

# **E**uropean **T**ransport **N**etwork **A**lliance



## In this issue:

### About ETNA<sub>plus</sub>

- P2: New guide on transnational cooperation
- P3: Partner Search System
- P4: NCP twinning
- P5: 1<sup>st</sup> ETNA<sub>plus</sub> Academy
- P6: Lessons learned from 1<sup>st</sup> round of calls (ETNA<sub>plus</sub> Forum)
- P7: Brokerage Event
- P8: Upcoming ETNA<sub>plus</sub> events

### Horizon 2020

- P12: ERA-NET Smart Cities and Communities
- P12: ERA-LEARN toolbox
- P13: MIRRIS Project first results
- P14: 4th BEAWARE workshop
- P14: FAQ on MG5.4 and 5.5

### Other Transport funding opportunities

- P16: Martec call in Maritime Technologies
- P17: Transnational Road Research Programme of the CEDR

### Transport Policies

- P19: Dialogue between EC and port stakeholders
- P20: TEN-T – Connecting Europe
- P21: Results of the public consultation on Drones
- P22: Work Programme of the EMSA

### Events

- P24: Clean Sky Information Day
- P24: Discover SESAR at the World ATM congress 2015
- P25: Workshop on Fuel Cells and Hydrogen
- P26: ITS conference, European Maritime Day, FAA conference
- P27: World Maritime Day and Aerodays 2015

# About



## ETNA<sub>plus</sub> guide to transnational cooperation in Transport research and innovation!

**The ETNAplus “Guide to transnational cooperation in Transport research and innovation” is on the way!**

As a world leader of research and innovation (R&I), the EU is responsible for almost a quarter of world expenditure on research, while representing only 7% of the population. As part of this research the EU has identified the need to continually strengthen dialogue between Member States and Associated Countries, as well as international partners, to build a ‘critical mass’ for tackling the evolving societal challenges thrown before it. The field of Transport is no exception, and is integral to the European Research Area (ERA) - aimed at overcoming the fragmentation of research in Europe that prevents European Member States from fulfilling their R&I potential.

As the ETNA Plus objective is to foster innovation in transnational cooperation in

Transport, especially within EU new actors and regions, we have been looking into innovation strategies implemented in industrialised countries in the EU and around the world with a view to learning about different approaches. Our mission is to identify barriers to transnational cooperation in transport R&I in those countries, highlight areas of good practice found and generate some recommendations that could assist in the overcoming of these barriers. This information is now being compiled into a Guidebook, which will be available on the ETNAplus project website from January 2015. The idea of the Guidebook is to provide input to NCPs and other stakeholders (especially EU13 Member States) when aiming to develop their own efforts through transnational cooperation in Transport R&I when reshaping and developing national Transport Research Strategies.

[www.transport-ncps.net](http://www.transport-ncps.net).



## Partner Search System For H2020 'Smart, Green And Integrated Transport' Calls For Proposals

The NCP network for transport in Horizon 2020 - ETNA<sub>plus</sub> (<http://www.transport-ncps.net>) - is pleased to inform you that there is a new IT tool for partner search specifically dedicated to the project proposals to be submitted under the H2020 'Smart, Green and Integrated Transport' (Societal Challenge 4) calls.

The platform provides users with the ability to:

- **Create** new partner searches and manage the requests of partnership received,
- **Identify** suitable partner searches,
- **Answer** to the partner searches published by other proposers

The quality of published partner searches is guaranteed through a two-steps verification process, directly run by the H2020 National Contact Points for Transport and by a team of experts ('Quality team') in the different transport modes (maritime, rail, air, urban/road):

- The partner searches' publication on the platform requires the verification of pre-established objective criteria;
- The user has however the additional possibility to obtain a 'Quality Label' of its partner searches, through a quality assessment done by experts.

The platform is available on the ETNA Plus web site via the following link:

<http://www.transport-ncps.net/services/partner-search/horizon-2020/partner-search.html>

## Twinning: a good way to improve NCPs' services

For newly appointed NCPs, it can sometimes be quite challenging to organise a major event such as a brokerage event or a wide audience info day. That is why the ETNA<sub>plus</sub> network is developing a service of one-to-one training in such occasion.

A lot is possible through this scheme, but here is the experience of twinning between Cliff Funnell the UK NCP Transport since FP4 and



Maria Habicht the Estonian NCP Transport. "The aim was to support the

Estonian NCP in developing the agenda/programme for the Baltic States brokerage event in Riga, including:

1. Preparation of two presentations for the event, i.e. "the dos and don'ts of writing a proposal" and "ETNA Plus web-based tools", i.e. the funding map tool, and the Active Participant Identification Tool.
2. Pre-event meeting with Latvian, Lithuanian and Estonian NCPs.
3. Pre-event preparation for meeting"

Both NCPs found the experience useful and advice NCPs to use the opportunity, and to not hesitate to personalise twinning schemes.

