TRANSPORT RESEARCH
IN THE EUROPEAN RESEARCH AREA

A guide to European, international and national programmes and other research activities
Information on the wider transport activities of the European Union is available on the internet. It can be accessed through the Europa server:

http://europa.eu.int/comm/dgs/energy_transport/index_en.html

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All countries in the European Research Area face major challenges with their transport systems. Congestion already costs almost 1% of GDP, and is rising rapidly; over 70% of the population is exposed to excessive pollution from vehicles; 40,000 people die on Europe’s roads each year; and transport is the most rapidly growing source of global warming.

In response to these challenges, the Commission published a new transport strategy in 2001, which involves the key planks of infrastructure improvements; opening up of markets, pricing based on user-pays and polluter-pays principles; and tighter regulation of vehicle emissions and safety. Most countries have national transport strategies which involve similar approaches.

The implementation of these strategies needs to be pursued consistently at all levels involving European, national, regional and local government; all modes of transport and both passenger and freight movement. It needs to draw on the most recent research results and to encourage their transfer into practice.

Fortunately there is a wealth of research into transport, both within the European Commission’s Framework Programmes and in the national research programmes of the 30 countries of the European Research Area. A key requirement, therefore, is to ensure that knowledge of these research programmes and their findings is widely available and that the results are compared and coordinated in ways which are of immediate use to policy makers.

This is the objective of the Transport Research Knowledge Centre, funded through the EXTR@Web project in the Fifth Framework Programme. In the following pages, the EXTR@Web project presents a comprehensive directory of all the main actors and research programmes managed by the Commission, the 30 countries of the European Research Area and the European Conference of Ministers of Transport (ECMT).

This Compendium is an updated version of the official EU publication of the same name, which was published in 2003 and endorsed by the then Commissioner for Transport and Energy, and described national programmes in 30 countries. In this update we have revised the description of many countries’ programmes and added material on the programmes of the Commission and ECMT.

We hope that it will prove to be a valuable information source on the wealth of research currently in progress. Further information on research projects, their results and the implications for some 30 identified research themes can be found on the Transport Research Knowledge Centre’s website: europa.eu.int/comm/transport/extra.

The EXTR@Web consortium
This publication was produced by the EXTR@Web consortium for DG Energy and Transport and represents the consortium's views on the subject matter. These views have not been adopted or in any way approved by the European Commission and should not be relied upon as a statement of the Commission's or DG Energy and Transport's views.

The information in this document has been collected by the partners in the project and a network of national subcontractors. For most countries, the information has been validated at national level by a consultative committee, composed of national representatives outside the EXTR@Web project who have been appointed by their respective governments. These countries are: Austria, Belgium, the Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, the Netherlands, Norway, Poland, Portugal, Spain, Sweden and the United Kingdom.

Other countries covered in this guide have not appointed a member to this committee, and while the information provided for these countries is correct to the best of our knowledge, neither the consortium nor the European Commission can be held responsible for any inaccuracy or accept responsibility for any use made thereof.

Additional information on transport research programmes and related projects is available on the Transport Research Knowledge Centre website on the European Commission's Europa server:

http://europa.eu.int/comm/transport/extra

In addition, a public e-mail enquiry service is available at:

helpdesk@transport-research.info

Information on the wider transport activities of the European Union is available on the internet. It can be accessed through the Europa server:

http://europa.eu.int/comm/dgs/energy_transport/index_en.html

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Other countries covered in this guide have not appointed a member to this committee, and while the information provided for these countries is correct to the best of our knowledge, neither the consortium nor the European Commission can be held responsible for any inaccuracy or accept responsibility for any use made thereof.
What is included in this compendium?

This compendium provides an overview of European, international and national transport research programmes across Europe. It is a directory covering the European level and 30 countries – all members of the European Research Area (ERA)\(^1\). It includes the 25 Member States of the European Union, two Accession Countries (Bulgaria and Romania) and three EFTA (European Free Trade Association) countries (Iceland, Norway and Switzerland).

It covers the main national programmes in each country, most of which are state-funded. Programmes included are those which are oriented towards transport research and technical development rather than implementation or deployment, although some programmes may include elements of both. European programmes, such as the European Union’s Framework Programmes, are also included in this compendium, as are international programmes with strong European relevance.

Only programmes are covered – not individual projects. A programme may be a formal grouping of projects, or it may be simply a loose group of projects which are funded by a certain ministry or other body on an ad-hoc basis. Although the latter do not fit the traditional definition of “programme”, they are included in order to cover research activities which are not part of a formal programme, which in some countries constitutes a major part of the national transport research. Semi-state and non-governmental bodies, such as research institutes which fund their own internal programmes, are also included. However, private research which is commercially confidential and not disseminated (e.g. much of the research conducted by manufacturers) is not included. This compendium does not cover the “supply side” of research (the organisations carrying out research projects or managing programmes on behalf of the funding authority), as such organisations (institutes, universities, manufacturers, consultants, etc.) are too numerous to mention. Rather, it concentrates on the “demand side”, covering the organisations (mostly public authorities) responsible for establishing and funding transport research activities.

Many programmes have a number of sub-programmes – only the high level programmes are listed in this document. However, sometimes transport research is included in a large programme which also includes other non-transport related themes and sub-programmes. In such cases, only the parts relevant to transport are described.

How is the document structured?

This compendium covers the European/International level, followed by a section for each of the 30 countries in alphabetical order (by their name in English). For each section, there is:

- A short introduction outlining the main actors and organisation of transport research.
- A list of government departments (ministries) and state agencies involved in transport research, with names in English and the national language(s) and their websites.
- A list of programmes sponsored by these government bodies. This includes the programme name (in English and the national language) and, where necessary, a brief description, including the name of the leading organisation. If there is a specific programme website or web page within the leading organisation’s website, then this is listed. If not, then some information may still be available at the website of the leading organisation (e.g. ministry) in the list above. Note that many programme websites are in the national language only.
- For non-government research, organisations such as research institutes and networks are listed in the same way as government departments, followed by a list of the programmes or research actions funded and managed by them.
Where can I find out more?

Many of the programme websites given in this document will provide further information and contact details on the programme. However, the Transport Research Knowledge Centre provides a comprehensive overview in English of each major programme at national and European level, including examples of projects and full contact details for the programme co-ordinator or secretariat.

The Transport Research Knowledge Centre (TRKC) is available on the European Union’s web server at the following address: europa.eu.int/comm/transport/extra

In addition, a public e-mail enquiry service is available at: helpdesk@transport-research.info

How can I include my programme or project in the Knowledge Centre?

The EXTR@Web project wishes to ensure that the Transport Research Knowledge Centre is as comprehensive as possible. Leaders of transport research programmes and projects in Europe are therefore encouraged to participate by providing details of their programme or project. This not only contributes to an improved Knowledge Centre but also gives added value to your existing dissemination activities.

In order to ensure that programme and project related information is gathered and presented on the Knowledge Centre website in a structured and harmonised way, the EXTR@Web project has developed a common European Reporting Scheme. This scheme, which has been approved by the European Commission and by an Advisory Committee composed of national government representatives, consists of a set of standard forms, together with a briefing paper, a preparation guide and worked examples for each of the forms.

For transport research programmes, there is a single form, the Programme Profile. The same form can also be used to describe significant sub-programmes. Many of the programmes listed in this compendium already have Programme Profiles available on the Knowledge Centre website. For projects, there are three forms: the Project Profile, which can filled in from the start of the project and provides basic information on the project’s goals, activities, etc.; the Progress Summary form, which can be used to report interim findings or key milestones in a project; and the Result Summary form, which is supplied at the end of a project. In addition, submission of publicly available final reports of research projects for inclusion in the Knowledge Centre is strongly encouraged.

In order to find out more, please see the FAQs (Frequently Asked Questions) page on the Transport Research Knowledge Centre website and click on the search category “Submitting information for publication” and then click on “Refresh.” This provides a link to our secure extranet site where reporting forms can be completed on-line. For any queries about the project and programme Reporting Scheme, please contact the EXTR@Web Programme Analysis Group (PAG) at pag@iabg.de. Either the PAG or the e-mail enquiry service above would be pleased to further explain the procedure and put you in touch with your national contact point within the EXTR@Web project.

1. The European Research Area was launched at the Lisbon European Council in March 2000 and has rapidly become the central pillar of EU activities in the field of research and the reference framework for European research policy issues. ERA objectives include improved co-ordination of national research activities between these countries, establishing genuine co-ordination of national research policies in order to create a European research policy, and creating an “internal market in research.”
The Fifth Framework Programme (FP5) was the European Union’s main instrument for achieving its priorities for research and technological development (RTD) for the 1998-2002 period. Under the FP5 there are four “Thematic Programmes” and three “Horizontal Programmes”. This followed FP4 (1994-1998) and has now been superseded by FP6 (2002-2006).

Transport related research at EU level is mainly funded and commissioned by the four of the European Commission’s Directorate-Generals: for Energy and Transport (DG TREN), Research (DG Research), Environment (DG Environment) and Information Society (DG INFSO). However, not all FP5 research is fully EC-funded. In many cases considerable industrial and private co-funding is required.

The Organisation for Economic Co-operation and Development (OECD) and the European Conference of Ministers of Transport (ECMT) have recently set up a joint research programme for the 2004-2006 timeframe which will be managed by the Joint OECD/ECMT Transport Research Centre, established on 1 January 2004.

A variety of other programmes, initiatives and networks partly cover actions and projects of relevance to transport research. These include some bilateral and multilateral programmes between European countries, which are listed here, although some are also part of national programmes within the countries concerned.

