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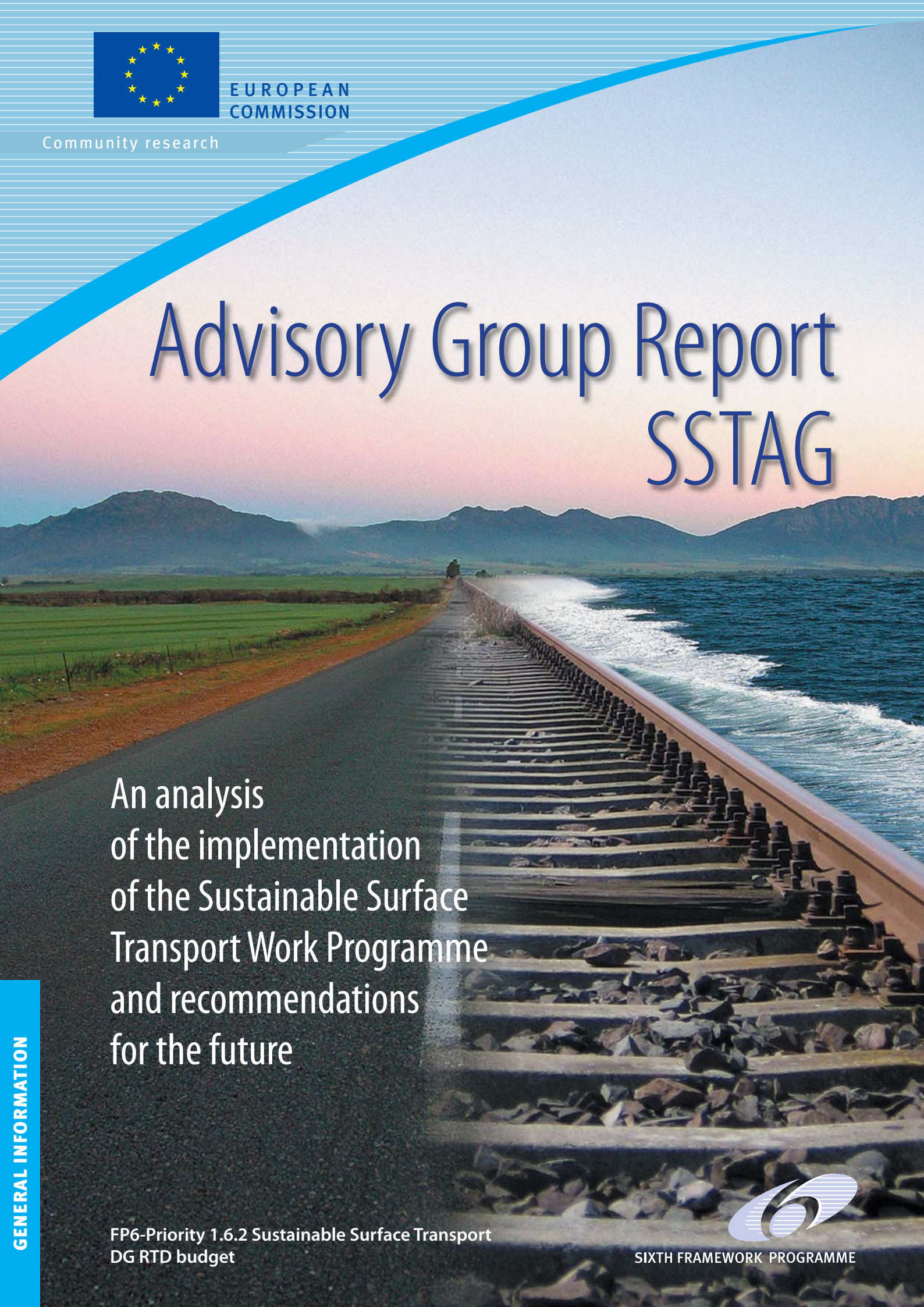
An analysis of the implementation of the Sustainable Surface Transport Work Programme and recommendations for the future



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FP6 - priority 1.6.2: Sustainable Surface Transport
DG RTD budget

Advisory Group Report
SSTAG

An analysis of the implementation of the Sustainable Surface Transport Work Programme and recommendations for the future

This report was written and produced under the responsibility of Mr Helmut List, the chairman of the Sustainable Surface Transport Advisory Group. The drafting of the report was coordinated and overseen by Mr Geoff Callow in co-operation with Mr Andrew Foster and Mr Per Jessing, assisted by the secretary to the SSTAG, Mr Dennis Schut of the European Commission (DG Research – Directorate H2 Surface Transport) and with contributions from all SSTAG members.

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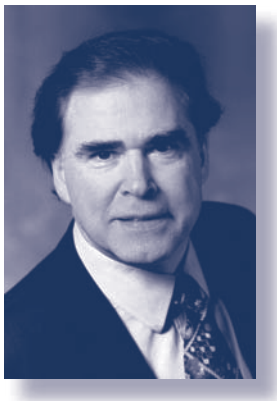
Foreword



This is the final document of the Advisory Group for Sustainable Surface Transport, analysing the Sixth Framework Programme for the road, rail and waterborne transport priority. The report summarises the contribution of FP6 to the development of the sectors and their future challenges. The Advisory Group discussed the FP6 instruments and their strengths and weaknesses for surface transport projects, and we have outlined the lessons learned and made recommendations for future programmes. Overall, we have tried to draft a short and concise report which will be useful for all stakeholders in European surface transport research.

I would like to thank the members of the Advisory Group for Sustainable Surface Transport for their contributions, the fruitful discussions and the good spirit that prevailed. I would also like to thank the European Commission representatives for establishing and supporting the Group, and for giving our recommendations due consideration.

I am looking forward to the Seventh Framework Programme, building on the achievements of FP6, and I wish all participants every success in their research activities.

Prof. Helmut List
SSTAG Chairman

1. Introduction

2. Coverage of the Sixth Framework Programme and the work programme for sustainable surface transport – an analysis

3. The Instruments and their criteria

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1. Introduction

1.1 The objective of the report

The objective of the report is to give an overview of the work carried out by the Sustainable Surface Transport Advisory Group – SSTAG – during the Sixth Framework Programme (FP6) of the European Commission (2002-2006). Furthermore, the aim was to compare the 'outcome/tangible results' from the retained projects of the three 'B' calls from the 1.6.2 priority – Sustainable surface transport under the responsibility of DG Research – to the general goals addressed and expectations raised by the FP6 document in general and the transport priority 1.6.2 in particular. The 1A, 2A, 3A and 4A calls were not covered by this advisory group.

In other words, did the priority 6.2 work programme deliver the results that were anticipated in the objectives stated at the start of FP6?

1. 2 The FP6 Advisory Group in general

Under FP6, with regard to the overall strategy, the Commission needed advice to be followed in carrying out the priority thematic areas and activities of research, as well as on the creation of the European Research Area (ERA). In order to receive this advice, the European Commission set up advisory groups for many of the thematic areas of the FP6. The tasks of the members of each group, therefore, were to give advice to the Commission services within his or her relevant field of expertise and to help stimulate, if possible, the corresponding European research communities.