You can find more information on Twinning and the application form on our website:

<http://www.transport-ncps.net/services/ncp-twinning.html>

## 1<sup>st</sup> ETNA<sub>plus</sub> Academy

**One of the main goals of ETNAplus is to support EU27 stakeholders and provide them with knowledge and capacities that can enable or boost their participation in Horizon 2020.**

Special attention is particularly put to EU13 countries, which were underrepresented already in FP7. Having in mind very strong transport sector potential of EU13 and willingness to absorb knowledge necessary to take leading roles in H2020 proposals, ETNAplus team has proposed a specific tool for those stakeholders – ETNA Plus Academy. Designed as very knowledge-intensive one day training focused on providing deep insight into project preparation philosophy, the Academy was scheduled to be organized right before launch of 2015 calls for proposals in Smart, Green and Integrated Transport challenge.

The first Academy took place on the 14th of November in

Bratislava organized alongside of Week of Science and Technology by ETNA Plus project with support from Slovak Centre of Scientific and Technical Information and University of Žilina.

Twenty participants coming from different EU13 countries had the opportunity to receive exhaustive yet interactive knowledge about proposal preparation and submission process, including IPR and legal & financial issues and feedback from EU13 evaluator, who provided valuable advice about “do’s” and “don’ts” of proposal writing process.

Initial feedback from participants has proven that the concept of the training was successful. It is expected that the second ETNA<sub>plus</sub> Academy will be organized in October 2015. More information will be provided in coming months.





## 2<sup>nd</sup> ETNAplus Forum: Lessons learned from 1st round of call

**ETNA<sub>plus</sub> hosted its second forum in Genova, on the 3rd of December 2014. The aim of this event was to provide NCPs with the latest information relevant to their activities, and allow them to meet important stakeholders.**

The forum was a side event of the conference on “transport safety: societal challenges, research solutions”. The event focused on the outcomes of the first call “H2020” and it was the occasion of lively exchanges between the representatives of the EC officers present at the Forum and the NCPs. Questions were asked regarding the difficulty of providing an evaluation of quality for the SMEs instruments on bottom-up subjects. This led to an exchange on how NCPs for transport work in different countries with their colleagues in charge of SMEs.

NCPs had also concerns about criteria for SMEs instruments not being very clear,

especially regarding the maturity of the candidates, but the response from the EC was that everyone should candidate and had a chance as long as the project was good. Representatives from the EC stressed the fact that in a very selective context, the “impact” part had been a very important selection criterion. The over-subscription of many topics will be addressed in the next call.

*Presentations can be found on the NCP part of our website:*

*<http://www.transport-ncps.net/etna-plus/ncp-network-documents/42-ncp-network-documents/2nd-etna-plus-forum-presentations.html>*

*ETNAplus will organize its next forum in October 2015.*



## Transport Information Day : Brokerage Event

Within the framework of the Smart, Green and Integrated Transport Information Day (2 February 2015, Brussels), the project ETNA Plus organized a networking and brokerage event - jointly supported by ETNA plus and Enterprise Europe



Network- focusing on the topics covered by the Horizon 2020 calls published in December of 2014. The networking and brokerage event took place in the afternoon, following the informational sessions carried out by the European Commission in the morning.

The full **participants catalog** (including participants' details, organizations' details and cooperation profiles) is available for [download](#).

Within the framework of the brokerage event, participants looking for partners had the opportunity to present their organizations and ideas for project proposals in 2 different ways:

1. In the form of a **brief oral presentation** (4 minutes max), using templates specially designed for this purpose
2. By participating in **bilateral meetings** (max. 15 minutes)

341 participants from 35 countries registered in the Brokerage event, most representatives

were Spain (95), Belgium (77), United Kingdom (75) and Italy (62).

The oral presentations were organized following the areas that have any topic in the 2015 call. A total of 36 presentations were done during the event. The slides of all presentations are now available for [download in pdf format](#)

Regarding face-to-face meetings, more than 409 meetings were schedule in advance, complemented by more than 50 "spontaneous" meetings that arose during the course of the event.

ETNA Plus is always accepting new contributions for online publication in its partner search section. We are happy to inform you that from now on you can register your [partner search forms on line](#). ETNA Plus encourages also for submitting new partner profiles to be published in [partner search section](#).



## Upcoming ETNA<sub>plus</sub> Events

### Training on Transport IPR and Standardisation Issues:

ETNAplus will organize in Roma one day training on Transport IPR and Standardisation Issues in H2020 that will take place the 31<sup>st</sup> March. In collaboration with the IPR Helpdesk and CEN CENELEC, you will gain knowledge on how these issues should be addressed in transport research projects. NPCs can ask to have their travel and accommodation costs refunded according to the rules of refunding of ETNAplus.

*More information and registration available here:*

*<http://transport-ncps.net/events/event/56-training-on-transport-ipr-and-standardisation-issues.html>*

*Another training will take place in the Hague the 7<sup>th</sup> of May On shaping transport challenge.*

### Webinar

Following the success of the 2014's webinars, ETNAplus will launch a new series of webinars building on the feedback of the first H2020 year. To the destination of all stakeholders, NCPs are invited to participate and promote those session to their entire network.