EUROPEAN COMMISSION DIRECTORATES

Directorate-General for Energy and Transport (DG TREN)  
[europa.eu.int/comm/dgs/energy_transport](http://europa.eu.int/comm/dgs/energy_transport)

Directorate-General for Research (DG Research)  
[europa.eu.int/comm/dgs/research](http://europa.eu.int/comm/dgs/research)

Directorate-General for Environment (DG Environment)  
[europa.eu.int/comm/dgs/environment/index_en.htm](http://europa.eu.int/comm/dgs/environment/index_en.htm)

Directorate-General for Information Society (DG INFSO)  
[europa.eu.int/comm/dgs/information_society](http://europa.eu.int/comm/dgs/information_society)

EUROPEAN AND INTERNATIONAL PROGRAMMES

EUROPEAN COMMISSION DIRECTORATES

Directorate-General for Energy and Transport (DG TREN)  
[europa.eu.int/comm/dgs/energy_transport](http://europa.eu.int/comm/dgs/energy_transport)

Directorate-General for Research (DG Research)  
[europa.eu.int/comm/dgs/research](http://europa.eu.int/comm/dgs/research)

Directorate-General for Environment (DG Environment)  
[europa.eu.int/comm/dgs/environment/index_en.htm](http://europa.eu.int/comm/dgs/environment/index_en.htm)

Directorate-General for Information Society (DG INFSO)  
[europa.eu.int/comm/dgs/information_society](http://europa.eu.int/comm/dgs/information_society)

FP5 GROWTH – Promoting Competitive and Sustainable Growth

Subdivided into four major Key Actions: Innovative products, processes and organisation (KA1), Sustainable mobility and intermodality (KA 2), Land transport and marine technologies (KA 3) and New perspectives for aeronautics (KA 4).  
[www.cordis.lu/growth](http://www.cordis.lu/growth)

FP5 EESD – Energy, Environment and Sustainable Development

Subdivided into two relevant Key Actions: The city of tomorrow and cultural heritage (KA 4) and Economic and efficient energy for a competitive Europe (KA6).  
[www.cordis.lu/eesd](http://www.cordis.lu/eesd)
FP5 IST – Creating a user-friendly Information Society
The only transport related Key Action is Systems and services for the citizen (KA 1).
www.cordis.lu/ist/ist-fp5.html

FP4 Transport RTD Programme
www.cordis.lu/transport

FP4 Telematics Applications Programme
www.cordis.lu/telematics

FP6 – Sixth Framework Programme
Main sub-programmes related to the Transport Research Knowledge Centre are Information Society Technologies, Aeronautics and Space, and Sustainable Development, Global Change and Ecosystems.
fp6.cordis.lu/fp6/home.cfm

COST Transport
A European framework for the co-ordination of nationally funded research.
www.cordis.lu/cost-transport

MARCO POLO (2003-2010)
A new intermodality programme, intending to help the transport and logistics industry to achieve sustained modal shifts of road freight to short sea shipping, rail and inland waterways.
europa.eu.int/comm/transport/marco polo/index_en.htm

Interreg III
A programme initiative by the European Community to stimulate trans-national co-operation in the EU between 2000 and 2006.
europa.eu.int/comm/regional_policy/interrer3

MIP – Multi-annual Indicative Programme (2001-2006)
A funding mechanism to grant EC aid to projects of common European interest related to the Trans-European Transport Networks (TEN-T).
europa.eu.int/comm/ten/transport/progr amme/index_en.htm

EUREKA
A pan-European network for market-oriented, industrial R&D.
www.eureka.be

OTHER SPONSORS OF INTERNATIONAL TRANSPORT RESEARCH IN EUROPE
 Organisation for Economic Co-operation and Development (OECD)
 www.oecd.org
 European Conference of Ministers of Transport (ECMT)
 www1.oecd.org/cem
 JTRC – Joint OECD/ECMT Transport Research Centre
 First three year work programme (2004-2006) on co-operative transport research addressing all modes of inland transport and their intermodal linkages in a wider economic, social, environmental and institutional context.
 www1.oecd.org/cem/JTRC/JTRC-HomePage.htm

BILATERAL AND MULTILATERAL ACTIONS CO-ORDINATED AT NATIONAL LEVEL
 TEDIM – Telematics in Foreign Trade Logistics and Delivery Management in the Baltic Sea Region, 1995-2005
 An international development forum comprising Finland, Russia, Estonia, Latvia, Lithuania, Poland and Germany, with several development projects. Co-ordinated by the Finnish Ministry of Transport and Communications.
 www.tedim.com
 DEUFRAKO – Deutsch-französische Kooperation / Coopération franco-allemande
 Bilateral Franco-German programme associated with Predit (France) and Mobility and Transport (Germany).
 www.deufrako.org
Transport research in Austria is carried out and commissioned by a few organisations. Research programmes are concentrated under the umbrella of the Federal Ministry of Transport, Innovation and Technology (BMVIT). Various research projects are also set up by the Austrian Research Centres (ARC). In addition, universities and colleges of higher education (Fachhochschulen) carry out more fundamental research.

In contrast to other countries, there are no local or regional programmes. BMVIT aims to increase the technology and innovation structure at the regional level, in the following ways: (i) by strengthening innovative systems at the regional level, (ii) by increasing the co-operation with research institutions and other companies and (iii) by focusing local activities on innovative markets.

Priority is given to establishing strategic programmes. These include supporting colleges of higher education (Fachhochschulen), to undertake research projects and working to strengthen co-operation between economic and scientific interests.

Funding is provided by three different autonomous funds: the Austrian Industrial Research Promotion Fund (FFF), which supports research and development projects carried out by industry, the Technology Impulse Company (TIG), which supports local innovative projects, and the Fund for Science Research (FWF), which supports fundamental research.

Austrian Research Centres (ARC) are funded by the government and the market (industry, electricity suppliers, banks, insurance companies, associations) and co-operate with researchers at universities and other institutions of higher education or research, especially at the European level.

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**National Government Departments**

**Federal Ministry for Transport, Innovation and Technology (BMVIT)**

Bundesministerium für Verkehr, Innovation und Technologie

www.bmvit.gv.at

**I2 - Intelligent Infrastructure**

Intelligente Infrastruktur

National programme led by BMVIT aimed at fostering intelligent infrastructure.

www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/781/

**ISB - Innovative Railway System**

Innovatives System Bahn

Aims to shift goods traffic from road to rail.

www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/779/

**A3 - Austrian Advanced Automotive Technology**

Development of innovative technologies in the automotive sector.

www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/780/

**ISB - Innovative Railway System**

Innovatives System Bahn

Aims to shift goods traffic from road to rail.

www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/779/

**MOVE - Mobility and Transport Technologies**

Mobilität und Verkehrstechnologien

Programme led by BMVIT with 3 sub-pro grammes.

www.movenet.at/start.html
ARTIST - Austrian Radio-Navigation Technology and Integrated Satnav Service and Product Testbed
Application of navigation technologies.
www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/1730/

Danube Pilot Study
Pilotprogramm Donau
Using waterways more efficiently for transport.
www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/1764/

TAKE OFF
Promoting aerospace activities.
www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/1709/

ASAP - Austrian Space Programme
Österreichisches Weltraumprogramm
Promoting aerospace activities.
www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/2/_e3/1000/_relid/776/_relid2/1704/

Programme for the Advancement of Combined Road-Rail-Waterborne Freight Transport
Programm für die Förderung des kombinierten Güterverkehrs Straße-Schiene-Schiff
BMVIT programme aimed at extending combined transport systems.
www.bmvit.gv.at/sixcms/detail.php/template/i/_e1/3/_e2/1/_e3/1000/_relid/1039/_relid2/2108/

RESEARCH INSTITUTES

Austrian Research Centres (ARC)
Various projects
www.arcs.ac.at
Belgium is a Federal State composed of seven autonomous, but related entities: the Federal State, the three Regions (the Flemish Region, the Walloon Region and the Region of Brussels-Capital) and the three Communities (Flemish Community, the French Community and the German-speaking Community). In practice the Flemish Region and Flemish Community have merged their governments and institutions, which are referred to as the government and institutions of the Flemish Community. Responsibility for science and technology as a whole and for transport is distributed between these entities.

At the federal level, the Public Planning Service Science Policy unit (PPS Science Policy) is responsible for several thematic research programmes on transport and mobility, which have been in existence from 1991 to the present. These are either direct transport programmes or have transport as one of the themes in a broader programme.

The Programme Policy Research Centres (Programma Steunpunten voor Beleidsrelevant Onderzoek within the Science and Innovation Administration, AWI) of the Flemish Government, cover a number of themes, one of which is safe mobility management.

The Department for Spatial Development of the Flemish Community has developed the SPRE (Strategisch Plan voor Ruimtelijke Economie) programme. This is a spatial development programme for Flanders and includes transport.

In the Walloon Region, the CPDT (Permanent Conference on Territorial Development) has been set up to initiate research on particular themes in the framework of continuing research programmes. The CPDT was created in 1998 and relies on most of the ministerial departments of the Walloon region. The CPDT deals with various research topics in spatial and transport planning.

In the Brussels region, the Minister-President of the Brussels-Capital government is responsible for research policy and works closely with the Research and Innovation Service (SRI-DOI) to promote new research activities and follow-up international programmes for scientific research.

Besides specific research programmes, transport research is financed by the ministries of transport, environment, energy, etc., at both the federal and regional level. For example:
- The Federal Public Service Mobility and Transport unit: research covering mobility;
- The Flemish region: research under the Flanders Mobility Plan;
- The Walloon Equipment and Transport Ministry: projects to support the implementation of the “Mobility and Transport Plan for the Walloon Region”;
- The Equipment and Transport Administration of the Brussels-Capital Region: research under its regional transport plan.

**FEDERAL LEVEL**

Belgian Federal Public Planning Service Science Policy (PPS Science policy)
Service Public Fédéral de Programmation Politique scientifique (SPP Politique scientifique) / Federale Programmatorische Overheidsdienst Wetenschapsbeleid (POD Wetenschapsbeleid)
www.belspo.be

PODO I/PADD I – Eerste Plan voor wetenschappelijke ondersteuning van een beleid gericht op duurzame ontwikkeling / Premier Plan d’appui scientifique à une politique de développement durable

5 thematic programmes, one on sustainable mobility and one cross-theme programme (Levers for a sustainable development policy), with supporting actions.

Main strands: (i) Sustainable production and consumption patterns, (ii) Global change, ecosystems and biodiversity, (iii) Supporting actions and (iv) Mixed actions. Part I “Sustainable Production and Consumption Patterns” has four main themes: General issues, Energy, Transport and Agri-food.

Both research programmes (SPSD I, SPSD II) are developed within the framework of a Co-operation agreement with the Regions and/or the Communities.

### R E G I O N A L  L E V E L

**Flemish Government**

**Vlaamse Overheid**

[www2.vlaanderen.be](http://www2.vlaanderen.be)

The Programme Policy Research Centres (Programma Steunpunten voor Beleidsrelevant Onderzoek) of the Flemish Government, covers research on 13 themes, one of which is safe mobility management.

**Walloon Region, Permanent Conference for Territorial Development (CPDT)**

**Région Wallonne, Conférence Permanente du Développement Territorial**

[cpdt.wallonie.be](http://cpdt.wallonie.be)

**Walloon Ministry of Equipment and Transport (MET)**

**Ministère Wallon de l’Équipement et des Transports**

[met.wallonie.be](http://met.wallonie.be)

**Brussels-Capital Region**

**Région Bruxelles-Capitale / Brussels Hoofstedelijk Gewest**

[www.bruxelles.irisnet.be](http://www.bruxelles.irisnet.be)

**Mobility and Multimodality Management Programme 2000-2002**: Thème 1 – Evaluation des besoins et des activités – Problématique de leur localisation – 1.2. Localisation des activités

Walloon programme analysing the evolution of economic needs and activities linked to the strategy of mobility in spatial development. Led by CPDT.

[cpdt.wallonie.be](http://cpdt.wallonie.be)

**Spatial development programme Flanders 2002-2004**

**SPRE (Strategisch Plan voor Ruimtelijke Economie) programma voor 2002-2003-2004**

Flemish Government (Department for Spatial Development) programme.