The Commission's mandate for the advisory groups (AGs) gives the following description:

- The members should carry out their work in full knowledge of the European policy context; in particular of the research activities carried out at the national level and in support of European research policy initiatives.
- Members participate in the various groups in their individual capacity and commit themselves to discussing the questions put forward in the groups to the best of their ability and in the best interest of Community research.

When necessary and where indicated, the members are obliged to use the information confidentially. It is in the interest of the members of the AG, of the Commission, and of the wider research community that members of AGs are neither in a position to take undue advantage of the information nor exercise undue influence on the implementation of FP6. To this end, it is agreed that members of AGs may not be involved in any way in the evaluation or selection of proposals for Community funding under FP6. Additional rules appear in the attached mandate given by the EC.

1. 3 The membership of the SSTAG

Preparations for the SSTAG started in the autumn of 2002. The group was required to be cross-sectoral and multi-disciplined. Some candidates were proposed to the Commission by the Member States, some had been members of the FP5 External Advisory Group under the Growth programme and others were proposed by the scientific officers within DG Research, Directorate H2 –Surface Transport. The final selection was made by the Head of Unit of H2 and confirmed by the Director of the directorate H – Transport. The members of the SSTAG were then officially appointed by the Director-General for Research, Mr Mitsos. Two of the 19 members were shared with the Advisory Group for Sustainable Surface Transport set up by DG TREN with which the work programme was shared. The membership has remained virtually unchanged during these past four years.

The SSTAG was chaired by Mr List of AVL in Austria and the secretariat was provided by the Commission. Please consult the attachment for the membership listing.

Members of the SSTAG were regarded as individual experts in their fields and they advised the Commission on a personal basis and not as the direct representative of a certain organisation. However, where possible, they sought to voice the needs and demands of their sector. Also, they helped to stimulate the corresponding European research communities by increasing awareness and promoting consortium building.

The first unofficial meetings were held in the autumn of 2002 at a time when the contents of the first call for proposals were being discussed. The SSTAG took part in this discussion. Since then, seven official meetings have been held in Brussels, as well as one workshop in preparation for this report. Whenever possible, electronic communications have been used in order to reduce travel.

2. Coverage of the Sixth Framework Programme and the work programme for sustainable surface transport – an analysis

2.1 The work programme and its updates

The Sustainable Surface Transport sub-priority was part of the thematic priority 6 'Sustainable development, global change and ecosystems. The calls under this sub-priority were organised along two, rather separate, lines. The 1A, 2A, 3A and 4A calls were organised by DG TREN while the 1B, 2B and 3B calls were organised by DG Research. The former calls were oriented towards policy research, while the 'B' calls were oriented towards transport technology research. All calls were done separately from each other, each having their own opening and closing dates.

Based upon the FP6 Specific Programme, the FP6 work programme for sustainable surface transport was devised along four main lines, the objectives being stated as follows:

Objective 1: New technologies and concepts for all surface transport modes (road, rail and waterborne).

Objective 2: Advanced design and production techniques

Objective 3: Re-balancing and integrating different transport modes

Objective 4: Increasing road, rail and waterborne safety and avoiding traffic congestion.

This work programme was updated from call to call as required, with changes based upon experience of the results of the previous call evaluations and recommendations from the Programme Committee. Sometimes significant external events such as the *Prestige* accident directly influenced the content of the work programme. Based on the latest work programme, the text for the call for each proposal was published.

The Commission actively involved the SSTAG in this process to good effect. During frequent communications with the Commission, the SSTAG gave advice to DG Research H2 based upon its expertise on the overall strategy to be followed in carrying out the thematic area 6.2 and the activities of research, bearing in mind the creation of the European Research Area (ERA). In practice this meant reviewing the draft work programme and its revisions, studying and discussing the focus and content of the calls, and commenting on the results of the evaluations; in effect, the complete process.

The evolution of the three surface transport related Technology Platforms, ERRAC, ERTRAC and WATERBORNE, was found to be helpful to the work of the SSTAG, particularly through their Strategic Research Agendas.

2.2 Coverage of the work programme by the calls

The work programme of priority 6.2 is considered to be in harmony with the goals of FP6. The analysis underpinning this report shows that, broadly, the calls and the resulting (retained) projects cover the research demands of the transport sector and will contribute to a European Research Area and to achieving the Lisbon goals.

Out of all the domains open during the three 'B' calls, only the tasks 1.8 and 4.15 remained uncovered by retained proposals only for the waterborne sector. For task 1.8 (Technologies and related legislation for the effective, safe and clean supply and delivery of alternative and renewable fuels at fuel distribution points), no proposals were received. However, the fuel supply topics were covered by the energy section of Priority 6. For task 4.14 (Designing user-friendly driver interfaces based on human-centred design philosophies taking into consideration bio-mechanical ergonomics, injury reduction measures, environment perception and effective layout of signalling and piloting information for improved safety), the quality of the proposals received did not pass one or more thresholds. However, this domain was well covered by activities undertaken in projects which were retained within domain 4.13. All the other tasks had been well matched to the interests and expertise of the sectors.

2.3 An analysis of the results and coverage per sector

The opinions of the members of the SSTAG on the coverage of FP6 and its annual work programmes per sector were gathered at a dedicated workshop and subsequently expanded.

2.3.1 Rail sector

The SSTAG members in the rail sector feel that the projects retained during the course of the FP6 cover the issues described in the work programme very well, especially the bigger projects. Integrated Projects (IPs) such as MODURBAN, MODTRAIN, INTEGRAIL and the multi-sector projects SILENCE and Q-CITY were seen as an important benefit to this Framework Programme, primarily through their complementarities to both the work programme and the Strategic Rail Research Agenda (SRRA) drawn up by ERRAC.

The principle benefit of these projects was the fact that they have provided the opportunity for all the major railway stakeholders, be they systems integrators, railway undertakings, research institutes or universities, to work together on research projects which address the technological fundamentals of the sector – modular design of rolling stock, intelligent systems and environmental issues. In call 3B, infrastructure topics came to the fore via the Integrated Projects INNOTRACK and URBANTRACK in which the civil engineering contractors, rail manufacturers, infrastructure managers and urban transit operators were expected to play a major role. This opportunity has only come about through the facilitative mechanism of the IP.

The EURNEX Network of Excellence, which was approved after call 1B, has begun to show the benefits of bringing together academic institutions from across Europe in a mechanism to help consolidate practical and academic knowledge and experience in rail technology, identify common areas of interest, and determine the potential for future co-operative research efforts. EURNEX therefore fulfils the concept of a Network of Excellence.

The subject matter and standard of the STREPs (Specific Targeted Research Project), which have been retained, display a good match to the New Instrument projects. However, in future Framework Programmes it is hoped that the major actors can be persuaded to present a larger number of attractive projects that are innovative and thus have the necessary impact.

2.3.2 Road sector

For the road sector, the four objectives mapped reasonably well on to the challenges for road transport. The response of the road transport industry and the manufacturers of vehicles and components, together with supporting independent service providers and research organisations, have resulted in a wide-ranging portfolio of projects that employ all of the instruments now provided.

In objective 1, high-level strategic development of road transport scenarios were undertaken and considered; for example, the mobility of people and goods in towns and also the conjunction of transport and energy issues. The important subject of environmental noise will be addressed by several complementary projects.