5 <sup>th</sup> webinar	SME instrument	April
6 <sup>th</sup> webinar	Legal and financial issues	June
7 <sup>th</sup> webinar	Focus on access to risk finance	November

# News & Opportunities



## 'Transport safety: societal challenges, research solutions' Conference – Results: Genova, 4-5 December 2014

**Transport professionals, researchers, stakeholders and policy makers involved in all modes of transport met in Genova, Italy, on 4-5 December 2014 to assess the future needs for transport safety research and identify priorities for activities in Horizon 2020 and beyond.**

The European Commission White Paper on Transport sets ambitious safety objectives, ensuring that the EU remains a world leader in the safety of all modes of transport. In order to help achieve this objective, Horizon 2020 (H2020) aims at 'reducing accident rates, fatalities and casualties' in each mode by furthering knowledge and awareness, and by developing technologies, products, services and solutions that reconcile safety with efficiency and user-friendliness. In the context of rapid technological progress and changes in behaviour and demand patterns, it is important to identify evolving needs and to define a clear European Agenda for transport safety Research and Innovation, which should be driven by consistency with the policy objectives and a strong focus on the future deployment of results. The Conference participants agreed upon the following:

- A multi-modal approach needs to be adopted regarding the collection of accident data, given that the causes of accidents and incidents can be similar for all the transport modes.
- Since human factors are one of the major causes of incidents, specific research in the field of risk perception and impairment, e.g. distraction, stress and fatigue, should be supported.
- Increasing support for the Human Machine Interface and automation in all

transport modes is expected to reduce the risk of incidents and limit the effects of human error.

- The introduction of these technologies should take into consideration possible unintended impacts, such as an over-reliance on automated devices, distraction and cognitive overload. At the same time, adequate levels of cyber-security should be achieved, as well as proper redundancy to cope with possible failures. Effective communication, education and training should be pursued to ensure social acceptance.
- A harmonised management of safety-relevant operational and traffic data is necessary.
- Due consideration should be taken of the safety impact of infrastructure design, construction, maintenance and upgrading, as well as the overall contribution of Intelligent Transport Systems to safety, on a modal and cross-modal basis.
- In prioritising research efforts and in defining a roadmap to implementation, the primary focus should be on those measures that can be deployed in the short-medium. However, longer term research objectives and disruptive technology breakthroughs should not be neglected.
- While safety is, and should remain, a paramount objective for each mode and for the transport system as a whole, road safety deserves particular attention, given the disproportionate occurrence of accidents and casualties, and the pressing need to considerably reduce injuries.

*More info at:*

<https://strc2014.teamwork.fr/programme>

## MIRRIS Project first results

**Why are some European countries excelling in exploiting EU direct funding for Research and Innovation, while some others lag behind?**



And why does the disparity in participation and access to EU direct funds seem to concern notably new Member States – the so-called *EU13*? Which are the reasons behind this gap? These are the questions leading the research of [MIRRIS](#) (Mobilizing Institutional Reforms for Research and Innovation Systems), an EU-funded Support Action aiming at offering an overview of the heterogeneous European panorama in terms of exploitation levels and support mechanisms as related to EU funded programmes/projects, with a **focus on the 13 new European Member States**.

[The first interim results](#) of the project have now been published, and its **conclusions are important not only for EU13 Member States but for anyone involved in planning, funding, or supporting research** in his own country and interested in analyzing and understanding **the key participation factors to leverage in order to design, organize and implement effective support for a successful participation to EU programmes**.

The inputs underlying the project's results were collected in 2014 through an extensive **policy dialogues exercise involving selected national stakeholders in each of the EU 13 Member States**. About 15-20 participants –

among decision-makers, implementation institutions and supporting structures – were invited to reflect on which barriers and other relevant factors would impact on each country's participation to FP7/Horizon 2020.

**Disparities appear to be connected with a combination of barriers of different nature, such as structural and local assets, political and administrative national arrangements, and perception/motivational issues.** Low economic reward and incentives to researchers, lack of attractiveness of FP7 funding in comparison to ERDF funding or other national/bilateral schemes, lack of efficient infrastructures and human resources to support potential applicants at the national and organizational levels, or, simply, perceived distance with the setting agenda and strategic priorities set in EU R&D calls, are some amongst the many factors analysed in **MIRRIS' Policy Brief**.

**More info:**

<http://www.mirris.eu/News/Pagine/1st-MIRRIS-policy-brief---mid-term-results---has-been-published.aspx>

**Project site:** [www.mirris.eu](http://www.mirris.eu)

## ERA-NET Smart Cities and Communities –

Deadline: 17.03.2015



**The ERA-NET Smart Cities and Communities (ENSCC) – in cooperation with the Smart Cities Member States Initiative has been launched on Thursday 11 December 2014.**

Consortia can apply to this call. THE PRE-PROPOSAL DEADLINE IS TUESDAY 17 MARCH 2015.