**New practices in spatial development, changes in spatial and territorial structures Programme 2002-2003**: Thème 1 - Nouvelles pratiques de l’espace, mutations spatiales et structures territoriales

Walloon programme dealing with analysis of spatial development and mobility needs. Led by CPDT.

[cpdt.wallonie.be](http://cpdt.wallonie.be)

**Multimodal Plan for Transport of Goods**

**Plan Multimodal de Transport de Marchandises**

Walloon programme on multimodal planning of inter-urban freight transport. Led by MET, the Walloon Ministry of Equipment and Transport.

[cpdt.wallonie.be](http://cpdt.wallonie.be)

**Policy Research Centre on Traffic Safety**

**Steunpunt verkeersveiligheid**

Programme of the Flemish Government (Science and Innovation Administration), covering research on 13 themes, one of which is safe mobility management.

[www.steunpuntverkeersveiligheid.be](http://www.steunpuntverkeersveiligheid.be)

**Prospective Research in Brussels (Brussels-Capital Region)**

Research on mobility, environment and sustainable development.

[www.bruxelles.irisnet.be](http://www.bruxelles.irisnet.be)
In recent years, transport research in Bulgaria has been planned by the Ministry of Education and Science (MES) in co-ordination with the Ministry of Regional Development and Public Works (MRDPW), the Ministry of Transport and Communications (MOTC) and the Ministry of Environment and Waters (MEW).

Transport research is managed by the “Scientific development” directorate in MES and is carried out by a small number of state research institutes, and by private consulting and engineering companies, which are responsible for conducting feasibility studies in the transport sector.

Transport research in Bulgaria has faced major challenges, both organisational and financial, as a result of the political and economic upheaval, taking place in the country since 1990. Education and scientific sectors in the universities have been reorganised, leading to the co-financing of transport research with MES, being reduced to a minimum. Other reforms have resulted in state transport institutes being closed or converted into semi-private organisations.

There is no public budget specifically for transport research. Public funding for research programmes is very limited and is allocated by the four ministries and the two state agencies, the Road Executive Agency (REA) and the Environment Protection Agency (EPA). The budget is expected to increase slowly over the next few years, with the help of research programmes developed in the ministries.

The focus for research has been on the following key areas: (i) transport data collection and basic transport demands (passenger and freight), (ii) transport modelling for all modes of transport (road, railways, maritime and river), (iii) development of transport infrastructure, (iv) influencing transport policy and management, (v) safety and security systems.
considering the highly developed nature of Cyprus’s economy, the amount of research being carried out before the 1990s was small. Most of this research was in the public sector and was funded directly through the annual Development Budget of the Republic.

During the last few years, research activity has expanded considerably, mainly due to the establishment of the University of Cyprus and the increase in the number of projects undertaken by research organisations, in the public as well as in the private sector. The creation of the Research Promotion Foundation was also an important factor in promoting research activities in Cyprus. In addition, Cyprus’s participation in the European Commission’s Fifth Framework Programme provided Cypriot scientists with the opportunity to interact and establish links with their European colleagues.

The Government of Cyprus allocates funds to development projects, through its Planning Bureau. These projects are planned with a view to creating and upgrading the infrastructure required for long-term sustained growth. The Planning Bureau is responsible for preparing five-yearly Strategic Development Plans, for the balanced development of the island’s economy and also has responsibility for the broader co-ordination of the European Union accession process. Other major actors are the Ministry of Communications and Works, the Research Promotion Foundation and the University of Cyprus.

**NATIONAL GOVERNMENT DEPARTMENTS**

Planning Bureau of the Republic of Cyprus  
Γραφείο Προγραμματισμού της Κυπριακής Δημοκρατίας  
[www.planning.gov.cy](http://www.planning.gov.cy)

Research Promotion Foundation of Cyprus  
Ιδρυμα Προώθησης Έρευνας Κύπρου  
[www.research.org.cy](http://www.research.org.cy)

Ministry of Communications and Works  
Υπουργείο Επικοινωνιών και Δημοσίων Έργων  
[www.mcw.gov.cy](http://www.mcw.gov.cy)

Strategic Development Plan 1999-2003  
Πενταετές Στρατηγικό Σχέδιο Ανάπτυξης 1999 - 2003  
Various projects funded by the Planning Bureau.

RPF Framework Programme 2003 - 2005  
Δέσμη Προγραμμάτων 2003 - 2005  
Contains a few actions relating to the sustainable development and transport sector. Led by the Research Promotion Foundation.

Annual Programme for the Financing of Research Projects 1997-2002  
Ετήσιο Πρόγραμμα Επιχορήγησης Ερευνητικών Σχεδίων 1997 - 2002  
Completed national programme led by the Research Promotion Foundation, with at least one transport related project.

**RESEARCH INSTITUTES**

University of Cyprus  
Πανεπιστήμιο Κύπρου  
Various projects.  
[www.cs.ucy.ac.cy](http://www.cs.ucy.ac.cy)
The principal body responsible for transport research in the Czech Republic (CR) is the Ministry of Transport (MDCR). Transport research managed and funded from other public sources is negligible.

National research programmes in the CR are organised centrally, so that transport programmes are, in effect, sub-programmes of general research programmes. The primary research focus is on strategic research and complex transport issues. The intention is also to gain a greater share of supra-national research, in co-operation with other transport bodies and supply organisations. The research sector is currently being re-organised, in order to facilitate efficient communication and strengthen ties between research institutes and universities and to encourage their co-operation at an international level.

For the current research programme, “Optimisation of the Transport System and its Sustainable Development” (see below), a total overall budget of CZK 286.3 million (approximately €9 million) has been allocated. For the years 2002 until 2004, the Government's Council for Research has estimated research expenditure at CZK 112.4 million (approximately €3.5 million), per year.

Most research projects are entirely funded by the Government, with only a small number being partially financed by research organisations. Co-financing (with international financing institutions, commercial banks or similar) does not take place. Non-governmental research and funding in the Czech Republic is largely carried out by manufacturers and by the technical faculties of five Czech universities.

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**CZECH REPUBLIC**

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**NATIONAL GOVERNMENT DEPARTMENTS AND AGENCIES**

**Ministry of Transport (MDCR)**
*Ministerstvo dopravy České republiky*
[www.mdcr.cz](http://www.mdcr.cz)

**Government Council for Research and Development**
*Rada vlády pro výzkum a vyvoj*

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**Optimisation of the Transport System and its Sustainable Development**
*Optimalizace dopravní soustavy a její udržitelný rozvoj*

Ongoing programme with 4 sub-programmes, focusing on sustainable passenger and freight transport and the restructuring of the transport system. Led by the MDCR (Ministry of Transport).

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**Safe and Economic Transport**
*Bezpečná a economická doprava*

Research focus: public transport, sustainable mobility, safety, investment models and technologies for infrastructure maintenance. Part of the National Research Programme, with transport-related themes led by the MDCR (Ministry of Transport). This programme began in 2004.

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**Research & Development Programme of the Czech Republic**
*Program výzkumu a vývoje v ČR*

General research programme covering a wide range of topics. 3 sub-programmes related to transport. Ended in 2001 (with some projects running until 2002/3). Led by the Government Council for Research and Development.
Transport research in Denmark is carried out mainly by the universities, the Ministry of Transport and the Ministry of the Environment. Compared with other countries, a relatively large share of the research is carried out by consultants.

The Danish Transport Research Institute, which was set up by the Ministry of Transport, has two main research interests: Transport Safety and Risk and Transport Economics and Modelling.

The universities most active in the field of transport research are the Technical University of Denmark (Centre for Logistics and Freight Transport), Aalborg University (road transport by various modes) and Roskilde University (logistics). The University of Copenhagen and the business schools also carry out some transport-related research.

Other important research institutions are the Institute of Technology (transport concepts of the future) and the Institute of Local Government Studies (demand for transport, traffic markets and traffic generation, environmental and health effects).

Research has mainly focused on the consequences of traffic (in particular the issues of safety and the environment) and the design of the transport system. In contrast, research on the factors influencing transport behaviour and the possibilities of regulation has been rather limited.

Approximately €10 million of public funds are invested in transport research each year, which is about 1% of the total research budget in Denmark. It is expected that the budget will be reduced over the next few years.

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**NATIONAL GOVERNMENT DEPARTMENTS**

- **Ministry of Transport**
  - Trafikministeriet
  - [www.trm.dk](http://www.trm.dk)

- **Ministry of the Environment**
  - Miljøministeriet
  - [www.mim.dk](http://www.mim.dk)

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**RESEARCH INSTITUTES AND UNIVERSITIES**

- **The Danish Environmental Research Programme**
  - Det strategiske miljøforsknings-program
    - Major programme with 3 transport-related themes, which are managed by TRIP - Centre for Transport Research on Environmental and Health Impacts and Policy.
    - [www.smp.au.dk/smp_dk/programmetcentre/c16/c161/c161.htm](http://www.smp.au.dk/smp_dk/programmetcentre/c16/c161/c161.htm)
    - or [www.akf.dk/trip](http://www.akf.dk/trip)

- **CLG - Centre for Logistics and Freight Transport** (Technical University of Denmark)
  - Center for Logistik og Godstransport
    - Approximately 10 projects, aimed at increasing knowledge about the various stakeholders within the logistics and transport sector and developing new methods and concepts which are applicable to them.
    - [www.ctt.dtu.dk/projects/clg](http://www.ctt.dtu.dk/projects/clg)
Regional Growth and the Environment
Regionalt vækstmiljø

Approximately 6 projects, aimed at creating and improving co-operation between relevant firms, organisations and institutions in all fields of transport. Led by the Danish Transport Academy.
www.transportakademi.dk

TRG - Transport Research Group, Aalborg University
Trafikforsknings-gruppen, Ålborg Universitet

Approximately 5 projects, mostly focused on road transport and the different modes which use the road infrastructure.
www.trg.dk

E-Bizz Øresund

Concerns transport, logistics, packaging and e-trade. Led by the Institute of Technology.
ebizzoresund.teknologisk.dk/user/non-frames/default.asp

Transport Concepts of the Future
Fremtidens transportkoncepter

Development of procedures for analysis, development and implementation of integrated distribution and transport systems. Led by the Institute of Technology.
www.teknologisk.dk/transport/9952
In Estonia, transport research is mainly financed by the Ministry of Economic Affairs and Transportation and the administrations under its control, e.g. Estonian Road Administration. The Ministry of Environment and the Ministry of Education also provide funding on a smaller scale, for transport related programmes. International funding is provided by the European Union. For the next few years, the national financing of transport related research is estimated to be between €100 000 and €150 000 per year.

The main transport research oriented organisations are universities and consulting organisations e.g. Stratum Consulting, Tallinn University of Technology with its Road Technology Unit, and the Technology Research and Development Centre of the Estonian Road Administration (Maanteeamet).

Research within the sector can be divided into national programmes, sector programmes (task oriented), regional programmes and ad-hoc research oriented projects.

