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7 - IETVARA PROGRAMMAS ATBALSTS JŪRAS TRANSPORTA PĒTĪJUMIEM

SUPPORT FOR MARITIME TRANSPORT RESEARCH WITHIN THE 7TH FRAMEWORK PROGRAMME

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Abstract

Apskats izklāstītas 7-Ietvara Programmas pētniecības prioritātes kontekstā ar jūras transportu saistītiem pētniecības un attīstības projektu rezultātiem no pirmā uzsaukuma, kā arī veikts ieskats otrā uzsaukuma prioritātēs. Izvērsti parādot pirmā uzsaukuma statistiku un partnerības sadalījumu, tai skaitā Latvijas pētnieku partnerību jūras transporta sektorā. Veicot īsu apskatu šībrīža izsludinātajam otrajam projektu uzsaukumam ieskicējot īpatnības un budžeta sadalījumu.

Introduction

The European Commission's ambitious proposals for the Seventh Framework Programme (FP7) (2007-2013) [1] are designed to meet the needs of the Lisbon Strategy [2] to increase economic growth and competitiveness in the European Union, recognizing that knowledge is Europe's greatest resource. In particular FP7 represents a flagship research and innovation programme for enhancing knowledge in Europe with also considerable potential for partner countries and regions [3]. The Seventh Framework Programme is a key pillar for the European Research Area (ERA). FP7 bundles all research-related EU initiatives together within a common framework, including the research priorities of the new Competitiveness and Innovation Framework Programme (CIP), the Education and Training Programme, and the Structural and Cohesion Funds for regional convergence and competitiveness.

Overview of the Seventh Framework Programme

The broad objectives of FP7 have been grouped into four categories: Cooperation, Ideas, People and Capacities. For each of the objectives, there is a specific programme corresponding to the main areas of EU research policy. All specific programmes work together to promote and encourage the creation of European poles of (scientific) excellence. The definition of the research to be supported under the four categories builds upon the input received from a wide range of stakeholders, such as policy needs of Directorates-General, international commitments of the Union, and Technology Platforms. In the context of maritime research [4, 5], particularly relevant contributions were made by the Galway Declaration and the Waterborne Technology Platform [6, 7]. The implementation of FP7 foresees both a need to coordinate marine and maritime research across the relevant themes

and the flexibility to respond to new policy needs as they arise. This will be achieved by supporting collaborative research through a range of funding schemes: Small and Large Scale Collaborative Projects, Networks of Excellence, Coordination/ Support Actions. In order to achieve the desired level of impact, it will require stronger R&D efforts on the part of Member States, with more effective coordination between the EU, national and regional levels. With the launch of FP7 last year and the opening of project proposal calls research players within the EU are actively seeking project partners and research consortia to further support EU Maritime research and policy development. A network of National Contact Points [8] has been established to support the information needs of the research community. A successful example of awareness raising regarding EU Maritime related research is provided within the FP6 project EUROMAR-BRIDGES [9, 10], which focuses on developing maritime related national contact points within New Member States.

Outcome from the 1st call in Transport priority

The first call for project proposals was launched in 2007 with a deadline of May 3rd for Transport (including aeronautics) and May 2nd for Environment (including Climate Change). In the first call of Sustainable Surface Transport (FP7-SST-TREN-2007), a total of 269 eligible proposals were submitted to the EC of which 146 (54.27%) passed all thresholds set out in the call. Table 1 provides an overview of proposals evaluated and outcomes, including success rates by activity area.

Table 1
Sustainable Surface Transport 1st Call Results

Activity/Area	Proposals Submitted	Proposals Below Thresholds		Proposals Above Thresholds	
			%		%
Greening (1)	56	29	23.58	27	18.49
Co-Modality (2)	25	16	13.01	9	6.16
Urban Mobility (3)	22	13	10.57	9	6.16
Safety and Security (4)	82	26	21.14	56	38.35
Competitiveness (5)	47	23	18.70	24	16.43
Cross-Cutting (6)	37	16	13.01	21	14.38
TOTAL	269	123	100	146	100

The contract negotiation procedure is on-going in 2008, thus the actual EU contribution to project proposals will be published only later this year. Preliminary results of FP7-SST-TREN-2007 indicate an overwhelming success rate by participants from Holland as coordinators and partners (Figure 1). The most active countries in the first call of the Transport priority were Austria, Belgium, Germany, the Netherlands and the United Kingdom (Figure 2). Hungary and Romania, both New Member States, actively and successfully participated in the first call of the FP 7. In this call Latvia is a participant in two successful projects of which one is directly linked with maritime research.

The Maritime Administration of Latvia is a partner in the project SKEMA which entails developing a sustainable knowledge platform for the European Maritime and Logistics Industry. Congratulations!

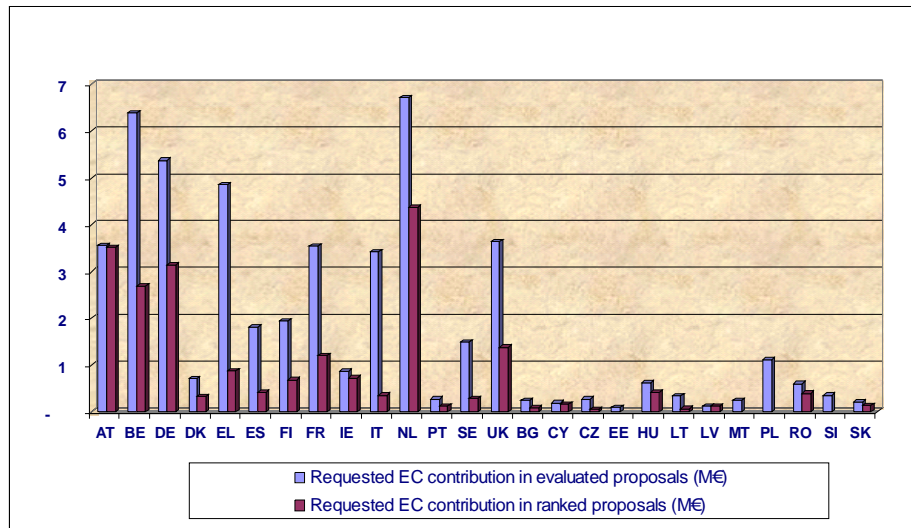


Figure 1. Requested EC Contribution in Evaluated and Ranked Proposals for FP7- TREN