There was an appropriate balance between breadths of development of vehicle technologies commensurate with the challenges to the sector whilst not losing focus by trying to cover too many topics. So there will be further work to realise the significant remaining potential of the internal combustion engine at the same time as projects to bring on fuel cell, hybrid and related technologies towards commercial application. Also the projects on noise using the system approach have contributed to this objective.

Objective 2, advanced design and production technologies, should have been enhanced by the result of call 3B but was already covered by projects encouraging the increased use of simulation and the development of processes to improve end-of-life recovery and re-use of components.

The road sector found it rather challenging to respond individually to Objective 3 in that the provision by the sector of the majority of movements of people and goods was largely as a result of market demand. Within road transport, there were several successful proposals that addressed the balance between private and public transport of people, particularly in conurbations. However, the implementation of the project results must be planned individually for every region/city. A model which fits all is not possible. In addition, the implementation will take a long time and needs the full commitment of the regional authorities, including adequate financial support. ERTRAC, which assembles the forces of all road transport stakeholders, aims, amongst others, to support Objective 3 in the future.

Safety and congestion, Objective 4, were particularly well covered in terms of subjects and instruments. This is very satisfactory though not particularly surprising, given the well-established track record of consortia that have become effective in these fields over a period of time. Also, important links and interactions occurred between the road transport safety domain and some e-safety IPs and STREPS. The road safety activities contained in sustainable surface transport 1.6.2, were comparatively small. Larger activities were supported by DG INFSO in the first priority.

From the road transport point of view, the aspects described in the research domains 2.2 to 2.4 seem to be less covered than the other domains. For those domains, a closer co-operation and joint calls with priority 3 would have been beneficial and this should be considered for future research. The domains under Objective 3 were mainly covered by DG TREN.

2.3.3 Waterborne sector

This analysis is based on the three 'B' calls issued under the responsibility of DG Research, which were discussed and analysed in the Advisory Group. These calls were complemented by the 'A' calls as well as by joint calls with other thematic priorities, but a complete overview of these calls is was not available to the members of the Sustainable Surface Transport Advisory Group.

From the perspective of the waterborne sectors all four objectives were covered by calls, proposals and retained projects. The main focus of the waterborne projects was on Objective 2 – Advanced design and production techniques, which can be partly explained by a continuity of research topics carried on from FP5. In addition, the research domains under Objective 2 largely supported the strategy of European shipbuilders, ship repairers and equipment manufacturers to improve competitiveness, as described in the LeaderSHIP 2015 initiative. However, the other objectives of the sustainable transport work programme were well covered in the waterborne sector. The need arose to reduce the environmental hazards after a series of accidents, like the *Prestige* case, so this also had to be considered by those projects covering Objective 4 (Safety).

Looking closer into the coverage of the research domains by calls for Specific Targeted Research Programmes and the New Instruments, it appears that some domains have not been opened for research projects in FP6 at all (perhaps as they were covered by the 'A' calls and other specific calls), whereas other domains have been opened as many as three times (such as domain 2.6). As this corresponds also to the number of projects retained in these domains, the balance between the domains should be improved in future Framework Programmes.

In the waterborne sector, Objective 1 was only one covered by two research projects, an IP and a STREP (in domain 1.4), although other domains have also been open for proposals.

For reasons explained before, objective 2 was the focus for the waterborne sector, seen both from the number of domains open in the calls and the proposals retained. Retained projects in domain 2.2 address a large variety of design and production problems reaching far into life cycle aspects with strong connections to Objectives 3 and 4. A concentration of retained proposals was also evident for domain 2.5, covering ship repair, dismantling as well as inspection, and oil removal devices and strategies. While the latter can obviously be seen as a reaction to maritime accidents, better co-operation and integration of related projects in this field could be a challenge for future programmes.

In Objective 3, only two domains (3.14 and 3.16) out of a total of 17 research domains were addressed in the calls, mainly because related topics were covered under the 'A' calls.

However, the number of retained research projects in this objective gives a slightly more balanced picture as compared to the other domains, with the main focus on improved ship-shore interfaces and port operation.

The tendency seen in Objective 3 also applied for Objective 4, where four of the 16 domains were open for research proposals. The nine projects retained under this objective focused on decision support systems for safer maritime operations and in particular for navigation in ice.

The research projects in the maritime sector are complemented by a limited number of well-focused Networks of Excellence, Coordination Actions and Specific Support Actions aimed at the formation of the WATERBORNE Technology Platform, as well as on improved co-operation between research providers (universities, research on ship structures and maritime testing facilities) and on a better integration of the New EU Member and Associated States into maritime research.

Over 50% of the funding was delivered through the New Instruments.

To summarise it can be said that all objectives of the sustainable surface transport work programme were well covered by calls and projects. The open calls were largely corresponding to the needs of the waterborne community and their strategic documents, like the LeaderSHIP 2015 initiative and the VISION 2020 elaborated by the WATERBORNE Technology Platform.

2.4 The contribution of the Sixth Framework Programme to the development of the sectors

2.4.1 Rail sector

The SSTAG feels that FP6 has made a significant contribution to the improvement and cohesion of the research infrastructure and research policy development within the rail sector. Much of the improvements were attributed to the Integrated Project instrument. The character of the research has evolved into an external customer-driven, long-term type of research rather than concentrating on internal company objectives as we have seen in earlier FPs. The projects are often framed around problem solving based on the evolution of previous EU-funded research projects. The FP6 provided a very welcome source of funding for non-reactive, non-product research activities. Among other things, this contributed greatly towards the evolution of industry standards. The SSTAG feels that the research infrastructure is now more closely aligned with overall industry EU objectives (especially those stated in the ERRAC SRRA) than before. It is seen as being beneficial that the European Commission encourages and promotes common approaches that are not strictly national solutions. Many aspects of rail activities have evolved along strictly national lines for over 200 years, and well-funded research programmes are essential if the actors are to be persuaded to replace trusted operational processes with innovative procedures based on a harmonised European approach.

2.4.2 Road sector

Many research areas in the road vehicle industry are often seen as evolutionary developments but in reality this is testimony to the sector's record of successfully integrating a complex structure of revolutionary developments in, for example, ITS, materials, sensors and embedded systems. This results in an accelerated evolution of existing base technologies. EUCAR, CLEPA RTD and EARPA are well established in their respective constituencies in automotive research and FEHRL in road research. Nevertheless, there is scope for evolution in co-operation. This will be achieved by ERTRAC which joins all stakeholders, including the oil industry (CONCAWE), cities (POLIS), NGOs, academics, and national and EU authorities.

On the positive side, active clustering initiatives, both before and after submission of proposals, has had a significantly beneficial effect on the integration of consortia that had developed separately, in terms of not only avoiding unproductive duplication but also by a more comprehensive treatment of issues. Less positively, some fissures between established interests in the sector still require patient attention in order to avoid further examples of duplication of effort. However, at the very different levels of transport policy and technical topics, new and interesting actions have been set up to respond to the heightened and more critical challenges that result as society realises the scale of consequence that would follow failure to address global warming, to name just one transport issue. Several projects are in place to encourage integration into FP6 of assets in the New Member States and this should result in fresh ideas and opportunities.