The priorities for research are as follows:

- Development of the Estonian transport system: networks and infrastructure, intermodality, development of legal and business environment, harmonisation with EU legal and technical requirements, how to support national development and equal service conditions;
- Development of modes, e.g. air, development of business (transit affairs, etc.);
- Task oriented: environmental protection, energy saving, traffic safety, road keeping;
- Regional programmes.

These include 3 or 4 large scale transport oriented programmes, reflecting the fact that the road sector is at the heart of Estonian transport related research and development.
| National (State) Programme Natura 2000  
| Riiklik programm Natura 2000  
| This programme is not directly related to transport, but has a strong impact on new investments in infrastructure.  
| /www.envir.ee/natura  

| Energy Efficiency  
| Energia säästu sihtprogramm  
| Technology related programme led by the Ministry of Economic Affairs and Transportation.  

| Long Term Programme for Road Management (2002–2010)  
| Estonian Road Administration programme, covering all areas of road management, including new construction, rehabilitation and maintenance.  

| Estonian National Programme for Road Safety 2003–2010  
| Eesti Rahvuslik Liiklusohutusprogramm 2003–2010  
| Led by the Estonian Road Administration.  

| Islands  
| Saared  
| Led by the Estonian Regional Development Agency.  

| Centres  
| Keskustevérgu programm  
| Led by the Estonian Regional Development Agency.  


In Finland, transport research is mainly financed by the Ministry of Transport and Communications and organisations under its control. The Ministry also finances research related to the communications market, networks and competition, media policy, e-commerce, data security and information society. The main research oriented organisations within the sphere of the Ministry of Transport and Communications are the Finnish Road Administration, the Finnish Rail Administration, the Finnish Maritime Administration and the Finnish Vehicle Administration. These organisations both finance transport research and implement research projects themselves.

During the next few years, approximately €18-20 million per year will be used for transport and communications research, initiated by the Ministry. The allocation for transport research in 2003 was approximately €12.5 million. Research activities include short term projects and medium to long-term programmes, with about half of the money being spent on the latter.

The priority areas for research are logistics, transport telematics, scenarios and forecasts, interaction between land use and transport, e-commerce and information society. Research needs are identified according to the Ministry’s long-term strategy and annual updates of the Operational and Financial plan. The most important factors influencing the selection of research programmes are:

• Technological development, particularly in information technology;
• Rapid development in the telecommunications sector;
• Urbanisation and substantial internal migration;
• Need to monitor new challenges in the operating environment.

In Finland, there are about 30 transport research organisations (universities, business schools, government research organisations, consulting firms) and a similar number which have research potential. The main units are in the Technical Universities of Helsinki and Tampere, Centre for Maritime Studies (University of Turku), VTT Building and Transport and about 5 consulting firms, each with at least 20 researchers.
TRANSPORT RESEARCH IN THE EUROPEAN RESEARCH AREA

**FITS - Research Programme on ITS**

**Infrastructure and Services 2001-2004**

Liikennetelematiikan rakenteiden ja palveluiden tutkimus- ja kehittämishelma

Aimed at improving public and commercial transport services and the structures needed to implement them. Led by the Ministry of Transport and Communications and co-ordinated by VTT. Approximately 100 projects.


**HEILI - The Passenger Information Programme (2001-2004)**

Henkilöliikenteen strateginen tutkimus

Promotes co-operation between information services and incident management in public transport. Part of the FITS programme, with approximately 30 projects. Led by the Ministry of Transport and Communications.

[www.heili.info](http://www.heili.info)

**JALOIN - Promoting walking and bicycle usage in Finland (1997-2005)**

Kevyen liikenteen edistäminen Suomessa

Encourages walking and cycling by researching practical participation, lobbying and communications. Led by the Ministry of Transport and Communications and co-ordinated by VTT. Approximately 14 projects.

[www.tieliikelaitos.fi/jaloin/default.htm](http://www.tieliikelaitos.fi/jaloin/default.htm)

**NAVI - Programme for Developing Personal Navigation 2000-2002**

Henkilökohtaisen navigoinnin tutkimusohjelma

Programme for developing information services relating to personal navigation. 24 projects, including pilot projects and horizontal support projects.

[www.vtt.fi/virtual/navi](http://www.vtt.fi/virtual/navi)

**VALO - Real-time Logistics in Networks 2001-2004**

Verkostojen ajantasainen logistiikka

Develops the logistic processes of companies in order to improve the operating conditions for Finnish companies and to create new competitive products for world markets. By May 2003 there were 18 ongoing or finished projects. Led by the Ministry of Transport and Communications.

[www.valo-ohjelma.fi](http://www.valo-ohjelma.fi)

**LINTU - Long-term Research and Development Programme for Road Safety (2002-2006)**

Liikenneturvallisuuden pitkän aikavälin t & k–ohjelma

11 ongoing projects promoting road safety. Led by the Ministry of Transport and Communications.

[www.lintu.info](http://www.lintu.info)

**MINTC - Ministry of Transport and Communications**

Liikenne- ja viestintäministeriön liikennepoliittikaan tukevat tutkimushankkeet

Over 10 research themes supporting transport policy-making, including development programmes for public transport, goods transport and logistics, transport of dangerous goods and traffic safety. Approximately 150 projects ongoing in 2003.

[www.mintc.fi](http://www.mintc.fi)

**Research and Development Activities in the Finnish Road Administration (Finnra)**

Tiehallinnon tutkimus- ja kehittämistoiminta

Focuses on requirements of road users and others, impacts on road management and traffic, asset management, working markets for procurement of roadworks and services, traffic management, management of road and traffic information and other strategic projects. 186 projects ongoing in 2003.

[www.tiehallinto.fi/tkohj/finnra_rd.htm](http://www.tiehallinto.fi/tkohj/finnra_rd.htm)

**Research and Development Activities in the Finnish Rail Administration**

Ratahallintokeskuksen tutkimus- ja kehittämistoiminta

Covers socio-economic impacts of rail management, technical and functional development of rail traffic and the rail network, rail transport safety and the environment. Over 100 ongoing projects.


**Research and Development Activities in the Finnish Maritime Administration**

Merenkululaitoksen tutkimustoiminta

Research priorities: development of shipping logistics, safety equipment and navigation systems, development of hydrographic surveying, the improvement of vessel safety and protection of the marine environment.

[www.fma.fi/e/services/informationservices](http://www.fma.fi/e/services/informationservices)
Traffic System TELIO/Oulu as a part of the information society

TELIO/Oulu Liikennejärjestelmä osana tietoyhteiskuntaa

Implements the traffic sector objectives, based on the policies of the Information Society of Northern Ostrobothnia. 5 projects. Led by the Finnish Road Administration and the Oulu provincial road administration.

www.telio-oulu.net
In France, the great majority of public transport research is co-ordinated at national ministry level. Key national transport research priorities include safety, energy and environmental issues as well as freight transport and accessibility. Total public funding amounts to €300 million per year.

The largest single programme, accounting for about 20% of public expenditure on transport research, is Predit, the French inter-ministerial land transport research and innovation programme. The current Predit programme (Predit 3) is the third since its inception in 1990, and has a budget of more than €300 million over five years. Most other public national or bilateral programmes are closely linked to Predit.

The two main transport research organisations in the public domain are INRETS (the national institute for transport and safety research), which deals with road safety, driving aids, transport networks and sustainability in a multidisciplinary way, and LCPC (the national laboratory for road research), which focuses on transport infrastructure.

Some regional research groupings exist, the oldest being the GRRT in the Nord-Pas-de-Calais region (established in 1983). It is part of the recently created RT3 network, which connects regional land transport research activities from seven French regions.

Extensive research is also undertaken in the private sector, for all modes of transport. Automobile manufacturers, toll motorway operators, rail operators, public transit authorities, shipbuilders and others contribute to a large extent to innovation in the transport sector.

**NATIONAL GOVERNMENT DEPARTMENTS AND AGENCIES**

- Ministry of Infrastructure, Transport, Spatial planning, Tourism and the Sea
  Ministère de l’Equipement, des Transports, de l’Aménagement du Territoire, du Tourisme et de la Mer
  [www.equipement.gouv.fr/recherche/](http://www.equipement.gouv.fr/recherche/)

- Ministry of Ecology and Sustainable Development
  Ministère de l’Ecologie et du Développement Durable
  [www.environnement.gouv.fr](http://www.environnement.gouv.fr)

- Ministry of Research
  Ministère Délégué à la Recherche
  [www.recherche.gouv.fr](http://www.recherche.gouv.fr)

- Ministry of the Economy, Finance, and Industry
  Ministère de l’Economie, des Finances et de l’Industrie (MINEFI)
  [www.minefi.gouv.fr](http://www.minefi.gouv.fr)

- ADEME - Environment and Energy Management Agency
  Agence de l’Environnement et de la Maitrise de l’Energie
  [www.ademe.fr](http://www.ademe.fr)

- ANVAR - The French Agency for Innovation
  Agence Nationale de la Valorisation de la Recherche
  [www.anvar.fr](http://www.anvar.fr)
In order to structure national technology research efforts funded by the Ministry of Research, 16 networks were set up in a wide range of scientific domains. Three such networks cover the field of transport: the Predit programme and the RGC&U and PACo networks (see below).

**PREDIT – Land Transport Research Programme**
*Programme de Recherche et de Développement pour l’Innovation et la Technologie dans les Transports Terrestres*

PREDIT is a programme of research, experimentation and innovation in land transport, started and implemented by the ministries in charge of research, transport, environment and industry, the ADEME and the ANWAR. By stimulating co-operation between public and private sector, this programme aims to encourage the creation of transportation systems that are more economically and socially effective, safer, more energy saving, and finally more respectful of the human and natural environment.

It is co-ordinated by the ministry in charge of transport.

[www.predit.prd.fr](http://www.predit.prd.fr)

**PREDIT 1** (1990-1994) was mainly devoted to technological innovations in vehicles: TGV (high speed trains), automobiles, light automatic underground trains. This first programme was granted 2.6 billion Francs (€396.4 million) in public funds.

**PREDIT 2** (1996-2000) covered a noticeably wider field, in terms of the subjects concerned (involvement of human and society sciences, life sciences, etc), and also the aims of the research (organisation of transport services, goods, harbour interfaces, etc). This second programme made about 1,400 research projects possible and received over €300 million in public funds.

**PREDIT 3** (2002-2006) was officially launched on 19th March 2002, and has been given about €300 million in public funds. It is divided into 11 sub-programmes, clustered into 6 themes: mobility and territories, security and safety, goods transportation, energy and environment, technological integration, and policy.

**Urban and Civil Engineering Research Network**
*RGC&U - Réseau de Recherche Génie Civil et Urbain*

The RGCU network focuses on construction and civil engineering, including infrastructure for road and maritime transport, as well as underground construction. Funding for projects focuses on new materials, sustainability (recycling, noise reduction, etc), construction processes, and maintenance issues.

It is co-ordinated by the Ministry in charge of public works and transport.