Four call topics are defined:

- Smart integrated urban energy and transport systems
- Smart tools and services for integrated urban energy and transport systems
- Smart data, big data
- Smart governance and smart citizens

For this call a two-stage procedure will be adopted. In the first stage, consortia are

invited to submit pre-proposals. After the submission of the pre-proposals, approximately 50 pre-proposals will be selected. The successful consortia will then be invited to elaborate their ideas to full proposals.

A total amount of joint public funding of approximately 26 M€ will be provided by national and regional funding agencies from twelve European countries: Austria – FFG, Belgium DGO6, Innoviris and FNRS, Cyprus – RPF, Finland – TEKES, the Netherlands – NWO, Norway – RCN, Portugal – FCT, Romania – UEFISCDI, Spain – CDTI, Sweden – Formas, Swedish Energy Agency and VINNOVA, Switzerland – DETEC and Turkey – TÛBITAK.

## ERA-LEARN toolbox on Public-Public Partnership under HORIZON 2020



The ERA-LEARN toolbox provides a new section on [Public-Public-Partnerships \(P2P\) under Horizon 2020](#), including [background information](#) on the ERA-NET Cofund scheme, the [call topics for ERA-NETs and CSAs](#) related to JPIs in

the work programmes 2014/2015, and [some practical information](#).

You find it here: <http://netwatch.jrc.ec.europa.eu/web/lp/learning-platform/p2p-in-h2020>



## Technological matrix of Eastern-European aeronautical organizations potentially interested in Horizon 2020

**In the last decades a rich variety of innovation-fostering policies, measures and programmes has been introduced at the EU level in order to spur the innovation potential of European organizations in many fields, including Aeronautics.**

Today, in the EU aeronautical field the exchange of knowledge and technology, the cooperation between universities, industries, research organizations, Small and Medium enterprises (SMEs), exc., as well as the free flowing of ideas are considered crucial for the implementation and sustainability of a single system of innovation supplementing the national systems and providing a link between localized spillovers and diffusion of technological knowledge. However, many universities, industries, research organizations and SMEs in New European Member States fail to realize their potential due to limited or no knowledge of the European programmes supporting R&D (namely, Horizon 2020) in Aeronautics.

Two reports have been developed by the BEAWARE project, introducing the European system of R&D and innovation, namely H2020, identifying the main opportunities for aeronautical organizations. Consequently, relevant and meaningful data and facts on the open aeronautic-relevant topics in H2020 are provided. From this

perspective, the reports are addressed to Eastern-European organizations which are interested in participating in H2020 Aeronautics' calls, providing them adequate background information regarding H2020 as well as concrete suggestions on which are the topics more suitable for their Research & Development& Innovation needs. In fact, through a technological matrix (Del. 1.2), Eastern European Organisations will be able to see the calls available calls in 2015. At the same time, the matrix could be intended as a catalog of about 300 organizations from Eastern Europe with consolidated expertise and know-how in the field of aeronautics so to help Western European players in finding suitable partners for their proposals. In other to facilitate this process, the entities listed in the matrix have been differentiated according to macro and micro aeronautical categories.

*More info at:*

<http://beaware-aero.eu/european-system-of-rd-and-innovation-horizon-2020/>



## The BEAWARE project in search of cross sector synergies – outcomes of the 4th BEAWARE workshop



**On the Green Mobility Conference in Hamburg on the 24<sup>th</sup> November, over 150 experts from all over Europe gathered to exchange ideas on sustainable technologies and concepts in aviation and logistics. The BEAWARE project seized this opportunity to bring together East and West in conjunction with the conference.**

The aim of the event was to identify sharable sustainable technologies and business models and illustrate the current state of research at European level. Speakers included senior representatives from universities, companies and associations from seven European countries such as Airbus Operations, Lufthansa LEOS, TU Delft, French Civil Aviation University, Clean Sky, the Hellenic Institute of Transport (HIT), and many more. The Conference was supported by the European projects CARE (Clean Aerospace Regions) and BEAWARE. The coordinator of the BEAWARE project, Kristo Reinsalu, once again underlined the importance of the creation of so called innovation chains created through establishing discussions between Eastern and Western European project coordinators and the matchmaking between companies,

research institutes and national public institutions.

In order to guarantee the effective exchange of ideas and undertakings the participants had the chance to meet in B2B and B2R sessions in the afternoon. Participants from 13 countries made use of this opportunity. The BEAWARE consortium will now make every effort in supporting these newly developed relationships.

But there's was even more to tell: With the aim to increase the quality and number of projects and project applications in upcoming European and trans-national calls, the [EACP](#) (European Aerospace Cluster Partnership), with its headquarter at Hamburg Aviation, and [EASN](#) (European Aeronautics Science Network) signed a MoU during the Green Mobility Conference.