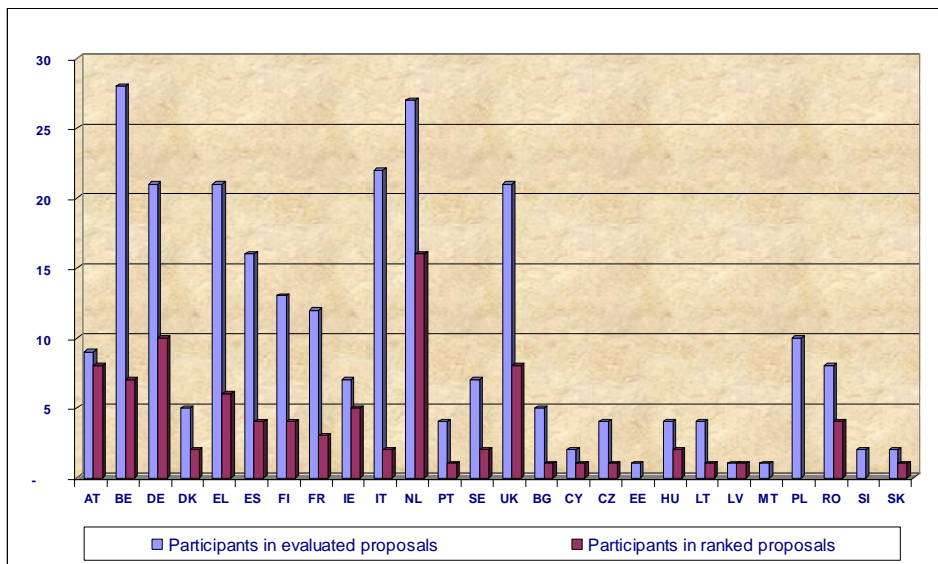


Figure 2. Number of (EU-27) Participants in Evaluated Proposals from FP7-SST-TREN-2007

Objectives and Expectations in the 2nd FP7 Call

On November 30th, the European Commission launched the 2nd calls for proposals of FP7 [1]. The closing date for the Transport (including Aeronautics) call is May 7th 2008. The environmental impact of transport, and in particular its contribution to climate change, is at the top of the political agenda for the 2nd call [3]. The transport sector will have to contribute to achieving global climate change targets, as well as to reducing local environmental impacts, such as noise and air pollution. The Commission is preparing an initiative on this area, the so-called Greening Transport Package. This will contain a methodology for the internalisation of external costs and a strategy for its implementation in all modes. Two topics open in the upcoming call, 'Green corridors' and 'climate change effects on transport networks' will be conducive to further policy initiatives in this area. In October of last year the Commission adopted a series of initiatives aimed at making freight transport in the EU more efficient and sustainable. This new package of measures consists of proposals concerning logistics, a rail network giving priority to freight, and European ports, and also addressed the barrier-free European maritime transport area and the motorways of the sea. In the light of

this initiative the 2nd call contains 3 topics, i.e. co-modal IT solutions, rail in co-modal logistics chains and innovation in transport. In the area of policy support, a number of topics are open in the 2nd call concerning social and economic aspects of transport, including analysis of new trends and the evolution of markets. Five activities are addressed:

- The greening of surface transport,
- Encouraging modal shift and decongesting transport corridors,
- Ensuring sustainable urban mobility,
- Improving safety and security,
- Strengthening competitiveness.

The 2nd call fiche [1] and a detailed description of priorities can be found on the CORDIS web-site. There are two months remaining for the submission of project proposals within these sub-priorities, consequently researchers are encouraged to join or to form research consortia:

FP7 - SUSTAINABLE SURFACE TRANSPORT (SST) -2008-RTD-1 budget **102.22M€**
http://cordis.europa.eu/fp7/dc/index.cfm?fuseaction=UserSite.CooperationDetailsCallPage&call_id=107
FP7 - SUSTAINABLE SURFACE TRANSPORT (SST)-2008-TREN-1 budget **36 M€**
http://cordis.europa.eu/fp7/dc/index.cfm?fuseaction=UserSite.CooperationDetailsCallPage&call_id=106
FP7 - HORIZONTAL ACTIVITIES (TPT) -2008-RTD-1 budget **14.65 M€**
http://cordis.europa.eu/fp7/dc/index.cfm?fuseaction=UserSite.CooperationDetailsCallPage&call_id=79

Conclusions

The transport sector in Europe needs technology, innovation and knowledge in order to maintain its global leadership. Research funding from the 7th Framework Programme can support these efforts. Latvia had a successful result in a maritime related project within the 1st call of the FP7 Sustainable Surface Transport priority. Opportunities still exist to actively participate in the 2nd call of FP7. The success of FP7 depends to a large degree on the quality of consortia and proposals. In transport research, a balance between research expertise, industrial ambitions and policy context can be the formula for successful projects.

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