[www.rgcu.prd.fr](http://www.rgcu.prd.fr)

**Fuel Cell Network**
*Réseau PACo (piles à combustible)*

The PACo network funds research for fuel cells for various applications (whether stationary or mobile), including pollution-free transport.

Co-ordinated by ADEME and CEA.

[www.reseaupaco.org](http://www.reseaupaco.org)
Urban Planning, Construction and Architecture
Plan Urbanisme Construction Architecture (PUCA)

The PUCA is a national programme in the field of spatial planning, housing, and urban renewal. As far as transport is concerned, it has recently funded research projects on urban mobility and on transport and inequality.

Co-ordinated by the ministry in charge of transport.

www.equipement.gouv.fr/recherche/incitatif/puca/accueil_puca.htm

Deufrako - French-German co-operation programme
Deutsch-Französische Kooperation/Coopération franco-allemande

Deufrako is a bilateral programme bringing together Predit with its German counterpart “Mobilität und Verkehr.” Initially focused on railways, it has opened up to new topics such as telematics, urban transport, freight, and noise reduction.

It is co-ordinated by the French ministry in charge of transport and the German federal ministry of education and research.

www.inrets.fr/infos/Deufrako/deufrako.html or www.deufrako.org

Inter-organisational Research for Better Air Quality at Local Level
Programme de Recherche Inter-organisme pour une Meilleure Qualité de l’Air à l’Echelle Locale (PRIMEQUAL)

PRIMEQUAL is a programme closely linked to Predit, dealing with air pollution. It focuses on improving the understanding of the sources of air pollution, as well as their effects on health and the environment. It is co-ordinated by the ministry in charge of ecology.

www.ecologie.gouv.fr/article.php3?id_article=2558

PUBLIC RESEARCH ORGANISATIONS & RESEARCH INSTITUTES

The ministry in charge of public works and transport co-ordinates a network of scientific and technical organisations (réseau scientifique et technique – RST) which performs research activities, supports the deployment of innovations, helps with the dissemination of R&D results, and prepares policy recommendations. Some of them are particularly active in the field of transport research:

INRETS - Institut National de la Recherche sur les Transports et leur Sécurité

INRETS has a 4-year internal research programme and is involved in many national and European projects.

www.inrets.fr

LCPC - Laboratoire Central des Ponts et Chaussées

LCPC has long-standing recognition both in France and abroad in the area of civil engineering and is developing its activities in urban engineering, infrastructure safety and operation, sustainability and risk prevention.

www.lcpc.fr

CETMEF - Centre d’Etudes Techniques Maritimes et Fluviales

CETMEF is active in the field of maritime safety, telecommunications for navigation, and hydrology.

www.cetmef.equipement.gouv.fr

CERTU - Centre d’Etudes sur les Réseaux, les Transports, l’Urbanisme et les Constructions Publiques

CERTU is in charge of producing and disseminating knowledge, as well as providing solutions and recommendations on a broad range of urban issues.

www.certu.fr
**Regional Group for Research in Transport, in Nord-Pas-de-Calais**

*Groupement Régional Nord-Pas-de-Calais pour la Recherche dans les Transports (GRRT)*

The GRRT provides a networking platform for transport research, bringing together public authorities, universities and industry. It offers information, advice, networking opportunities and laboratory facilities. It also helps investors from abroad to plan and implement ground transportation business projects in the Pas-de-Calais region. It is co-ordinated by the Regional authority.

[www.grrt.fr](http://www.grrt.fr)

**Inter-regional Network for Technological Research for Land Transport**

*Réseau Inter-régional de Recherche Technologique pour les Transports Terrestres (RT3)*

Grouping of 6 regional transport research programmes and regional institutes (GRRT, GARIT, IRSEE, ASTRID, IERSET and ARTA).


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### Other Organisations

#### Maritime sector

- **Alstom Marine**
  - www.fr.marine.alstom.com
- **Institut français de la navigation**

#### Rail sector

- **Alstom Transport**
  - www.alstom.com
- **SNCF - French Railways**
  - Société Nationale des Chemins de fer Français
  - recherche.sncf.com
- **RATP**
  - www.ratp.fr

#### Road sector

- **ASFA - Association of French Motorway**
  - Association des Sociétés Françaises d’Autoroutes
  - www.autoroutes.fr
- **PSA**
- **Renault**
  - www.renault.com/default.html?/fr/groupe/retdemag.htm
The majority of transport research in Germany is co-funded and organised by four national ministries, with their associated research centres managing the specific programmes. Key national research priorities currently include mobility and transport, space, aeronautics, and maritime technology.

There are two principal streams of funding: (i) project funding (usually up to 50%) and (ii) institutional funding granted to research organisations, e.g. the German Aerospace Centre DLR and the German Research Community DFG, in the case of transport. Many of the German Federal States (Bundesländer) have their own (smaller) research activities through their ministries, organisations operating on behalf of the ministries, universities or research networks. In addition, they co-finance some national level activities.

The sector programme Research and Technology for Mobility and Transport, with a total public funding of €51 million for the year 2003, is the largest research activity with a broad coverage of transport.

The single largest sector programme is Space Research and Technology, with public funding for 2003 reaching €65 million, an amount which reflects important national and European contributions (ESA) to developments such as the Galileo satellite navigation system.

A third major chunk of public expenditure is related to Aeronautics Research, which focuses on the environmental aspects of air transport expansion, safety and user friendliness and general economic efficiency. Public funding totalled €66 million for the year 2003.

Non-governmental, industry financed transport research plays a considerable role in the road, rail, air and maritime sectors. Car manufacturers, the national railway operator DB and several private regional railway companies, the aviation industry and major shipyards undertake a lot of specific research. Due to proprietary rights however, the availability of key results to Transport Research Knowledge Centre (TRKC) is limited.

**NATIONAL GOVERNMENT DEPARTMENTS**

- Federal Ministry of Transport, Building and Housing (BMVBW)
  Bundesministerium für Verkehr, Bau- und Wohnungswesen
  [www.bmvbw.de](http://www.bmvbw.de)

- Federal Ministry of Education & Research (BMBF)
  Bundesministerium für Bildung und Forschung
  [www.bmbf.de](http://www.bmbf.de)

- Federal Ministry of Economics and Labour (BMWA)
  Bundesministerium für Wirtschaft und Arbeit
  [bmwi.de](http://bmwi.de)

- Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU)
  Bundesministerium für Umwelt, Naturschutz und Reaktorsicherheit
  [www.bmu.de](http://www.bmu.de)

- German Aerospace Center (DLR)
  Deutsches Zentrum für Luft- und Raumfahrt e.V.
  [www.dlr.de](http://www.dlr.de)

- Research and Technology for Mobility and Transport
  Forschung und Technologie für Mobilität und Verkehr
  Research Programme of the Federal Ministry of Education and Research, with 11 sub-programmes. 564 projects ongoing.

- Building and Housing Sector Programme
  Forschung und Technologie für Bauen und Wohnen (Fachprogramm)

  Several sub-programmes but only one (“Stadt 2030/City 2030”) is relevant to the transport research. 21 main projects, 41 supporting tasks. Led by the Federal Ministry of Education and Research.
  [www.bauwo.net](http://www.bauwo.net) or [www.tuvpt.de](http://www.tuvpt.de)
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<tr>
<td><strong>Mobility and Transport (Departmental Research)</strong>&lt;br&gt;<strong>Verkehr (Ressortforschungsprogramm)</strong></td>
<td>5 sub-programmes</td>
<td>Promotion of intermodal transport and integrated transport systems. Led by the Federal Ministry of Transport, Building and Housing.</td>
<td><a href="http://www.bmvbw.de/Forschung-.606.htm">www.bmvbw.de/Forschung-.606.htm</a></td>
<td>Federal Ministry of Transport, Building and Housing.</td>
</tr>
<tr>
<td><strong>Transportation Research of the German Aerospace Center</strong>&lt;br&gt;<strong>Verkehrsforschung</strong></td>
<td>3 sub-programmes</td>
<td>Covers integrative transportation systems research and dynamic simulation.</td>
<td><a href="http://www.dlr.de/dlr/Verkehr">www.dlr.de/dlr/Verkehr</a></td>
<td>Federal Ministry of Economics and Labour.</td>
</tr>
<tr>
<td><strong>Vehicle and Transportation Technology (German Aerospace Center)</strong>&lt;br&gt;<strong>Fahrzeug- und Verkehrstechnik</strong></td>
<td>2 sub-programmes</td>
<td>Covers better utilisation of infrastructure, environmental friendliness, reliability and safety of transport.</td>
<td><a href="http://www.dlr.de/dlr/Verkehr">www.dlr.de/dlr/Verkehr</a></td>
<td>Federal Ministry of Economics and Labour.</td>
</tr>
</tbody>
</table>
## German Research Community (DFG)
Deutsche Forschungsgemeinschaft
www.dfg.de

## Bavarian Research Foundation
Bayerische Forschungsstiftung
www.forverts.de

Forschungs und Anwendungsverbund Verkehrssystemtechnik Berlin
www.fav.de

## Foundation of Rhineland Palatinate for Innovation
Stiftung Rheinland-Pfalz für Innovation
www.mwwfk.rlp.de/stiftung_innovation

## Institute for Programme Support (Saxony-Anhalt)
Landesförderinstitut Sachsen-Anhalt
www.lfi-lsa.de

### Special Research Area Main Programme of the German Research Community
Sonderforschungs-bereiche

A large number of special research areas: SFB 365, 403, 559 and Transregio. Ten are relevant to TRKC.
www.dfg.de/forschungsfoerderung/koordinierte_programme/sonderforschungsber/keiche/

### Environment & Energy Technologies
Umwelttechnologie und Energietechnologie

Covers new technologies and technology transfer. 42 projects, of which 9 are relevant to transport.
www.mwwfk.rlp.de/stiftung_innovation

### Research Network Traffic and Transport Systems (Bavarian Research Foundation)
FORVERTS Forschungsverbund Verkehrs- und Transportsysteme

Covers innovative mobility, transport and logistics systems; 6 running projects.
www.forverts.de

### Improvement of Regional Economic Structures - Research and Development
Verbesserung der regionalen Wirtschaftsstruktur – Forschung und Entwicklung

Research focus: technology and innovation; research and development. Some projects are relevant to transport. Led by the Institute for Programme Support (Saxony-Anhalt).
www.lfi-lsa.de

### FAV - Research Network Transport and Mobility
Forschungsnetz Verkehr und Mobilität

www.fav.de
uring the last decade, Greece has made significant improvements in research and technological development. On the way to developing a knowledge-based economy, Greece has at its disposal several research policy implementation tools with objectives and clear priorities. The vision for research and development builds upon past experience and outputs and reflects international priorities and the strengths of the Greek economy. It is in alignment with the government priorities for development.

Despite its small size, Greece’s research system is of high quality, as confirmed by its significant participation in EU Research Programmes. Although it provides only 0.5% of the research potential of the EU, the participation in the respective programmes ranges from 1 to 8%. However, in most cases the participation is (in budgetary terms) low, compared to the other Member States.