The new variety of relationships and methods of delivery that are now available in FP6 have allowed proposers to adopt an appropriate instrument, although this is still somewhat constrained by the anticipated ratios of funding to be distributed between instruments. The fact that the full range has been taken up by the road sector speaks for itself. An additional development that is welcome is the increased use of joint calls.

2.4.3 Waterborne sector

At the time of writing this report, most of the projects retained under FP6 are still ongoing. Moreover, while the Advisory Group members were usually well informed about the proposals, the information obtained about the course of the projects and their results has been limited. While this could perhaps be improved in the Seventh

Framework Programme, the following analysis is therefore based primarily on the public abstracts which were submitted with the proposal.

In close conjunction with the elaboration of the WATERBORNE VISION 2020 and the Strategic Research Agenda, which were worked on during the course of the Framework Programme, the sustainable surface transport work programme gave an outline and guidance on the scope of research which was carried out in a European framework. Although the work programme was well in line with the strategic research plans of the sector (i.e. the WATERBORNE Strategic Research Agenda and similar documents existing before, like the Maritime Strategic R&D Master Plan), some research activities have been carried out primarily under national programmes or as private initiatives. It will be a task for FP7, supported by the Technology Platforms, to bring all kinds of research together and to improve their coordination towards a common goal.

A direct impact that the Sixth Framework Programme had on maritime research is the closer co-operation between all actors from industry, research entities, academia and public bodies. This process was directly supported by dedicated instruments, like Networks of Excellence, Coordination Actions and Specific Support Actions but, perhaps more importantly, research projects like Integrated Projects and Specific Targeted Research Projects also contributed significantly to the formation of a European Research Area in the sector.

FP6 strongly supported the integration of European Small and Medium Enterprises (SMEs) into research projects, although the definition of an SME should be applied more generally for the waterborne sector. The significant increase of participants from New EU Member and Associated States in research proposals during the last calls can also be largely attributed to the specific measures and encouragement in FP6.

Regarding the branches of the waterborne sector involved in maritime research, the work programme of the sustainable Surface Transport Priority of FP6 has contributed significantly to a larger participation of the shipping sector, port operators and equipment manufacturers. The further implementation of the WATERBORNE Technology Platform will strengthen this tendency.

The impact of FP6 on the waterborne transport sectors can only be partly assessed, as the projects funded under the 'A' calls and other thematic priorities are not fully known to the members of the advisory group, and so a very limited number of projects cover the specific needs of inland waterway shipping and shipbuilding.

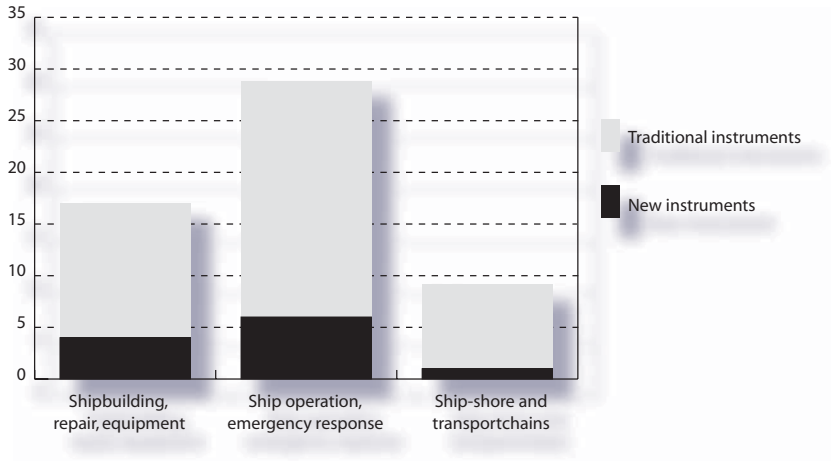
It should, however, be noted that the shipbuilding sector (including shipyards, equipment manufacturers, classification societies and corresponding research actors) still remains of prime importance for Europe in terms of knowledge generated, turnover and jobs dependant on it, and should therefore remain a prime focus of maritime research.

The impact of European research within the sustainable surface transport priority of FP6 on the waterborne sub-sectors can be seen in Figure 1, which is based on the number of retained projects (which could be relevant to more than one sub-sector).

Figure 1: Coverage of industry sectors by projects

The contribution of FP6 on the development of the waterborne transport sector can be related to four main impact areas:

- The reduction of environmental impact and the effects of accidents towards the environment



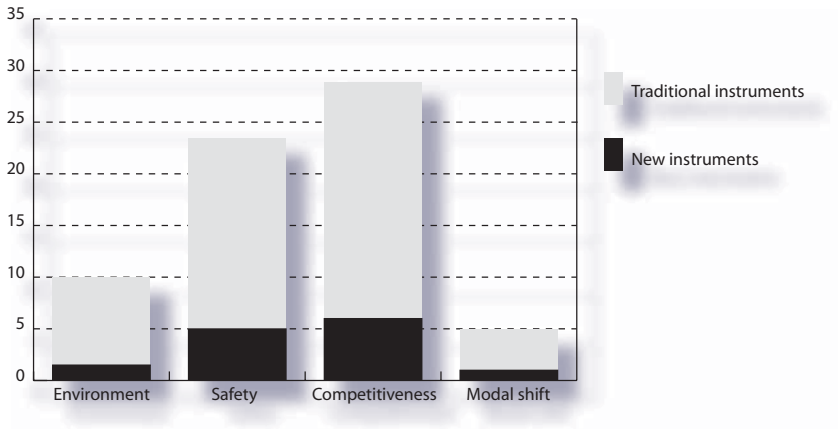
- Improved safety of the waterborne transport
- Increased competitiveness of the European industry
- Supporting modal shift in transport to solve European traffic problems

Figure 2 shows an analysis of the main strategic impact of the waterborne projects retained under the 'B' calls of FP6. Again, this picture may change if the projects funded under the 'A' calls and other priorities are included.

Figure 2: Potential Impact of Projects

2.5 Cross-fertilisation between modes

The different transport modes represented in the "Sustainable Surface Transport priority have a number of



common problems and requirements, which makes a stronger co-operation between the projects in those sectors necessary and useful:

- The transport modes need to be increasingly integrated to ensure efficient 'door-to-door' transport of goods and passengers. Intermodal transport chains are essential to cope with increasing transport demands within Europe and worldwide, and will thus lead to the decongestion of European roads.

This need was increasingly reflected by the calls and projects retained in objectives 3 and 4, which dealt with interfaces between the different transport modes, cargo handling, traffic management and control, etc. A better integration with the 'A' calls would be necessary to improve further the integration and cross-fertilisation between the sectors.

- Common requirements towards the different means of surface transport, such as the necessity to increase the payload/weight ratio, and to reduce the environmental impact of engines and propulsion chains, typical fatigue and dynamic loads, etc. call for an increased co-operation within the development sectors of innovative product components and processes. Joint research would allow the expertise within these sectors to increase the economy of scale in worldwide competition.

Although there are a few trans-sectoral pilot projects in objectives 1 and 2, such as the joint development of lightweight structures between the rail and maritime sectors (SAND.CORe and DE-LIGHT), this co-operation between the surface transport sectors should be further increased.

The trans-sectoral character was not really a benefit in the selection of projects in FP6; trans-sectoral co-operation should be fostered in FP7 by introducing incentives. Common projects could, for example, assess fatigue problems related to new materials and joining techniques, as well as best practice design solutions. Coordination Actions are an additional means to support exchange of information and collaboration between the transport modes as well as with other thematic priorities.

