries and other relevant stakeholders in Member States.

Now the end result of the project is ready, the ETIS pilot was presented at the Final Conference in June 2005 and the final version will be submitted to the EC by September 2005. The pilot is focused on the European Commission's Trans European Network –Transport (TEN-T) policy. The pilot includes a reference database with indicators, data variables and meta-data; a software environment for accessing, analysing, downloading and visualizing data; a methodology for updating data and constructing indicators; as well as guidelines for the harmonization and validation of data collected by different providers, that are often following different underlying methods. The aim of the pilot is to demonstrate the feasibility of ETIS while supporting transport policy-making at European level.

The pilot version of ETIS is a significant milestone. However, it is by definition still some ways from realizing the vision of ETIS. The vision of ETIS envisages a system capable of providing users with the most up-to-date data on all transport related questions, by providing remote access to dispersed data sources, automatically updating the reference database, and eventually providing forecasts of the future and the models for making these forecasts.

There is a general consensus on the need for, and the wisdom of continuing with the development of the ETIS pilot towards realizing this long-term vision. The positive feedback on the content and the functionalities of the pilot expressed by Member States and other relevant stakeholders at various occasions, and the currently ongoing considerations of national applications of the pilot in some Member States, reflect that the EC should use the momentum

and build on the successful development. Such an EC driven initiative should, nevertheless, actively involve the Member States.

In order to fully exploit the benefits of this system and make progress towards the ETIS vision, an organisational and institutional framework for operating, updating, and expanding the ETIS pilot is required. There are a variety of issues related to this framework - where should ETIS reside? Should ETIS be hosted within or outside the EU's institutions (e.g. EUROSTAT, Agency)? What is level of service that should be offered? Should the Commission provide for training users, for expanding the capabilities of the current ETIS?

The EC has already declared its willingness to provide Member States, on request, with the ETIS pilot. This will allow the national administrations to adopt ETIS on a national basis. Even though this is not ideal from the European Commission's perspective, it will support a "soft harmonization" as Member States adopt de-facto the ETIS standards for data.

The adoption of the pilot by national administrations is key for a successful and sustainable future of ETIS, not only as this would help to familiarize potential users with the system, but also because national bodies are important potential data providers and their support is essential for raising the quantity, quality and time responsiveness of information included in ETIS. The projects have succeeded in attracting several Member States (Germany, Hungary, The Netherlands, Poland, Spain, France, Czech Republic etc.). They have stated their interest in getting access to ETIS and applying it to their own needs. However, such a development should be coordinated to use the investment in the most efficient way, and benefit the EC as well as the Member States. Against this background, the EC would be well advised to take the initiative in providing a transparent organizational framework for ETIS, as well as at least for a test phase (e.g. 1 year) training and support to the Member States interested in applying ETIS nationally.

Another important issue to consider is the contents of ETIS, the system is only as good as the content it contains. The content needs to be regularly updated perhaps expanded to provide policy-makers with the necessary information. For the bulk of the contents of the reference database, the updating should be synchronised with the UNECE road census that takes place every 5 years. The socio-economic, cost, and service data as well as the indicator list should be updated annually. Thus, the EC needs to establish a process for regular updating and continuous improvement of the data quality. This will require support from the data providers as for the moment, data provision to ETIS is voluntary, therefore incentives should be provided. However, over time a legal basis could be created for providing data to ETIS. Nevertheless, even if a central data collection and harmonization process should be set in place, the responsibility of updating should stay with the original provider.

As the scope of ETIS should be to provide original data to the extent possible, a harmonized data collection process should be put in place, the standards established in ETIS should be adhered to as far as possible and a reasonable trade-off between individual adjustments and harmonized data should be sought.

Further enhancements of the system should be integrated stepwise to evolve the pilot towards a full-fledged support tool for the strategic transport planning; amongst others the inclusion of models and the automation of the updating should be considered in this respect.

The ETIS pilot is a complex expert system, thus, to optimize the exploitation of its capabilities in terms of content and software, the user needs to be sufficiently trained. Training is a major issue for obtaining correct outputs catering to the individual policy question, as well as for raising user satisfaction. Therefore, the EC should provide such a training to both its in-house users as well as to the users in the Member States. For the administrators a special training will be necessary to assure the correct handling of the system and the adherence to the data format when loading new data.