The General Secretariat for Research and Technology (GSRT) is the central agency for the administration of the Greek R&D and Innovation programmes and initiatives. The GSRT is responsible for drawing up and implementing a national R&D and Innovation Strategy.

The national research programmes implemented by the GSRT, together with the EU R&D programmes (coordinated at national level by GSRT) are the main sources of funding for R&D in Greece. Further research activity is carried out by the Greek Ministries, which support research activities in Greek Universities and in the private sector.

There is also a significant number of research projects undertaken by the private sector that it is not feasible to record in the Transport Research Knowledge Centre.
ΕΠΕΤ II (1995 - 2000) - Ερευνητικά Προγράμματα Έρευνας και Τεχνολογίας

Led by the Ministry of Development (GSRT).
Five projects related to transport.

Operational Programme "Competitiveness" (2000–2006)
Επιχειρησιακό Πρόγραμμα Ανταγωνιστικότητα (2000 - 2006)

Led by the Ministry of Development (GSRT).
Five projects related to transport.

Hellenic Ministry for the Environment, Physical Planning and Public Works
ΥΠΕΧΩΔΕ - Υπουργείο Περιβάλλοντος, Χωροταξίας και Δημοσίων Έργων

There are at least 11 projects supervised by the Ministry, covering the following themes: transport safety; traffic and environmental impact assessment; road safety control; decision support systems.

Ministry of Economy and Finance
Υπουργείο Οικονομίας και Οικονομικών

Methodologies, strategies and strategic plans for Greek national roads are supervised by the Ministry.

Ministry of Transportation and Communications
Υπουργείο Μεταφορών και Επικοινωνιών

The Ministry supports projects undertaken by the following supervising organisations and authorities: Hellenic Civil Aviation Authority, Athens Urban Transport Organisation, Thessaloniki’s Urban Public Transport Organisation, Hellenic Railways Organisation. There are at least 14 projects related to transport themes.

Ministry of Mercantile Marine
Υπουργείο Εμπορικής Ναυτιλίας

The Ministry supports projects undertaken by the Piraeus Port Authority and by the Thessaloniki Port Authority. There are at least 2 projects.
The majority of transport research in Hungary comes under control of the Ministry of Economy and Transport, the Ministry of Environment and Water and the Ministry of Education. Most research is carried out by the state owned Institute for Transport Sciences (KTI), the universities and private consulting companies.

Other national research programmes have some transport related sub-Programmes, e.g. the National Research Programme (NKFP), the Hungarian Scientific Research Fund (OTKA) and the Central Technological Development Programme (KMÚFA).

Research has mainly focused on the consequences of road and urban traffic (congestion, safety and the environment, in particular) and issues of transport policy. Research on the critical issues of transport demand and impact modelling, has been rather limited. Recently, regulation issues have become important in connection with EU accession.

As a result of Decree No. 160/2001. (IX.12.), issued by the Hungarian Government, all organisations receiving public funding for research or development activities are required to provide the National Research Registry with detailed reports of their projects. The Registry (a database of research projects, researchers and research units) is maintained by the National Technical Information Centre and Library, in the Budapest University of Technology and Economics and is under the control of the Ministry of Education.

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**HUNGARY**

**NATIONAL GOVERNMENT DEPARTMENTS AND AGENCIES**

Ministry of Economy and Transport (GKM)  
Gazdasagi es Kozlekedesi Miniszterium  
[www.gkm.hu](http://www.gkm.hu)

Ministry of Education (OM)  
Oktatasi Miniszterium  
[www.om.hu](http://www.om.hu)

Ministry of Environment and Water (KVVM)  
Kornyezetvedelmi e Vizugyi Miniszterium  
[www.kvvm.hu](http://www.kvvm.hu)

Ministry of the Interior (BM)  
Belugy Miniszterium  
[www.b-m.hu](http://www.b-m.hu)

Hungarian Rail General Directorate  
MÁV Vezérigazgatóság  
[www.mav.hu](http://www.mav.hu)

Technical and Information Services on National Roads  
ÁKMI Kht  
[www.akmi.hu](http://www.akmi.hu)

Transport Research  
Közlekedési kutatás-fejlesztés (K+F)  
Ministry of the Economy and Transport. 75 projects per year.

Transport-Related Environmental Research  
Közlekedési környezetvédelmi kutatások  
Led by the Ministry of Economy and Transport. 10 projects per year.
Transport Safety Action Programme  
*Közlekedésbiztonsági akcióprogram*  
Led by the Ministry of Economy and Transport, also involving the Ministry of the Interior. Thematic groups plus ad-hoc funding. 25 projects per year.

Road Transport Research by the Technical and Information Services on National Roads  
*Közúti kutatások*  
Yearly programme led by ÁKMI Kht. Thematic groups. 25 projects/year.

Rail Transport Research by the Hungarian Rail General Directorate  
*Vasúti kutatás fejlesztés (K+F)*  
Yearly programme led by MÁV. 50 projects per year.

Provision for Technical Development  
*Műszaki fejlesztési célerőrészlet*  
Ministry of Education research, including transport research projects.

NKFP - National Research Programme  
*Nemzeti kutatás-fejlesztési program*  
Ministry of Education Programme including transport research projects.  
www.info.omikk.bme.hu/nkr1/

Provision for Environmental Fund  
*Környezetvédelmi Alap Célerőrészlet*  
Ministry of Environment and Water research, 5 transport projects per year.

National Tender for Environment and Nature Reserve Research  
*Országos Környezetgazdálkodási és Természetvédelmi Kutatási Pályázat (K+F)*  
Ministry of Environment and Water research.

Hungarian Scientific Research Fund (OTKA)  
*Országos Tudományos Kutatási Alapprogramok*  
Led by the Hungarian Academy of Sciences (MTA). Includes some transport research projects.  
www.otka.hu
The principal authorities in the field of transport research in Iceland are the Ministry of Transport and Communication, Public Roads Administration, Civil Aviation Administration and Icelandic Maritime Administration. Consultative bodies include the Icelandic Research Council, University of Iceland, Icelandic Building Research Institute and Public Works of the Municipality of Reykjavik. No private transport research institute exists, but some transport specialists are found within private consultancy firms. These mainly take part in research, through contracts with the transport authorities.

Total resources are in the order of €2 million per year, with almost all coming from public resources. About 50% of this covers road-related research, about 25% waterborne transport, about 15% air transport and about 10% transport in general. Some 75% goes to research laboratories and individual research, about 20% to the University and 5% to industry. No statistics are available on the division between grants, programmes and projects. However, it is estimated that about 60% of the money is provided as projects, 30% as programmes and 10% as grants. Research funds are provided for both short-term tasks and long-term programmes.

Medium and long-term research programmes and projects are defined jointly, by different organisations. Priorities are directed towards the long term goals that have been put forward by the Government, the Ministry of Transport and Communications, and the transport agencies. Emphasis has been put on the following areas:

- Intermodal / Multimodal transport
- Strategic research
- Maritime transport
- Transport in sparsely populated areas
- Traffic in cold climates
- Air traffic management.

The research focus in Iceland is somewhat different from other countries but the priorities are generally in agreement with European priorities. Iceland’s harsh climate, natural hazards such as volcanic eruptions, floods and avalanches, as well as the fact that the road system in many regions is still not highly developed, have influenced the research tasks selected. Being a sparsely populated island, Iceland’s priorities are less directed towards inter-state networks, congestion, urban traffic and large-scale environmental problems. There is, however, an interest in increasing European co-operation throughout the transport sector.

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**National Government Departments and Agencies**

**Ministry of Communication (in charge of Transport)**
Samgöngurá/üneytía
[www.stjr.is](http://www.stjr.is)

**The Icelandic Traffic Safety Research Board**
Rannsóknarrað/ Umferðarárögismálarannnum RANNUM
[www.umferd.is](http://www.umferd.is)

**Ministry of Communications**
Samgöngurá/üneytía

Various aviation, maritime traffic & road network projects.
[www.stjr.is/interpro/samgongur/samgongur.nsf/pages/informations.html](http://www.stjr.is/interpro/samgongur/samgongur.nsf/pages/informations.html)

**Accidents and Traffic Safety**
Rannum

Promotes research that can be applied to prevent road accidents and to gather new national and international knowledge, in the road safety sector. Programme runs from 2001 to 2005. 15-20 projects.
[www.umferd.is/rannum/](http://www.umferd.is/rannum/)
In Ireland, the major public funding source for research into transport is provided by the National Development Plan (NDP). The NDP, which will involve a total investment of €50 billion over the period 2000-2006, is laying the foundation for Ireland’s further economic and social development. The planned improvements to the national road network and public transport services are key investment areas of the NDP. Ireland’s peripheral island location makes it all the more important for it to have high quality internal transport arrangements.

The overarching priorities in the transport sector are to improve the inter-urban road network and public transport services, as part of an integrated approach to meeting transport needs.

There is no national programme that purely addresses transport-related topics. Various governmental ministries and agencies run NDP-funded transport research projects and programmes in line with their policies and agendas. The main ones are summarised below. As is most evident in the case of the aeronautics industry in Ireland, much of Ireland’s research is carried out as part of European Consortia under EC framework programmes.

Substantial funding has been earmarked in the National Development Plan to deliver the national roads improvement strategy - €6.7bn, and the Public Transport Priority investment, amounts to €3.0bn. A percentage of this funding has been designated to relevant research initiatives, although the exact figure cannot be directly extracted from this.
**NDP - National Development Plan**

Major national investment plan, including some research. Led by the Department of Finance. Most transport research programmes received funding under the NDP.

[www.ndp.ie](http://www.ndp.ie)

**Pilot Transport Research Programme**

An effort to address Ireland’s transport requirements. Four sub-programmes. Led by the Department of Transport and the Higher Education Authority and funded under the National Development Plan.

[www.hea.ie/projects/index.htm](http://www.hea.ie/projects/index.htm)

**Environmental RTDI Programme (2000-2006)**

Phase 1 of a multi-annual programme, with 5 sub-programmes, led by the Department of Environment, Heritage and Local Government and the Environmental Protection Agency. Funded under the National Development Plan (above).

[www.epa.ie/r_d](http://www.epa.ie/r_d)

**Road Safety Research Programme**

3 ongoing and 4 completed projects, led by the NRA.

[www.nra.ie/RoadSafety/Research](http://www.nra.ie/RoadSafety/Research)

**INTERREG IIIA Ireland Wales Community Initiative**

Ireland – Wales bilateral programme, within the EU’s Interreg programme.

[www.interreg.ie](http://www.interreg.ie)

**PRTLI - Programme for Research in Third Level Institutions**

Research capacity development programme, providing funding for research projects in higher education institutions, including some transport-related ones e.g. Centre for Transportation Research and Innovation for People (TRIP). Managed by the Higher Education Authority and funded under the National Development Plan.