2.5.1 Rail sector

Within the rail sector there has been a lot of cross-fertilisation in the area of ceramic materials, production technologies and sensors, especially through the elaboration of Integrated Projects. This brings strong advantages for the manufacturers and confidentiality is the important factor here. Due to their smaller size, the other instruments offer more limited opportunities for this kind of cross-fertilisation. This should be a point of attention and an upgrade of the instruments in the Seventh Framework Programme, with this aspect in mind, would clearly benefit both manufacturers and operators. Some of the rail sector research investors have made use of joint participation with the road sector to address joint opportunities for innovative solutions to mitigate noise and vibration in urban environments.

2.5.2 Road sector

In the road sector there are some multi-sectoral projects with cross-fertilisation, for example the IPs SILENCE, QCITY, FELICITAS and GREEN.

Nevertheless, this remains an area of untapped potential, based on the multi-sectoral interests of a significant number of Europe's largest enterprises. There is a generic mechanism missing to compensate for what looks like a market failure, which needs to recognise the apparent fact that sectoral divisions within the same global company do not spontaneously undertake joint developments. The Coordination Action is the closest instrument for this but it lacks financial impact. Also the necessary cross-fertilisation should not be limited to surface transport domains only but should also include air transport, if appropriate.

2.5.3 Waterborne sector

One of the major effects from European collaborative research projects is the increasing co-operation between the different shareholders in research and industry. European projects have often initiated cross-border co-

operation, which has resulted in sustainable business relationships after the end of those projects. While this effect is sometimes underestimated, it has been highly appreciated by many key actors, contributing significantly to the formation of a European Research Area.

Coordination Actions (CA) and Specific Support Actions (SSA) have been used in the maritime sector to foster exchange of information between leading industry experts and scientists in certain fields of expertise and to initiate co-operation. Collaborative Specific Targeted Research Projects (STREP) were used to practise co-operation and allowed for cross-fertilisation between various actors. The New Instruments, Integrated Projects (IP) and Networks of Excellence (NoE), allow for a new quality of co-operation and cross-fertilisation. Despite some initial difficulties, the opportunities offered by Integrated Projects have been used successfully in the waterborne sector; for example, IP InterSHIP, where seven leading European shipyards worked closely together for the first time to improve and better integrate their processes, and SAFEDOR, which approached problems related to maritime safety in a concerted action by actors involved in design, operation and regulations.

The formation of the WATERBORNE Technology Platform has contributed significantly to a better integration of the various maritime actors and has improved the representation of all relevant sectors in European research programmes.

2.6 Participation from the New Member States and from SME's

2.6.1 Rail sector

As far as the participation of partners from the New Member States is concerned, their participation was limited in general terms and they did not take a substantial role in the community-funded projects. At this stage in their integration, the New Member States' representatives have been most valuable when acting as client representatives and mathematical modelling specialists. This provided an opportunity for their level of technical experience to rise and meet that of the older Member States. However, there were some happy exceptions, such as the Czech participants Unicontrol who worked within the INTEGRAIL project, and Czech Railways even led a work package on railway operating requirements on behalf of railway operators within the same project. Further enhancement is expected through the participation of the Technical University in Prague and the SME, G-Impulse, in the INNOTRACK project, both supported by Czech Railways.

The Small and Medium Enterprises are best accessed through the associations and specialist suppliers. Good examples of participating SMEs are such companies as Deute Werke in the MODTRAIN project, and Mermec and Seebyte in the INTEGRAIL project. There is a clear need for special funding tools for the future, such as a fixed percentage within projects dedicated to EURNEX members. In the field of 'very high technology', the SME participation also needs to be encouraged but to work successfully it could be better accessed through some of the university science parks. Furthermore, some of the telecommunications expertise of the southern French universities and the materials expertise of the German research centres could be profitably brought into the frame of various activities.

2.6.2 Road sector

At this early stage of the integration of assets of the New Member States, university institutes with specific knowledge have been integrated into IPs and STREPS, with benefits to both sides. For partners in the established Member States, there is indeed the short- to medium-term benefit of lower cost supply of quality research. However, the research capabilities in the New Member States are not that unique and market prices will soon prevail, so some other incentive is required to build relationships. For example, if research infrastructures are funded, more participants could be expected in FP7. Contact with respected organisations resident in new markets is one such incentive, though it might be more obvious if advertised. Happily, the benefits are becoming clearer as good experiences accumulate, and the three supporting projects now in place will reinforce and enhance this trend.

Perhaps there is a lesson to be applied from experience with SMEs, which is that corporate size is almost irrelevant to a consortium, compared to professionalism in delivery of obligations to the project. Engagement with New Member States and SMEs may well be more important at the programme and sector level than it is at the project level.

2.6.3 Waterborne sector

While the integration of New Member and Associated States (NMAS) might not have a prime impact on worldwide shipping operations, a better integration of NMAS and 'strategic neighbours' (like Russia and the Ukraine) into European waterborne research is found to be important to solve Europe-wide transport problems and to increase the competitiveness of the European industry.

- The reduction of traffic congestion on European roads and a shift towards more environmentally friendly modes of transport require the further development of short sea shipping and inland navigation and their inclusion into intermodal transport chains.

NMAS play a significant role in that. For example, the Danube is one of the main European transport corridors, which is currently used by only a small portion of its capacity. Short sea shipping in the Baltic is getting increasingly important, such as the transport of Russian natural resources to Europe.

- Ships connecting NMAS and Russia with the rest of the world often move through European waters, e.g. the Baltic and Mediterranean seas. They thus have a significant impact on safety and environment. Close co-operation with the NMAS is necessary to avoid hazards for European citizens. Moreover those countries are potential allies in international regulatory bodies.
- Ship owners from NMAS and Russia own and operate a significant proportion of short sea and inland waterway ships but many of these vessels are old and need to be replaced in the coming years. Russia has recently launched a programme worth € 20 billion for the production of new ships for gas transport from Russia to Europe. NMAS are therefore an important emerging market for European shipbuilders and equipment manufacturers but close co-operation is needed to assure a high safety and environmental standard for new ships.
- To reduce costs in ship production and to increase competitiveness on the world market, European shipbuilders increasingly co-operate with shipbuilders in the NMAS in one way or another. Countries like Poland, Croatia, Romania and Turkey have a shipbuilding capacity which is coming close to the EU-15 capacities in gross tonnage. Turkey is one of the market leaders in Europe on ship scrapping. A better integration of the NMAS therefore provides a large potential for European shipbuilders.
- Last but not least, NMAS have a number of highly qualified and specialised universities and research facilities, which provide good value for money. Co-operation with them allows for cross-fertilisation with European researchers and provides significant potential for the European industry.

The waterborne sector has recognised these potentials and launched two dedicated SSAs to support the integration of NMAS into European maritime research, ENCOMAR and EUROMAR Bridges. These projects conduct awareness workshops to provide information on European research programmes and brokerage events to foster contacts between actors from the old and NMAS.

The first results of the work of these SSAs have shown an increased participation of partners in the NMAS in the third call of FP6.