For problems with and questions on the pilot a permanent helpdesk should be installed, that can clarify and support the users and administrators in installing and using the system, as well as in preparing and loading data.

To benefit from the experiences with the system and improve it even further regular user meetings should be held for exchanging experiences and discuss new or refined user requirements.

Finally, there is the question about the governance of ETIS; who will decide on what data is going to be included, what services are going to be provided over the time etc.. The different options for the governance of ETIS are outlined in the ETIS roadmap. However, the decision whether and how to continue with ETIS rests with the EC.

All these issues need to be tackled by the EC when establishing a framework for ETIS. However, in the period between the completion of ETIS pilot and the final decision of the Commission regarding the future of ETIS, the Commission would be well advised to continue some ETIS activities. The minimum activities to 'maintain' ETIS could be to:

- Establish an ETIS governance group, consisting of representative from all 25 Member States, EUROSTAT, and DG-TREN
- Establish an ETIS users group that meets twice a year to discuss various issues related to the contents of ETIS
- Establish a helpdesk for assisting users in installing, using, and understanding the ETIS software as well the contents of the database
- Establish an ETIS secretariat coordinating all ETIS related activities

Given the Member States' positive feedback on and broad support for the achievements made in the last three years in the development of a pilot version of ETIS, it would be a pity if this effort were not to be continued. Although much progress has been made, much still remains to be done to improve the quality and access to European transport data and statistics.

8 ACKNOWLEDGEMENTS

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Furthermore, the project partners would like thank the stakeholders coming from national ministries, statistical offices, research institutions, transport service and infrastructure providers, transport associations, international organisations, and many other public and private entities, who have strongly contributed to the success of the ETIS projects by their input and by their support.

9 REFERENCES

ETIS-LINK (M4) Steering Group Year 1 Annual Report
ETIS-LINK (M5) Steering Group Year 2 Annual Report
ETIS-LINK (D1) Inception Report
ETIS-LINK (D3) Final Report of the Steering Group
ETIS-LINK (D4) Report on First Open Conference
ETIS-LINK (D5) Report on Second Open Conference
ETIS-LINK (D6) Report on Third Open Conference
ETIS-LINK (D8) Report on the four workshops supporting the development of ETIS-BASE
ETIS-LINK (D9) Report on the workshop supporting ETIS-AGENT
ETIS-LINK (D11) Report on pilot testing of the various aspects of ETIS
ETIS-LINK (D12) Position papers on issues related to the future sustainability of ETIS
ETIS-LINK (D13) Dissemination Plan
ETIS-LINK (D14) Roadmap for the future of ETIS

ANNEX

Table 1 – Project and coordination meetings

Project and coordination meetings			
Date	Venue	Type	Participation
24 September 2002	Brussels (Belgium)	ETIS-Link project management issue meeting	ETIS-LINK, ETIS-BASE, ETIS-Link Project Officer
27 September 2002	Brussels (Belgium)	Kick-Off Meeting	ETIS-LINK, ETIS-BASE, Steering group, ETIS-Link Project Officer
18 December 2002	-	Telephone conference	ETIS-LINK, ETIS-BASE
26 May 2003	Athens (Greece)	ETIS-AGENT project meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT
17 July 2003	Brussels (Belgium)	Coordination meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT, ETIS-Link Project Officer
28 August 2003	Leiden (The Netherlands)	Co-ordination meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinator (by telephone)
5 November 2003	Brussels (Belgium)	Coordination meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators, and PO
3 December 2003	-	Telephone conference	ETIS-LINK and ETIS-BASE coordinators
8 December 2003	-	Telephone conference	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators
12 December 2003	Athens (Greece)	Coordination meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators
6 January 2004	-	Telephone conference	ETIS-LINK and ETIS-BASE coordinators
22 January 2004	Brussels (Belgium)	Meeting with FO	ETIS-LINK coordinator, and FO
22 January 2004	Brussels (Belgium)	Meeting with PO	ETIS-LINK coordinator, and PO
30 January 2004	Rijswijk (The Netherlands)	ETIS-BASE project meeting	ETIS-BASE partners, and ETIS-LINK and ETIS-BASE coordinators
6 February 2004	Athens (Greece)	ETIS-AGENT project meeting	ETIS-AGENT partners, and ETIS-BASE and ETIS-LINK coordinators
11 February 2004	Brussels (Belgium)	Coordination meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators, and PO
8 March 2004	Leiden (The Netherlands)	Coordination meeting	ETIS-LINK and ETIS-BASE coordinators
26 March 2004	Rijswijk (The Netherlands)	Coordination meeting and telephone	Meeting ETIS-LINK, and ETIS-BASE coordinators/ conference call ETIS-LINK,