[www.hea.ie/projects/index.htm](http://www.hea.ie/projects/index.htm)

**REGIONAL AND LOCAL AUTHORITIES**

**Dublin Transportation Office**

*Oifig Iompair Átha Cliath*

[www.dto.ie](http://www.dto.ie)

**A Platform for Change**

Dealing with an integrated transportation strategy for the Greater Dublin areas. Up to 2016. Various transport research projects will be funded as part of this strategy.

[www.dto.ie/strategy.htm](http://www.dto.ie/strategy.htm)

**RESEARCH INSTITUTES AND UNIVERSITIES**

**TRIP - Centre for Transportation Research and Innovation for People**

Several projects, within 5 transport themes: ICT in transportation; balancing transport supply and demand; quality of life; safety; and environmental impacts of transportation. Led by Trinity College Dublin and funded under the PRTLI programme (see above).

[www.tcd.ie/transport_research_centre/research/index.htm](http://www.tcd.ie/transport_research_centre/research/index.htm)
In the past, transport research was planned by MURST, the former Ministry of Universities and Research, and was managed mainly by the National Research Council (CNR), which was responsible for the preparation of feasibility studies and for the co-ordination of targeted programmes.

After the completion, in 1999, of the Second Targeted Programme on Transport (PFT2) managed by CNR, research on transport has been carried out under the aegis of different initiatives. A framework is provided by the research priorities highlighted in the most recent National Master Plan on Transport (PGT). The establishment of a national research institute on transport has been advocated, but has not yet been realised.

The Ministry of Education, University and Research (MIUR) has provided financial support to undertake fundamental and industrial research in different transport areas. Recently, the Ministry of Infrastructure and Transport and the Ministry of Environment and Territorial Protection have funded specific research projects. A number of institutions representing associations of infrastructure and service providers and bank foundations, also support research in the transport sector.

Among the public bodies involved in conducting research activities are the National Energy Agency (ENEA) and the National Institute for Statistics (ISTAT). In addition, universities and a few institutes of the CNR carry out programmes of more fundamental research. A few major institutions in the industrial sector (CETENA, CIRA, CRF and TRAIN) also contribute extensively to research, especially on vehicles, aircraft and vessels.

NATIONAL GOVERNMENT DEPARTMENTS AND AGENCIES

Ministry of Education, University and Research (MIUR)
Ministero dell’Istruzione, dell’Università e della Ricerca
www.miur.it

Ministry of Infrastructures and Transport (MIT)
Ministero delle Infrastrutture e dei Trasporti
www.infrastrutturetrasporti.it

Ministry of Environment and Territory Protection
Ministero dell’Ambiente e della Tutela del Territorio
www.minambiente.it

National Research Council (CNR)
Consiglio Nazionale delle Ricerche
www.cnr.it

National Agency for New Technologies, Energy and Environment (ENEA)
Ente per le Nuove Tecnologie, l’Energia e l’Ambiente
www.enea.it

National Institute for Statistics (ISTAT)
Istituto Nazionale di Statistica
www.istat.it
PFT2 - Second Targeted Programme on Transport
Progetto Finalizzato Trasporti 2

Led by the National Research Council (CNR) and completed in 1999, this programme provided approximately 60 products in 6 sub-programmes which addressed planning tools, vehicle and infrastructure technologies, urban transport, freight transport and telematics.

FAR – Fund for Research Facilitation
Fondo per le Agevolazioni alla Ricerca

Led by the Ministry of Education, University and Research (MIUR), this provides funding to industrial and pre-competitive research proposals. It covers infrastructure and vehicle technologies in air, land and waterborne transport. Projects in the Southern Regions are funded as part of the National Operational Plan (PON).

PRIN – Research Projects of National Relevance
Progetti di Ricerca di Rilevante Interesse Nazionale

Led by MIUR, the projects provide funding to research proposals from universities. Since 1999, there have been more than 35 projects related to transport, covering civil engineering and architecture, industrial and information engineering, economic and statistical sciences areas.

FIRB – Fund for Investments in Fundamental Research
Fondo per gli Investimenti della Ricerca di Base

Led by MIUR, projects are funded in the areas of simulation and optimisation methods for network design and management, and vehicle routing and scheduling.

PSN – National Space Plan
Piano Spaziale Nazionale

Proposes allocation of public funding to R&D activities based on the guidelines of the National Research Programme issued by MIUR. Includes transport application products of telecommunication and navigation technologies.

FIRB – Fund for Investments in Fundamental Research
Fondo per gli Investimenti della Ricerca di Base

Led by MIUR, projects are funded in the areas of simulation and optimisation methods for network design and management, and vehicle routing and scheduling.

PGT – Master Plan of Transport and Logistics
Piano Generale dei Trasporti e della Logistica

Issued by the Ministry of Infrastructure and Transport (MIT) in 2001, this master plan sets policy priorities, addressing also technological innovation and research.

National Road Safety Plan
Piano Nazionale della Sicurezza Stradale

Issued by MIT, this plan identifies priority actions, including topics for investigation. Pilot projects are funded.

ARTIST – Italian Telematics Architecture for the Transport System
Architettura Telematica Italiana per il Sistema dei Trasporti

Led by MIT, this has produced the architectural reference framework, and includes working groups and pilot projects.

SIMPT – Information System for Transport Monitoring and Planning
Sistema Informativo per il Monitoraggio e la Pianificazione del Sistema di Trasporto Italiano

Led by MIT, provides ongoing updating and refinement of data and models.
### Ministry of Environment and Territory Protection
**Ministero dell’Ambiente e della Tutela del Territorio**

Various projects sponsored including targeted demonstrations of innovative urban transport systems for sustainable mobility.

### ISTAT – National Institute for Statistics
**Istituto Nazionale di Statistica**

Various R&D activities including definition of indicators with related database development, and development of a telematics network for firm-level data collection.

### ENEA – National Agency for New Technologies, Energy and Environment
**Ente per le Nuove Tecnologie, l’Energia e l’Ambiente**

Various activities in the areas of urban mobility, vehicle technologies and transport safety.

### Other Organisations

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Website</th>
<th>Activities Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CETENA – Ship Research Centre</td>
<td><a href="http://www.cetena.it">www.cetena.it</a></td>
<td>Various activities in the maritime field, particularly shipbuilding and marine propulsion.</td>
</tr>
<tr>
<td>CIRA – Italian Aero-Space Research Centre</td>
<td><a href="http://www.cira.it">www.cira.it</a></td>
<td>Various R&amp;D activities in aeronautics, and implementation and management of large functional facilities and laboratories.</td>
</tr>
<tr>
<td>Consortium for Research and Development of Technologies for Innovative Transport</td>
<td><a href="http://www.consorziotrain.com">www.consorziotrain.com</a></td>
<td>Various R&amp;D activities in the intermodal transport sector including technological innovation and innovative models for management and monitoring.</td>
</tr>
<tr>
<td>CRF – FIAT Research Centre</td>
<td><a href="http://www.crf.it">www.crf.it</a></td>
<td>Various R&amp;D activities aimed at product, process and methodological innovation including intermodal systems, propulsion systems, on-board technologies and ergonomics, basic technologies and production systems.</td>
</tr>
<tr>
<td>ISFORT – High Institute for Transport Education and Research</td>
<td><a href="http://www.isfort.it">www.isfort.it</a></td>
<td>Various research activities in the areas of transport demand, local public transport, logistics, organisational issues in firms, policy and assessment.</td>
</tr>
</tbody>
</table>
 Transit traffic and related services are very important for Latvia’s national economy and as such are the Government’s top priorities.

The majority of transport research in Latvia is carried out within universities, into which the Ministry of Education and Science is currently integrating specialised state research institutes. The Latvian Transport Development and Education Association (LatDEA), an NGO, also plays a pivotal co-ordination role. LatDEA’s main objective is to support the modernisation of Latvia’s transport sector, by increasing its research potential and by improving the quality of its academic and training institutions.

The main transport research oriented organisations are:
- Higher education sector: Transport and Telecommunications Institute, Riga Technical University (Aviation Institute, Institute of Road Transport, Institute of Rail Transport, Institute of Transport Machine Technology), Riga Aviation University, Latvian Marine Academy, University of Agriculture of Latvia (Motor Vehicle Institute);
- Associations: LatDEA.

National research priorities are decided upon by the Cabinet of Ministers. Detailed transport related research is not referred to specifically, but priority areas include:
- Information technology and telematics
- New materials and associated technologies
- Environmental protection

The Ministry of Transport and Communications is responsible for the implementation of programmes and the main source of funding for research is the national/ministry budget.

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**NATIONAL GOVERNMENT DEPARTMENTS**

**Ministry of Transport**  
**LR Satiksmes Ministrija**  
**www.sam.gov.lv**

**The National Transport Development Programme (1996–2010)**  
**Transporta attīstības nacionālajā programma**  
A planning document outlining the economic, organisational, institutional and other programmes, planned for the next 15 years. Led by the Ministry of Transport.

**Informātikas nacionālajā programma**  
Design and development of modern information systems to improve public access to all types of information. Led by the Ministry of Transport.

**The National Programme on Traffic Safety**  
**Road Traffic Safety Directorate**  
**Ceļu drošības nacionālajā programma**  
Promotes traffic safety to reduce accidents.

**Optimisation of Latvian Transport System**  
**1997–2001 – Latvian Transport Development and Education Organisation**  
**Latvijas Transporta sistēmas optimizācija**  
Aims to create the basis of a systems approach for the analysis, modelling and development of the national transport system and to promote the development of efficient and ecologically friendly multi-modal transport systems.
### Latvian Transport Development and Education Organisation

Various projects: e.g. Transport Intelligent System Development in Latvia.

### Ministry of Transport of the Latvian Republic

Various projects: e.g. EDITRANS project “Integrated Transport Information System.”

### Local Authorities

#### Riga City Council

Various projects:
- Concept of Riga City Transport Development,
- Riga Light Rail Transit Feasibility Study,
- Bicycle Route Network Planning in Riga.

### Research Institutes

#### ANS Company

Various projects:
- Baltic CNS/ATM Transition Project Feasibility Study.
- Development of the Implementation Plan of VHF Data Link Mode 2 network (VDL 2).
- Development of Aeronautical Telecommunication Network (ATN).
- Aerodrome Traffic Movement, Information & Control System.
- Development of Construction Concept and Operation Schemes of Mobile Aviation Systems for Real Weather Observation.
- Analysis of tendencies of VDL Mode 4 operation in CNS/ATM and the development of the main approaches to its use in Air Traffic Management system of Latvia.

#### Transport and Telecommunication Institute

Various projects:
- Development of Air Traffic Control systems maintenance programme for improvement of the reliability of Air Navigation Service.
Due to Lithuania's geographic location, the transport sector, particularly freight transit, plays a key role in the country's economy.

The majority of transport research is carried out in state higher education institutions and in state research institutes and agencies. Within higher education institutions, research is conducted by independent research units (laboratories, centres, institutes) and within faculties and departments.