On the second day 28 BEAWARE partners had the opportunity to visit three outstanding members of the Hamburg Aviation Network during field visits. At the Headquarters of [Lufthansa Technik](#) the Head of Corporate Innovation & Technology Management presented LHTs R&T Roadmap and ongoing research topics in the field of material processing and MRO activities. During the tour at the [Laser Center North](#) the participants had a deeper look into state of the art laser additive manufacturing and rewarded products such as the Bionic Bracket, which was developed together with Airbus. The LZN is an institution for technology and knowledge transfer for the photonic industry. Last but not least on the schedule was a stop at [Treo](#). Treo is an independent service provider for product and component tests, especially for companies in the field of aviation and aerospace. Treo represents a Good Practice example for a

small enterprise entering successful into the market in 2010. Meanwhile Treo is one of the few world-wide testing laboratories certified directly from Airbus for environmental simulation and EMC testing of supplier products.

The 2 days were organized by [Hamburg Aviation](#) in cooperation with the Logistics Initiative Hamburg, and the Europe Enterprise Network.

## FAQ on MG5.4 and 5.5 calls for proposal:



**An updated version of the Frequently Asked Questions document on the urban mobility call topics MG 5.4 and**

**5.5** is now available on the Horizon2020 Participants' Portal. You will find answers to question than stakeholders ask when there are writing a proposal under this call.

*The pdf document is available here:*

*[http://ec.europa.eu/research/participants/portal/doc/call/h2020/h2020-mg-2015\\_twostages/1637614-frequently\\_asked\\_questions\\_2015\\_08-01-2015\\_en.pdf](http://ec.europa.eu/research/participants/portal/doc/call/h2020/h2020-mg-2015_twostages/1637614-frequently_asked_questions_2015_08-01-2015_en.pdf)*



# Other Transport Funding Opportunities

## Call in Maritime Technologies

MARTEC Call Priority Areas	BY	DE	FR	LT	NO	PL	UK
shipbuilding - new ship types, structures, ship design							
shipbuilding - production process and technology							
maritime equipment and services							
ship and port operation services							
inland water and intermodal transport							
offshore industry / offshore technology							
offshore structures for renewable energy							
polar technology							
fishing / aquaculture							
safety							
security							
environmental and climate impact							
human elements							

**MARTEC opened a transnational call for collaborative research projects in different areas of maritime technologies (deadline: 29.04.2015).** This call is initiated by funding organisations from 7 different European partner countries of the former ERA-NET MARTEC consortium.

Financial support will be awarded by the national funding organisations for project duration of up to 36 months. Priority for funding will be given for projects which include at least one independent industrial participant from each involved country. Only projects, which receive funds from at least two countries, will be supported by MARTEC partners.

More information is available at: <https://www.martec-era.net/index.php?index=6>

## Transnational Road Research Programme of the Conference of European Directors of Roads (CEDR)

**The CEDR opened a transnational call for collaborative research projects concerning road research (deadline: 18.03.2015).**

This Transnational Research Programme follows on from previous programmes organised under the ERA-NET ROAD brand. "ERA-NET ROAD – Coordination and implementation of Road Research in Europe" was a Coordination and Support Action funded by the 7th Framework Programme of the European Commission which concluded in December 2011. The goal of ERA-NET ROAD (ENR) was to develop a platform for international cooperation and collaboration in research areas of common interest. This included the production of an "ENR-toolkit" for carrying out transnational research and trials of the various procedures developed

through a series of projects and programmes funded directly by European Road Administrations. Full details of the research projects commissioned through this process can also be viewed at the ENR website [www.eranetroad.org](http://www.eranetroad.org).

The aim of the CEDR Transnational Road Research Programme is to promote cooperation between the various European road administrations in relation to road research activities. The specific objectives of the topics of a call are contained in the respective Description of Research Needs (DoRN).

The Call for Proposals involves two separate research programmes covering the following topics:

**1: Asset Management and Maintenance**



I: Road Asset Management

- A) Road equipment asset management
- B) Why and how to implement ISO 55000
- C) Social benefits and costs

II: Road Maintenance

- D) Use of standard ravelling tests to predict pavement durability
- E) Recommendations for maintenance procurement by investigating current practices

**2: Mobility and ITS**

- A) Mobility as a Service (MaaS)

B) The journey to High and Full automation

- C) The business case for connected and co-operative vehicles



Conférence Européenne  
des Directeurs des Routes  
Conference of European  
Directors of Roads



# Transport Policies

## Transport Commissioner Bulc engages in dialogue with port stakeholders



**Commissioner for Transport Violeta Bulc met in January with the leaders of the 20 largest European ports and the European Sea Ports Organisation (ESPO). The meeting was organised at the initiative of Commissioner Bulc to exchange views on the future of ports policy.**

Commissioner Bulc stated "Ports are amongst Europe's major assets. They provide seamless logistics across maritime, rail, inland waterways and road transport. They develop into industrial poles contributing to growth, jobs and energy security. We must preserve and enhance these assets. We will continue our dialogue to improve port connectivity and facilitate investments and innovation."

The participants exchanged views on the global economic, geopolitical and technological challenges faced by the European ports and specific issues impacting their performance. Key topics included: possible solutions to improve rail connections, inland navigation and maritime

connectivity along the corridors of the trans-European transport network, the framework conditions for spurring efficient investment and the role of ports and innovation in the logistics chains. Also, the contribution of ports to energy security and climate policy and the way ports interact with port cities to promote their global outreach were discussed.