		conference call	ETIS-BASE and ETIS-AGENT coordinators
31 March 2004	-	Telephone conference	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators
5 April 2004	Brussels (Belgium)	Coordination meeting (prior to the Steering Group meeting)	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators, and PO
14 April 2004	-	Telephone conference	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators, and ICCR
19/20 April 2004	Chester (UK)	ETIS-BASE project meeting	ETIS-BASE partners and ETIS-LINK coordinator
28 April 2004	The Hague (The Netherlands)	Meeting with Steering Group Member	ETIS-LINK coordinator and Mr. Houko Luikens
10 June 2004	-	Telephone conference	ETIS-LINK, and ETIS-BASE coordinators, and NTUA
11 June 2004	Brussels (Belgium)	Coordination meeting (prior to the Steering Group meeting)	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators
11 August 2004	Vienna (Austria)	Coordination meeting with ICCR	ETIS-LINK coordinator and ICCR
15 September 2004	Brussels (Belgium)	AGENT project meeting (GIS presentation)	Relevant ETIS-AGENT partners (LINK coordinator had planned to attend but did not due to the request of the AGENT coordinator to keep the group small due to the limited space)
15 September 2004	Brussels (Belgium)	Coordination meeting	ETIS-LINK, ETIS-BASE, and ETIS-AGENT coordinators
16 September 2004	Brussels (Belgium)	Mid-term Assessment Meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators and PO
28 September 2004	Brussels (Belgium)	Coordination meeting	ETIS-LINK, ETIS-BASE, ETIS-AGENT coordinators and PO
14 October 2004	Rome (Italy)	Coordination meeting	ETIS-LINK, ETIS-BASE, and ETIS-AGENT coordinators
15 October 2004	Rome (Italy)	BASE project meeting	ETIS-BASE partners and ETIS-LINK and ETIS-AGENT coordinators
8 December	-	Telephone conference	ETIS-BASE, ETIS-AGENT, ETIS-LINK coordinators, and NTUA
20/21 December 2004	Athens (Greece)	Coordination meeting	ETIS-AGENT and ETIS-LINK/BASE
28 January 2005	Brussels (Belgium)	Coordination	ETIS-AGENT, ETIS-BASE,

		meeting	and ETIS-LINK
3 February 2005	-	Telephone conference	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, ICCR
14/15 February 2005	Athens (Greece)	Coordination meeting	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, NTUA
1 March 2005	-	Telephone conference	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, NTUA
10-12 April 2005	Athens (Greece)	Pilot testing and coordination meeting	NEA and NTUA
15 April 2005	-	Telephone conference	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, ICCR, Agilis, MKmetric
18 April 2005	-	Telephone conference (pilot demo)	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, MKmetric, NTUA, Agilis, ICCR
25-28 April 2005	Athens (Greece)	Pilot testing and coordination meeting	NEA, MKmetric, Intrasoft,
13 May 2005	Amsterdam (The Netherlands)	Coordination meeting following the Steering Group meeting	EC, ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, MKmetric, ICCR
18 May 2005	Brussels (Belgium)	Coordination meeting	EC, ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, MKmetric, ICCR, NTUA
1 June 2005	-	Telephone conference	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, NTUA, MKmetric
10 June 2005	-	Telephone conference on the roadmap	RAND Europe, MKmetric, NTUA
10 June 2005	Athens (Greece)	Coordination meeting	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, MKmetric and NTUA
13 June 2005	Brussels (Belgium)	Coordination meeting	ETIS-AGENT, ETIS-BASE, and ETIS-LINK, NTUA and MKmetric
22 June 2005	-	Telephone conference	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, NTUA
23 June 2005	-	Telephone conference	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, NTUA
24 June 2005	-	Telephone conference	ETIS-AGENT, ETIS-BASE, and ETIS-LINK coordinators, NTUA,