SMEs are the backbone of the European economy and often initiate innovation. Although the SME definition used by the European Community can often not be applied to smaller maritime actors (as their turnover is too high or they belong to larger groups of companies also working in other industry sectors), it can be noted that the amount of actors participating in waterborne research projects has permanently increased during the course of FP6. This development should be further encouraged by dedicated and flexible instruments supporting participation of SMEs and their associations.

2.7 The future challenges for the sectors

2.7.1 Rail sector

One of the major challenges for the rail sector is the need to attract investment in the rail freight sector by demonstrating synergies in the logistics chain, so the outsourcing of manufacturing in the East will present new challenges to rail corridor development. Higher levels of imports into the EU-15 will place demands for rapid increases in capacity in all transport sectors and the future of the rail sector will revolve around its ability to react in an innovative and rapid manner.

There will be a need for the development of new high-tech materials and sensors across sectors as well as for 'very advanced emerging technologies' especially those linked to information society technologies (IST). These technologies have to be integrated into design and maintenance processes, and equipment for both rolling stock and infrastructure.

The capacity and reliability of infrastructure remains a major challenge too. The simultaneous development of high-speed corridors across Europe and catering for increased suburban and peri-urban traffic flows increases the number of bottlenecks around the major cities and puts excessive demands on the existing infrastructure. The research community needs to identify new ways of increasing the volume and reducing the cost of the infrastructure resource.

Security must be a key priority for rail research, both for passenger and freight traffic. Advanced technologies can deliver progress in rail transport security, but special attention has to be paid to the contradictions that can appear with the needs of seamless transport. Research should take place on security technologies that do not decrease the easy access to high-speed trains as that is one of the key competitive advantages of rail transport. Another challenge for the mass transit sector is to retain an open, welcoming and attractive environment for passengers.

Socio-economic research will remain a necessity to help support future investment in rail infrastructure in an increasingly competitive transportation sector. The major beneficiary could be the urban transit sector whose fragmented nature has previously limited its ability to capitalise on the available opportunities. However, the increased research funding being made available to the supply sector could pay dividends by encouraging innovation based on the clustering of technical solutions.

2.7.2 Road sector

The overall position of road transport and the means thereof is complex as many challenges must be considered, given the combined constraints of mass-produced products and untrained users. The automotive industry and road transport sector will face these challenges over the coming years. The most important ones are found in the activities of ERTRAC, which has published its Vision 2020 and «Strategic Research Agenda about the future challenges of European road transport, the objectives for 2020 and roadmaps for the main research areas. In addition, its structured research recommendations are guidelines for the prioritisation of RTD in upcoming research programmes, in particular as an appropriate input for the Seventh Framework Programme.

For the road vehicle industry, particularly in its response to air quality and global warming, the present stage of development involves bringing forward in parallel a number of technologies with the potential to address the issues. This justifies public expenditure to help support these parallel programmes until 'winners' begin to emerge. At present, following call 3B, power-train technologies are well covered. Nevertheless, research on power-train technologies needs a system approach for the optimisation of the entire system covering engine, after-treatment, transmission, electronics and control systems, and other elements including thermal management.

It is also necessary that work continues on an adequate scale into alternative liquid hydrocarbon fuels from biomass. Furthermore, the problem of transport noise will only be solved with a common system approach to all transport modes. In this case, a good start has been made by projects approved in FP6.

Arguably the centre of excellence for the European automotive industry of the future may be in design and development engineering with particular emphasis on intelligent simulation, targeted on flexible vehicle configurations that facilitate rapid delivery to precise customer specifications from regional assembly facilities in order to counter the challenge from newly industrialised countries. However, of all of the customers' expectations that must continue to be met and exceeded, cost reduction is a perennial key issue.

Road safety must continue to be an important challenge for the future with still around 50 000 fatalities in Europe every year and millions of injuries. Items of importance include: a) protection of every road user in all accident configurations SMEs but particularly vulnerable road users like pedestrians, mainly children and the growing category of elderly people; b) safety of alternatively fuelled vehicles (including hydrogen vehicles) and c) introduction of intelligent co-operative systems (driver-vehicle-infrastructure). A close link to DG IST is necessary SMEs as electronics and enabling systems are required. Also, links to materials and manufacturing research are essential as future targets can be achieved only when the results of these activities are integrated into vehicle and road developments.

Otherwise, there SMEs has been a significant investment of effort in FP6 in the study of strategic options, relating for example to the impact of modal balance on urban noise and to the interaction of transport and energy policy options. Future effort might usefully address the interaction of land use and transport planning. Also, several large projects addressed interconnections between vehicles and infrastructure with potential impact on safety and security of goods and people. Opportunities emerging from these and other projects will need to be worked through in terms of technologies for products and processes.

A well-established generic item concerning all the objectives is the large increase of electronics and software in the vehicle (adaptive and embedded systems) and the need to develop new technologies for reliability assessment, fault tolerance (self-repairing), etc.

Finally, and in a new direction not fully considered at the outset of FP6, the security of European citizens requires careful and comprehensive attention. The vulnerability of users of public road transport to acts of terrorism needs no further demonstration.

2.7.3 Waterborne sector

Future challenges, goals and research needs of the waterborne sector have been defined in the VISION 2020 document and the strategic research agenda elaborated by the WATERBORNE Technology Platform involving all important stakeholders. These documents contain challenges and needs which are relevant to a number of research priorities, not only the sustainable surface transport priority. The principal strategic goals represented in those documents can be summarised by the following three pillars:

- Safe, sustainable, efficient and environmentally friendly waterborne operations
- A competitive European maritime industry
- Manage and facilitate growth and changing trade patterns

While the VISION 2020 and the WATERBORNE strategic research agenda represent the consolidated view of the maritime industry, the research needs of individual sub-sectors are described further in strategy documents like LeaderSHIP 2015 (shipbuilding and ship repair) and the EMECRID strategic research agenda (ship equipment). Research needs and priorities are currently further elaborated by WATERBORNE in an implementation plan.

From the perspective of the research programmes, the following future challenges are seen:

- Better integration and cross-fertilisation between the various pillars and research priorities in FP7, and better interaction between the parts of the research programme coordinated by DG TREN and DG Research.
- Further improvement to the interaction of European and national research programmes, in particular by moving ERA-NET forward as an instrument of trans-national research co-operation.
- Good mixture between proactive 'exploratory' projects aiming to improve Europe's scientific excellence and applied industry research, implement scientific excellence into practical application in innovative processes and products and, primarily, to improve the competitiveness of European industry.
- Further encouragement of trans-sectoral and interdisciplinary research, between the surface transport modes and in co-operation with other research priorities.
- Provide instruments to improve the exchange of information between research projects and actors, as well as to initiate wider co-operation and to include more actors into European research.
- Better co-operation and integration between the stakeholders in the waterborne process chain and in intermodal transport chains.

- The protection of knowledge is a key concern of the European shipbuilding and ship equipment industry in a global competition. It is therefore recommended to handle international co-operation very carefully in research domains related to the competitiveness of European industrial production (primarily current objectives 1 and 2).

3. The Instruments and their criteria

3.1 General remarks

The members of the SSTAG were of course not involved in the evaluation process. However, it is important to make some remarks on the financial instruments.