The discussion provided valuable input to the further development of European transport policy and to the next stage of the legislative procedure on the Ports Regulation. The participants stressed the strategic importance of ports for Europe and the necessity to better reflect the role ports play for industrial development, growth, logistics, innovation and energy. The dialogue will continue.

### **Background:**

*In 2013, the Commission adopted a strategy for ports combining a proposal for a Ports Regulation and non-legislative measures aiming at improving port operations and connections. The proposal introduces transparency in the use of public funds and in the access to the market of port services. The Council adopted a general approach in October 2014 and the European Parliament is now examining it. The European Transport Policy is currently outlined in a White Paper adopted by the Commission in 2011.*

## Infrastructure - TEN-T - Connecting Europe

### European Commission identifies the infrastructure priorities and investment needs for the Trans-European Transport Network until 2030

The European Commission has published [nine studies](#) on the state of play and the development needs of the [TEN-T core network corridors](#). The studies have identified infrastructure development needs which represent approximately €700 billion of financial investment until 2030. They highlight the importance of optimising the use of infrastructure along the corridors, notably through intelligent transport systems, efficient management and the promotion of future-oriented clean transport solutions. This is the first time that tens of thousands kilometres of rail, road, inland waterway connections, ports, airports and other transport terminals have been studied in such a comprehensive way and with a common methodology.

Violeta Bulc, EU Commissioner for Transport said, *"We have to step up our efforts to make sure the core network will be fully operational by 2030, to ensure smooth transport flows for passengers and goods throughout the EU. Now is the time to invest in TEN-T projects and to maximise the benefits of the Connecting Europe facility and the Commission's €315 billion Investment Plan. After all, the Trans-European Transport Network is crucial for a Union striving for more growth, jobs and competitiveness. As Europe is slowly stepping out of the economic crisis, we need a connected Union, without barriers, in order for our single market to thrive."*

For each Trans-European Transport corridor, which is led by a European Coordinator, a team of external experts has undertaken a comprehensive study. They analysed the current infrastructure status, located problems hampering traffic flows for passengers and freight, and identified action to be undertaken from now to 2030. The results of these studies are available here.



They include preliminary lists of projects which aim at completing cross-border and other missing links, removing bottlenecks, inter-connecting transport modes and enhancing interoperability – notably for railway traffic.

The results of these studies will be taken into account when deciding on the allocation of EU funds for the period 2014 – 2020, under the [Connecting Europe Facility](#). In particular, the "project pipeline" resulting from these corridor studies constitutes an important source for the € 315 billion [European Investment Plan](#), which was published by the Commission in November 2014. In this context, the Commission also mandated the former Vice-President of the European Commission, Henning Christophersen, as well as the European Coordinators Kurt Bodewig and Carlo Secchi to identify concrete TEN-T projects which are suitable for contributing to the new investment plan. They published an [interim report](#) and presented their approach to the EU Transport Ministers at the Transport Council on 3 December 2014.

In Spring 2015, each European Coordinator for his/her respective corridor, will submit a corridor work plan to the European Parliament, the Council and the Commission. These work plans will guide the future corridor development. They build on the studies published today, and they will be subject to approval by the Member States directly involved.

The Christophersen – Bodewig – Secchi Group will present their final report also in Spring 2015.

## Results of the consultation on « Opening the market for remotely piloted aircraft systems »

**Aviation technologies continue to evolve and to offer ever more opportunities to deliver services to citizens and to contribute to creating jobs and growth.** At the same time, the growing use of new technologies deserves public debate and often requires appropriate intervention of the regulator in order to protect essential public interest. This is the case for remotely piloted aircraft systems (RPAS), commonly known as drones. Such unmanned aircraft have the potential to support in the coming years a wide development of civil applications.

In Europe, RPAS are already being used for aerial photography but also for safety inspections of infrastructure, such as rail tracks, dams, bridges or power grids. National authorities are using them in disaster relief, e.g. to overfly flooded areas or to support firefighting. On other continents RPAS activities already support also precision farming through more effective and timely application of fertilizers or pesticides.

The extensive range of potential applications of these aircraft systems raises issues about their impact on the safety and security of airspace users and people on the ground as well as on citizen's privacy and the use of private data.

The European Commission intends to work on an initiative to regulate appropriately the development and use of RPAS within the context of the single aviation market, which is by its very nature already international. The initiative could

involve the introduction of European rules to guarantee high levels of aviation safety and security, citizens' privacy and personal data protection. The challenge will be to strike the right balance between two objectives: to create space and freedom necessary for development of this new industry, often from small start-up companies, and to ensure that this development does not compromise the essential rights and interests of the EU citizens in terms of safety, security or privacy.

This online consultation asked citizens, companies, public authorities, academia, associations and other stakeholders who have an interest in the issue of EU aviation safety, development of new technologies and improving the efficiency of the aviation sector for their informed opinions and suggestions to help identify what are the gains that could be brought by the use of RPAS and what are the concerns that would need to be addressed by EU public intervention.