			MKmetric
27 June 2005	Brussels (Belgium)	Conference preparation meeting	ETIS-AGENT, ETIS-BASE, and ETIS-LINK
29 June 2005	Brussels (Belgium)	Coordination meeting	EC, ETIS-AGENT, ETIS-BASE, and ETIS-LINK
25 July 2005	Athens (Greece)	Coordination meeting	EC, ETIS-AGENT, ETIS-BASE, and ETIS-LINK
15 September 2005	-	Conference call	ETIS-AGENT, ETIS-BASE, and ETIS-LINK

Table 2 – Meetings with national ministries and other relevant institutions

Meetings with ministries and other relevant institutions		
Date	Location	Meeting
19 August 2004	Bonn (Germany)	German Transport Ministry
24 November 2004	Berlin (Germany)	MoT and DLR
16 December 2004	Berlin (Germany)	Transport Counsellor Dutch Embassy in Germany
20 December 2004	Heerlen (Netherlands)	Central Bureau of Statistics in the Netherlands
22 December 2004	Paris (France)	EuroGeographics
23 December 2004	Brussels (Belgium)	Unisys
6 January 2005	Copenhagen (Denmark)	EEA
24 January 2005	Berlin (Germany)	MoT and DLR
27 January 2005	Luxembourg (Luxembourg)	EUROSTAT
22 February 2005	Warsaw (Poland)	Ministry of Infrastructure, national research institutions, statistical office and service and infrastructure provider
19 April 2005	Leiden (The Netherlands)	AVV
20 April 2005	Warsaw (Poland)	Institute for Roads and Bridges, TEM coordinator
21 April 2005	Conference call	IATA
22 April 2005	Toulouse (France)	OTP (Observatorio hispano-francés de Tráfico en los Pirineos) Spanish/French Ministry
27 April 2005	London (UK)	OAG

28 April 2005	Berlin (Germany)	MoT and DLR
25 May 2005	Budapest (Hungary)	Ministry of Economy and Transport, Hungarian Central Statistical Office, ÁKMI (The Technical and Information Services on National Roads), KTI (Institute for Transport Sciences)
13 July 2005	Prague (Czech Republic)	Czech Ministry, Transport Research Centre

Table 3 – Presentations on external events

Presentations on external events		
Date	Location	Meeting
9 February 2004	Bratislava (Slovakia)	TEM Expert Meeting
10 February 2004	Budapest (Hungary)	TER Expert Meeting
25/26 March 2004	Setubal (Portugal)	REALISE Workshop
9/10 June 2004	Geneva (Switzerland)	UN-ECE Inland Transport Committee – Working Party on Transport Statistics
24/25 January 2005	Copenhagen (Denmark)	TRANS-TOOLS Meeting
11 February 2005	Antwerp (Belgium)	TRANSFORUM Conference

Table 4 - Steering Group meetings and events with their participation

Steering Group Meetings and Events with their participation		
Date	Venue	Meeting
27 September 2002	Brussels	Kick-Off Meeting
20 November 2002	Brussels	Steering Group meeting
14 February 2003	Brussels	Steering Group meeting following the First Open Conference
18 July 2003	Brussels	Steering Group meeting
20 November 2003	Brussels	Steering Group Meeting
5 April 2004	Brussels	Steering Group Meeting
14 May 2004	Brussels	Second Open Conference

11 June 2004	Brussels	Steering Group Meeting
3 December 2004	Brussels	Steering Group Meeting
4 February 2005	Brussels	Steering Group Meeting
18 March 2005	Brussels	Steering Group Meeting
12 May 2005	Amsterdam	Thematic workshop on issues related to the ETIS roadmap
13 May 2005	Amsterdam	Steering Group Meeting
13 June 2005	Brussels	Steering Group Meeting
28 June 2005	Brussels	Steering Group Meeting following the Final Open Conference