In general, the financial instruments, the evaluation process and the applied sets of evaluation criteria were used effectively and contributed to the quality of the outcome of FP6. The annual work programmes for priority 6.2 were well in line with the goals of FP6. This resulted in the fact that the calls as well as the high quality of the retained projects are together covering the research demands of the transport sector, and will contribute to a European Research Area and to achieving the Lisbon goals.

In the beginning of FP6, the balance between the so-called old and new financial instruments was set at 30-70, budget-wise. After gaining more experience with the instruments, the balance was shifted somewhat more in the direction of 40-60.

About halfway through the FP6 running time, a high-level expert panel, chaired by Professor Ramon Marimon, issued the report of a mid-term review – Evaluation of the effectiveness of the New Instruments of Framework Programme VI, which contained 12 recommendations. The report, which was published on 2 SMEs 1 June 2004, was commented on by the Commission on 10 December.

The group feels that the Marimon process summarises the effectiveness and experiences made with the New Instruments quite well. The experiences gained in working with the instruments, as well as the Marimon process, resulted in a little fine-tuning of the use of the instruments.

It is felt that the overall portfolio of instruments has evolved well during FP6 and a period of consolidation should now be allowed without major change.

However, we might add that we fully support recommendation 11 of the Marimon report – "To improve the efficiency and reduce the costs for participants, a well-conceived two-step evaluation procedure should be introduced". We feel that, in general, a two-stage procedure will clearly minimise the effort for submitting a proposal.

3.2 Strengths and weaknesses of the instruments

The New and Old Instruments each had their set of criteria against which the proposals were scored. In general we had no remarks on these criteria, but we would like to give our opinion on the instruments themselves.

3.2.1 Integrated Projects

Positive

Integrated Projects (IP) as instruments have evolved quickly to become a welcome addition. We feel that there was a strong likelihood of success in the cases where there was a high level of commitment by the consortium members. The single targeted objective of the IP was seen as an advantage. The IP usually leaves ample opportunity to accommodate the aspirations of all the (big) stakeholders. Also, the Commission was able to outsource project supervision and some financial management and audit.

Negative.

A clearly negative aspect observed w SMEs as that failure to win a bid can lead to catastrophic consequences, because a whole sector of the industry can be discouraged and demotivated as the preparation of a good proposal takes between one and two years. The integration level within projects was variable because some

IPs were overambitious in their objectives and at times it appeared that some competition issues could be difficult to absorb. Sometimes a lack of clarity can occur when a large number of equal-sized partners try to participate in the same work task or small sub-project. Indications of greater flexibility in the future where proposers can select their instrument of choice are welcomed, although careful consideration will need to be given to processes for the fair evaluation of proposals using different instruments in response to the same call. The project size should be flexible to the individual needs of the objectives. Finally, we would like to emphasise the often massive management and supervisory effort implied by the coordination of an IP.

3.2.2 Networks of Excellence

Positive

The good possibilities of this instrument are only exploited well when all the stakeholders involved are active practitioners. It seems that the Network of Excellence (NoE) provides particular niches for the urban transit sector where there are large numbers of players but with limited resources. It was felt that this instrument should evolve into a co-operative instrument with common marketing objectives.

Networks of Excellence require further attention, reconsideration and review of their benefit for the sector if they are to become valuable. An analysis of their functioning, verifiable progress and results is therefore needed

Negative.

The objectives of the instrument should be applicable and beneficial to all stakeholders and not just to the specialist research organisations. It seems that it usually takes too long to achieve critical mass.

Where there are overly large memberships involved they can result in too much bureaucracy, which eat up the limited budget. There seems to be a temptation to set up a free structure for access rather than investing in concrete needs. In some cases it appears that some project managers simply want to use the network to develop their own business case. As far as the rail sector is concerned, there is a risk of leakage and loss of railway knowledge base. Confusion with the role of the superseded Thematic Network can occur because the business development objective is not properly understood. It would be appreciated if EURNEX could provide input into ERRAC because the aim of NoEs is to harmonise research activities. This is not only a matter of research but also very much a management decision and needs more time than the duration of an FP6 NoE project. FP6 was a first step forward and focused more on universities and research organisations and less on the industry. As the number of IPs increase, the opportunity to use NoEs to link synergies must not be missed.

3.2.3 Specific Targeted Research Projects

Positive

The width of scope of the Specific Targeted Research Project (STREP) is regarded as being ideal for a bottom-up approach to problem solving. This instrument gave access to smaller partners, especially after the second call gave more such opportunities. This instrument seems to be more targeted towards innovation rather than developing industry-wide standardisation initiatives.

Negative

The SSTAG feels that in the first call this instrument was abandoned by the really big players and the STREP project possibilities were 'invaded', especially by the smaller partners. It seems that its objectives and benefits are still not fully understood by potential bidders. The opportunity to use STREPs for high-risk innovation by major actors has been missed because of unclear boundaries needed to protect existing and future intellectual property. The information that STREPS were bottom-up in approach was perhaps not well communicated.
(Note: STREPS are, in principle, very welcomed by the proposers, big and small, but in FP6 most organisations focused on the new and widely promoted IPs with the much larger budget shares.)

3.2.4 Coordination Actions

Positive

Coordination Actions (CAs) are good instruments for focused networking activities with special objectives, such as the support of Technology Platforms or the monitoring of ongoing research activities of a special sector. They can also contribute to enhance cross-fertilisation of RTD activities.

Negative

In terms of contract preparation and reporting, this instrument has nearly the same requirements as IPs for RTD projects. For the smaller CA with a budget of usually less than € 1 million, the management is too complex and time consuming. In some cases, the budget normally available for a CA might be too limited for its purpose.

3.2.5 Specific Support Actions

Positive

The Specific Support Action (SSA) can be a very important and effective instrument for the implementation of an FP, its analysis and dissemination of results. It can also be very useful for the preparation of future activities through the contribution to the definition of EU-strategic RTD objectives.

Negative

We feel that the coverage of opened 'topics' for SSAs is somewhat unbalanced. As with the SSA, there seems to be a lack of understanding of the role and potential of the SSA instrument. Often an SSA proposal contains research-related work packages, which does not comply with the characteristics of the instrument. The awareness of the instrument among the research community should be raised.

4. Lessons learned, recommendations and future challenges

4.1 Instruments

a) It is strongly recommended that a continuity of the funding instruments is ensured. Becoming acquainted with the New Instruments is difficult for the actors and often causes start-up problems. Expectations from the funding instruments must be made very clear to both the Commission services and their reviewers and to participants in the projects from the outset of the programme.

b) Related STREPS could be clustered into an IP format to allow small sub-groups of suppliers to explore true innovation with some level of confidentiality while still gaining the administrative benefits of a large scale Integrated Project.

4.2 Evaluation

a) We were generally satisfied with the evaluation process but there is still scope for improvement. For example, some would wish to see more consistency in the evaluation reports so that consortia can use comments to improve the quality of their proposals in the future.

b) We support the recommendation of the Marimon report. In particular, we feel that a two-stage procedure for large projects will minimise the effort for submitting a proposal.

c) Clarity and consistency in interpretation of key terms, such as innovation, between the proposers, the evaluators and the Commission would be welcomed.

d) The Technology Platforms could be added to the list of specialist evaluators for the Commission's consideration.