The results of this consultation will feed into the Commission impact assessment which will accompany a possible policy initiative on RPAS.

*To consult the published results:*  
[http://ec.europa.eu/transport/modes/air/consultations/2014-civil-drones\\_en.htm](http://ec.europa.eu/transport/modes/air/consultations/2014-civil-drones_en.htm)





## Work Programme of the EMSA (European Maritime Safety Agency)

**The European Maritime Safety Agency published its Work Programme for 2015.**



It describes the tasks of EMSA and the purpose of its activities in the field of maritime safety, security and pollution prevention and response. It will also give you information about what is in the pipeline.

European Maritime Safety Agency

*To consult the EMSA Work Programme:  
<http://www.emsa.europa.eu/emsa-homepage/2-news-a-press-centre/news/2331-work-programme-2015.html>*



# Events

## Clean Sky 2 Info Day on the 1st Call for Proposals: Brussels, 04.03.2015



The *Clean Sky 2* JU, together with the support of the Leaders of the *Clean Sky 2* Programme has the pleasure to announce its upcoming event dedicated to the 1<sup>st</sup> Call for Proposals.

This Info Day will mainly focus on the presentations of the topics open to the 1<sup>st</sup> Call for Proposals in the CS2 areas i.e. Large Passenger Aircraft, Regional

Aircraft, Fast Rotorcraft, Airframe, Engines and Systems as well as the Transverse Area topics.

This event is a timely opportunity for any applicants interested in participating in the *Clean Sky 2* Programme as Partners to meet the *Clean Sky 2* Joint Undertaking and the Leaders

of the Programme.

You can download the programme [here](#).

To register, please [click here](#), fill in the fields, and click the 'submit' button.

Registration to the event is open until Friday 27 February.

## Discover SESAR at the World ATM Congress 2015 : Madrid, 09-12.03.15

As the technological pillar of Europe's [ambitious Single European Sky \(SES\) initiative](#), SESAR is the mechanism which coordinates and concentrates all EU research and development (R&D) activities in ATM, pooling together a wealth experts to develop the new generation of ATM. Today, SESAR unites around 3,000 experts in Europe and beyond.

In 2007, the SESAR Joint Undertaking was set up in order to manage this large scale and truly international public-private partnership.

In 2015, the newly launched Deployment Manager will start to ramp up its activities and the SESAR JU will prepare a new wave of

Research and Innovation projects in preparation for SESAR 2020. The 2015 World ATM Congress will therefore be the perfect opportunity for ATM stakeholders to find out more about these developments.

From 9 to 12 March, a number of SESAR-led events will take place, focussing on how SESAR activities are spurring on Europe's ATM connectivity

More information and registration on:

<http://www.sesarju.eu/newsroom/events/wac2015>

## First Smart Specialisation workshop on Fuel Cells and Hydrogen – Lyon (France), 22-23.04.15

The Fuel Cells and Hydrogen Joint Undertaking (FCH JU) is launching its first initiative on Smart Specialisation in the domain of Fuel Cells and Hydrogen technology together with the European Commission and the active support of Rhône-Alpes region.

The workshop will take place on **22 and 23 April 2015** at the **Hôtel de Région** in **Lyon, France**. It is hosted by Région Rhône-Alpes and organised in collaboration with CEA and the JRC Smart Specialization Platform, Institute for Prospective Technological Studies (IPTS).

The Smart Specialisation activity of the European Commission (EC) is a strategic approach towards economic development through coordinated and targeted financial support for Research and Innovation (R&I) activities in order to access to the European Structural and Investment Fund (ESIF) interventions. Special attention is devoted to reinforce synergies between ESIF and other EC funding programmes like Horizon 2020 (of which the FCH JU program is a part).

This workshop aims at bringing together those regions interested in Fuel Cells and Hydrogen as part of their Smart Specialisation Strategies. It will focus on the role of Fuel Cells and Hydrogen technologies on regional development for both clean transport (cars, buses, captive fleets, etc.) and sustainable and low carbon energy (stationary power



generation, energy storage and grid balancing, etc.). The objective is to initiate practical cooperation between European Regions including the industry and research partners in the field of Fuel Cells and Hydrogen by coordinating the Smart Specialisation Strategies. The workshop will gather regional stakeholders to:

- Share motivations towards Fuel Cells and Hydrogen technologies, exchange experiences, best practices and feedback about local initiatives;
- Increase the visibility of Fuel Cells and Hydrogen products and services and reinforce EU industry operating in the sector;
- Identify common projects to be implemented between regions.

*For more information, please contact Luciano Gaudio on [Luciano.Gaudio@fch.europa.eu](mailto:Luciano.Gaudio@fch.europa.eu)*

[Register to this event](#)

## A Digital Strategy for Mobility: from capacity to connectivity ITS Conference 2015 – Brussels, 24.04.2015

**The European Commission is organising its 5th Conference on Intelligent Transport Systems in Brussels on 24 April 2015.** The objective of this high-level event is to provide an overview of the state-of-play with regard to a number of key actions and major initiatives in the context of the ITS Action Plan and the ITS

Directive 2010/40/EU. During the ITS Conference 2015 topics such as Data for digitising transport, Mobility as a Service and Connectivity and automation will be discussed.