4.3 Budget allocation

a) Significant budget cuts made during negotiation should be avoided because in most cases they will compromise the quality of the project execution.

b) The advisory group should be able to suggest an allocation of the budget to the various instruments in a more flexible manner for each call. The small instruments are of particular importance to the smaller actors.

4.4 Consortia

a) The 'moderator' role of the European Commission is appreciated whereby linkages between projects, both before and after submission, have been recognised and clustering has been achieved. For example, budget economies and mergers of proposals were made possible with the strong support of the EC and the leading project partners to reorganise and restructure their proposals.

b) A better co-operation and integration of related projects would be supported by the Technology Platforms, respecting the private interests of participants.

c) Sectoral integration in common IPs should be encouraged for achieving the overall objectives and, if beneficial, for the cross-fertilisation of the research work.

d) To increase multi-sectoral activities in particular, RTD in common simulation and modelling techniques should be considered.

e) Representation of sub-suppliers and SMEs in the projects should be encouraged, meaning that one should not only involve the industries at the top of the supply chain but also those subsystems suppliers responsible for the delivery of specific innovations.

f) Potential unexploited opportunities include the chance to assign up to 10% of the integrated project budget to unidentified academic, SME and user partners suggested by their representative bodies.

4.5 Programme and calls

a) The European technology platforms and their strategic research agendas (SRA) specific to the transport modes should give direction and ensure the integrity of the work programmes and their cohesion with the sectors' needs.

b) The fracture between the 'A-stream' (DG TREN) and 'B-stream' (DG Research) in the sustainable surface transport programme caused a lost opportunity and the link should be restored as a matter of priority. The two-way interaction between supply-side/technology developments and demand-side/policy developments is potentially valuable and has been virtually lost.

c) Research should follow a pro-active strategy. But in order to ensure a limited flexibility to respond to unanticipated events, it is recommended that an independent advisory group should continue to be available to respond to these changing demands.

d) The assessors of future research proposals and project results should consider the need to integrate applied industry research and fundamental research.

e) While the current practice of dedicated calls is found helpful to create a critical mass for research, continuously open calls in strategically important areas could complement this practice and ensure quick reaction on upcoming needs and the latest technological developments.

4.6 Monitoring, management and exploitation

a) A monitoring and evaluation system should be established via ERTRAC, ERRAC and WATERBORNE for all transport-related activities of the DGs and all FP priorities. This will provide an overall picture of the ongoing research activities in FP7 and other programmes, both nationally and throughout Europe. This could include a set of project evaluation tools for the continuous monitoring and ad hoc assessment of projects using classic risk assessment procedures.

b) The Technology Platforms and the Commission will then be able to provide more overview information to each Advisory Group regarding the progress of funded projects on an improved format.

c) The impact of research and development depends on excellent results, as well as on their excellent implementation, as monitored against the SRA of the Technology Platforms.

d) Direct contact between the Commission services and the consortia by attending hearings and meetings at the locations of the major actors should be increasingly used to assess the implementation of results and reduce the reporting load.

e) All DG units should continue working towards harmonising procedures for administration and project management. A particular recommendation is the participation of a DG RTD representative at alternate integrated project supervisory board meetings to help keep projects closer to the agreed deliverables. To date, there has been a danger of progress deviations accumulating significantly in the periods between Commission contacts.

f) The 7% limit of total funding for project management is not sufficient to coordinate small projects properly where there are a large number of partners (e.g. CA and SSA). This limit should be handled more flexibly, for example by relating the value of the funding to the number of partners.

g) The flow of knowledge developed within European projects to worldwide competitors is unavoidable. Therefore once the results are implemented within the consortia, other European actors should take advantage of the available expertise at the earliest opportunity.

9 October 2002

Rules for members of advisory groups under FP6

Mandate

Under FP6, the Commission needs advice on the overall strategy to be followed in carrying out the priority thematic areas and activities of research, as well as on the creation of the European Research Area (ERA).

Each member should therefore give advice to the Commission services in his or her relevant field of expertise and help to stimulate, if possible, the corresponding European research communities.

The members should carry out their work in the full knowledge of the European policy context, in particular of the research activities carried out at the national level and in support of European research policy initiatives.

Capacity

Members participate in the various groups in their individual capacity and commit themselves to discuss the questions put forward in the groups to the best of their ability and in the best interest of Community research.

The advice to the Commission is the result of discussions within the group. This advice is expected to represent the consensus view of the group. However, in the event that a consensus cannot be found, for whatever reason, individual members may request to have divergent views recorded.

Confidentiality

Without prejudice to Article 287 of the EC Treaty and Article 194 of the Euratom Treaty, members are required not to divulge information given in the context of the work of the Advisory Groups when it has been indicated to them that this information is subject to a request for confidentiality.

Conflict of interests and independence

Members of advisory groups have a task of considerable responsibility in that they are expected to provide the Commission with the best possible advice on research to be undertaken under FP6 in the context of the European Research Area.

Clearly they can be expected to fulfil this role conscientiously and fairly. Nonetheless, it is in their interest and that of the Commission, as well as of the wider research community, that members of Advisory Groups are not in a position to take undue advantage of or exercise undue influence on the implementation of FP6.

To this end, it is agreed that members of Advisory Groups may not be involved in any way in the evaluation or selection of proposals for Community funding under FP6.

Therefore, members of the Advisory Groups:

- may not be members of the Programme Committees or called as experts before the Programme Committees;

- may not act as evaluators of proposals submitted under FP6;

- may participate in consortia under FP6, either in their personal capacity or as representative of the organisations to which they belong.

However, should any item on the agenda or any subject discussed in a given meeting of an AG be of relevance for projects or proposals under FP6 that a member, or the organisation to which he or she belongs, has submitted or is likely to submit, the member should inform the Commission and the AG of the situation. He or she can be requested to abstain from the deliberations and/or leave the room for the discussion of the concerned item/ subject.

Members of the Advisory Groups will inform the Commission of all interests, not explicitly stated above, which could be considered prejudicial to their independence.

Breaches

When a member of an Advisory group is in breach of the requirements set out above, he or she will be considered as no longer being in a position to stay as a member of the group.

Publicity

The present rules, as well as the names of the members of the Advisory Groups, and the advice they provide will be put online on the Cordis website.

Official mandate for the Advisory Group

Declaration of acceptance

I, the undersigned, Mr/Mrs/Ms .....
certify that I have read and agree to abide by the 'Rules for members of Advisory Groups under FP6'. I also certify that no conflict of interests exists that could be considered as prejudicial to my independence in acting as a member of the AG '.....'.

If I am aware of any conflict of interest that could be considered prejudicial to my independence in relation to any item on the agenda or any subject discussed in a given meeting, and in particular if I myself or the organisation to which I belong has a project or intends to submit a proposal under FP6 in a field relating to such an item/subject, I undertake to inform the Commission and the AG immediately. I understand and accept that I may be consequently requested to abstain from the deliberations and/or leave the room during the discussion of the concerned item/subject.

I undertake not to divulge any information given in the context of the work of the AG when it has been indicated that this information is subject to a request for confidentiality.

I declare to accept entirely and with no reservations the rules to which the present declaration is attached.

I agree to the publication of these rules as well as my acceptance of them.

Signature: .....

Name and Surname: .....

Date: .....

ANNEXES

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European Commission

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