*More information and registration on:*  
[http://ec.europa.eu/transport/themes/its/events/2015-04-24-its-conference\\_en.htm](http://ec.europa.eu/transport/themes/its/events/2015-04-24-its-conference_en.htm)

## Take part in the European Maritime Day! Piraeus (Greece), 28-29.05.2015

**The European Maritime Day Conference will be held in the Peace and Friendship Stadium in Piraeus (Greece) on 28 and 29 May 2015.** The Conference will focus on ports and coasts as engines for Blue Growth. Piraeus will also celebrate its maritime community on 30 and 31 May.

High level sessions and stakeholder workshops, as well as exhibitions, public happenings and networking events can be organised with your help. To get actively involved follow the link below! Don't forget also to register and organise your stay.

*More information and registration on:*  
<https://emd2015.sharpdev.be/default.aspx>

## EASA - FAA International Aviation Safety Conference! Brussels, 10-12.06.2015

**Since 1983 the EASA - FAA International Aviation Safety conference has been hosted in annually rotating order by the Federal Aviation Administration (FAA) and the Joint Aviation Authorities (JAA), taken over on the European side by the European Aviation Safety Agency (EASA) in 2005.**

EASA is the European Union Authority in aviation safety. The main activities of the

organisation include the strategy and safety management, the certification of aviation products and the oversight of approved organisations and EU Member States. EASA plays a leading role within the EU External Aviation Policy: the Agency is a strong counterpart of other Aviation Authorities outside the EU (e.g. USA, Canada, Brazil) and a major contributor to the export of the EU aviation standards worldwide, in order to promote the movement of EU aeronautical products, professionals and services throughout the world.



This year, it is again Europe's turn to organise the conference and the host country is Belgium. The conference will be held in Brussel, from 10-12 June 2015.

*More information available on:*

<https://www.easa.europa.eu/newsroom-and-events/news/easa-faa-international-aviation-safety-conference-2015>

## World Maritime Day 2015

**The World Maritime Day theme for 2015 is "Maritime education and training".**

The theme was adopted to focus attention on the wider spectrum of maritime education and training, in particular its adequacy and quality, as the bedrock of a safe and secure shipping industry, which needs to preserve the quality, practical skills and competence of qualified human resources, in order to ensure its sustainability.

The 1978 STCW Convention and Code, as amended, set the international benchmark for the training and education of seafarers. While compliance with its standards is essential for serving on board ships, the skills and competence of seafarers, and indeed,

the human element ashore, can only be adequately underpinned, updated and maintained through effective maritime education and training.

World Maritime Day will be celebrated at IMO Headquarters on Thursday, 24 September 2015, but other events and activities focusing on maritime education and training will be held throughout the year.

Member Governments, the maritime industry and training centres are invited to organize their own events to support the theme.

The World Maritime Day Parallel Event will be held in Japan in July 2015.

*Further details to follow on:*

<http://www.imo.org/About/Events/WorldMaritimeDay/Pages/WMD.aspx>.

## Aerodays 2015

**London, 20-23.10.2015**



**Aerodays, the 7th European Aeronautics Days, is the European flagship event in aviation research and innovation which takes place once, during each EU Research Framework Programme.**

Aerodays 2015 will take place in Central London, UK from 20-23 October 2015

Designed to present strategic perspectives for aviation, including research and innovation, the goal is to share achievements of collaborative research and innovation in aeronautics and air transport within Europe and world-wide international co-operation.

*More information and registration available on:*

<http://www.aerodays2015.com/>



## ***CORE PARTNERS IN THE PROJECT ETNA<sub>plus</sub>***

**Agenzia per la promozione della ricerca europea – APRE, Italy**

**French institute of science and technology for transport – IFSTTAR, France**

**Cliff Funnell Associates – CFA, United Kingdom**

**Foundation for Research & Technology - Help Forward network – HELP-FORWARD, Greece**

**Instytut Podstawowych Problemów Techniki, Polskiej Akademii Nauk – IPPT PAN, Poland**

**Centro para el Desarrollo Tecnológico Industrial – CDTI, Spain**

**Ministry of National Education – MEN, Romania**

**Netherlands Enterprise Agency – NLANLA, Netherlands**

**University of Zilina – UNIZA, Slovakia**

**Eesti Teadusagentuur – ETAG, Estonia**

**Fundação para a Ciência e a Tecnologia – FCT, Portugal**

**NewRail - Newcastle University – UNEW, United Kingdom**

**PANTEIA B.V. – PANTEIA, Netherlands**

**Applied Research and Communications Fund – ARC FUND, Bulgaria**

**Hrvatski Institut za Tehnologiju – BICRO, Croatia**

**For further details :**

ETNA<sub>plus</sub> project

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