The main transport research oriented organisations are:

• Higher education sector: Vilnius Gediminas Technical University (Transport Research Institute); Kaunas University of Technology (Institute of Transport Challenges) – public transport; and Klaipeda University (Faculty of Marine Technology);

• Government/business sector: Transport and Road Research Institute (a research state enterprise under the Ministry of Transportation).

Others include the Lithuanian Regional Research Institute and private companies, such as consulting firms.

National research policies are developed and implemented by the Department of Science and Higher Education, under the Ministry of Education and Science, in cooperation with the Science Council of Lithuania. Research policies, including transport, are formed on the basis of increasing involvement in international research programmes and internationally recognised research, as well as engaging in research which addresses the needs of Lithuanian society. The main source of funding for research is the national/ministry budget.
In Luxembourg, the Ministry of Culture, Higher Education and Research, (Department of Scientific and Applied Research), has overall responsibility for research and for implementing the national Law of 9.3.1987 on research. In addition, the Ministry gives advice on research projects, plays a co-ordinating role between the ministries and ensures the financial follow up of projects. It also advises on the budget for Public Research Centres (CPR), draws up annual and multi-annual plans and represents Luxembourg in International Relations, and the EU and OECD Committee advises the national delegation for European Council of Ministers regarding research.

The Ministry supports 2 public research centres, which carry out transport related research:

- Centre de Recherche Public Henri Tudor (CRPHT), in charge of micro-electronics, multimedia, health technologies, technologies for disabled people and construction technologies.
- Centre de Recherche Public Gabriel Lippmann, in charge of materials analysis, environmental technologies, information technologies, and economic and social issues.

Spatial Planning and regional and urban development, are the responsibility of the Ministry for Internal Affairs, which deals with all matters, including transport, linked to spatial improvement and regional and town development. With advice from an Inter-ministerial Committee and a Conseil Supérieur, the Ministry draws up general and sector specific plans, which inform project development and the studies undertaken. The Ministry also manages the Interreg Programme for Luxembourg.

National transport is organised through the Ministry for Transport (Department for Strategy and Planning), which works closely together with private and public research organisations, undertaking the studies.

The Administration des Ponts et Chaussées (headed by the Ministry for Public Works), is responsible for testing materials used in the construction of roads, railways, bridges and for the maintenance of waterways, airports, hydro-electrical installations and dams. It also provides a geological service, mapping and detecting geological natural risks and hydrogeology.

Luxembourg often takes part in the European Interreg projects (II,b and III,c), which support interregional exchange and co-operation, through cross-border or trans-regional projects.
Strategy Paper Mobility
*Mobilitéit Lu*
Programme including strategic and planning research. Led by the Ministry of Transport.

[www.mobiliteit.lu](http://www.mobiliteit.lu)

Living (2002)
*Vivre (2002)*

Programme including research on welfare/quality of life of the population. Led by the Fond National de la Recherche.

[www.fnr.lu](http://www.fnr.lu)

IVL - Integrated Transport and Territorial Development Concept
*Integratives Verkehrs-und Landesentwicklungskonzept*
Projects for regional development and plans for urban development. Sector master plans and land use/environment plans for the airport. Plans initiated by the Department for Spatial Planning.

[www.etat.lu/MI/MAT](http://www.etat.lu/MI/MAT)
The central entity responsible for co-ordination of RTD programmes in Malta is the Malta Council for Science and Technology (MCST). The RTD activities of the MCST are governed by Malta’s participation in the European Union’s 6th Framework Programme (FP6), in which the Ministry of Transport and Communications (MTC) is also involved.

In addition, the MCST launched the National RTDI Programme in 2004, which will fund 8 to 12 projects, some of which may cover transport.

Besides MCST, there are four major organisations which are involved with different aspects of transport research: the Ministry of Transport and Communications, the Malta Environment and Planning Authority (MEPA), the Ministry of Health, and university departments. The main institution involved in carrying out transport research projects is the University of Malta. The Public Transport Authority has a research and development department which is also involved to some degree in transport research.

The Ministries contribute around €2 million per year to transport-related research programmes; the MEPA contribution amounts to €400 000 per year and the University (with some outside support, but excluding EU framework programmes) provides €50 000 per year.

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**MALTA**

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**NATIONAL GOVERNMENT DEPARTMENTS AND AGENCIES**

- **Ministry for Transport and Communications (MTC)**
  - Ministeru għat-Trasport u Kommunikazzjoni
  - [www.mtc.gov.mt](http://www.mtc.gov.mt)

- **Malta Council for Science and Technology (MCST)**
  - Kunsill Malta għax-Xjenza u Teknoloġija
  - [www.mcst.org.mt](http://www.mcst.org.mt)

- **The Malta Environment and Planning Authority (MEPA)**
  - Gall-bniedem u l-ambjent
  - [www.mepa.org.mt](http://www.mepa.org.mt)

- **Ministry of Health (MoH)**
  - Ministeru tas-Saћћa
  - [www.health.gov.mt](http://www.health.gov.mt)

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**MTC and MEPA**

Activities include a programme directed to the development of a proper interaction of transport and land use policies and the setting up of an air quality measurement network.

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**MoH**

Activities include an on-going investigation into the causes of major traffic accidents, carried out by the University in collaboration with the Ministry of Health. The MoH is also working with the MEPA in an investigation on the epidemiology of diseases that can be connected with traffic emissions.

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**The National RTDI Programme**

Aimed at stimulating and building a culture for sustained scientific research and innovation activity. Projects are being decided and it is not yet known if any will relate to transport.

[www.mcst.org.mt/RTDI](http://www.mcst.org.mt/RTDI)
Transport research in the Netherlands falls mainly under the responsibility of the Ministry of Transport, Public Works and Water Management. The programming mechanism is an annual prioritisation and budget allocation at the level of different policy sectors of the Ministry. Important divisions are the Directorate-General for Freight Transport, the Directorate-General for Passenger Transport, the Directorate-General for Civil Aviation and the Directorate-General for Public Works and Water Management.

Research priorities are safety (reducing road casualties, social safety in public transport), networks (better use, improving modal choice, pricing, etc.), customer orientation in public transport and sustainability (air quality, noise, etc.). The implementation and outsourcing of the research programmes in the field of surface transport is carried out mainly through the AVV Transport Research Centre of the Ministry.

Other entities are Connekt and Novem. Connekt is a public-private knowledge network which facilitates research projects either by providing a network or with financial contributions. Connekt focuses on Traffic Management and Mobility Management for persons and goods. Novem is the Netherlands Agency for Energy and Environment and has funding possibilities for clean and energy-efficient transport systems and vehicles.

For safety research, there is the institute for road safety research SWOV. For research into road construction and traffic engineering there is the CROW, the Information and Technology centre for Transport and Infrastructure. RIVM focuses on the environmental part of the transport RTD, while NIROV and RPB do the same for accessibility and spatial planning.


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<thead>
<tr>
<th>Programme/Programma</th>
<th>Description</th>
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<tr>
<td>DGG Programme (Directorate-General for Freight Transport) &lt;br&gt; <strong>DGG-programma</strong> (Directoraat Generaal Goederenvervoer)</td>
<td>Annual prioritisation and budget allocation within the Ministry of Transport, led by the DGG and AVV Transport Research Centre. <a href="http://www.minvenw.nl/dgg/dgg/gb_dgg.html">www.minvenw.nl/dgg/dgg/gb_dgg.html</a></td>
</tr>
<tr>
<td>DGP programme (Directorate-General for Passenger Transport) &lt;br&gt; <strong>DGP-programma</strong> (Directoraat Generaal Personenvervoer)</td>
<td>Annual prioritisation and budget allocation within the Ministry of Transport, led by the DGP and AVV Transport Research Centre. Focuses on accessibility, safety and quality of the living environment in connection with passenger transport. <a href="http://www.minvenw.nl/dgp/wegwijzer">www.minvenw.nl/dgp/wegwijzer</a></td>
</tr>
<tr>
<td>Director-General for Civil Aviation &lt;br&gt; <strong>Directoraat Generaal Luchtvaart</strong></td>
<td>Annual prioritisation and budget allocation within the Ministry of Transport. Covers safety, environment, airport development (Schiphol) and foreign relations, and market forces. <a href="http://www.luchtvaartbeleid.nl/dgl/metamenu/english1.asp">www.luchtvaartbeleid.nl/dgl/metamenu/english1.asp</a></td>
</tr>
<tr>
<td>Directorate-General for Public Works and Water Management &lt;br&gt; <strong>Directoraat Rijkswaterstaat</strong></td>
<td>The research budget of this DG is generally allocated at project level and linked to implementation issues. The “Wegen naar de toekomst” (roads to the future) programme is managed by this DG. <a href="http://www.rijkswaterstaat.nl">www.rijkswaterstaat.nl</a></td>
</tr>
<tr>
<td>Roads to the Future programme &lt;br&gt; <strong>Programma “Wegen naar de toekomst”</strong></td>
<td>This programme looks at innovative solutions to traffic problems. <a href="http://www.minvenw.nl/rws/wnt">www.minvenw.nl/rws/wnt</a></td>
</tr>
<tr>
<td>EBIT - Energy Saving in Transport &lt;br&gt; <strong>Energie Besparing in Transport</strong></td>
<td>Programme led by NOVEM.</td>
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<tr>
<td>KM/MM - Seamless Passenger Transport / Mobility Management &lt;br&gt; <strong>Ketenbeheer en Mobiliteitsmanagement</strong></td>
<td>Programme led by NOVEM &amp; Senter. <a href="http://www.move-mobiliteit.nl">www.move-mobiliteit.nl</a></td>
</tr>
<tr>
<td>Short Trips &lt;br&gt; <strong>Korte Ritten</strong></td>
<td>Programme led by NOVEM (now finished). <a href="http://www.korteritten.nl">www.korteritten.nl</a></td>
</tr>
<tr>
<td>Peak – Reducing Noise in Transport &lt;br&gt; <strong>PIEK</strong></td>
<td>Programme led by NOVEM. <a href="http://www.piek.org">www.piek.org</a></td>
</tr>
<tr>
<td>SSZ - Still and Quiet and Economical &lt;br&gt; <strong>Stiller, schoner en zuiniger verkeer en vervoer in stedelijke gebieden</strong></td>
<td>Programme led by NOVEM. <a href="http://www.transactie-modalshift.nl">www.transactie-modalshift.nl</a></td>
</tr>
<tr>
<td>Transport Reduction &lt;br&gt; <strong>Transportbesparing</strong></td>
<td>Product or process innovations with the aim of reducing transport kilometres. Programme led by Senter. <a href="http://www.senter.nl/transportbesparing">www.senter.nl/transportbesparing</a></td>
</tr>
<tr>
<td>Technology Co-operation &lt;br&gt; <strong>Technologische Samenwerking (TS)</strong></td>
<td>Economic feasible technology innovations by (inter)national cooperation. Programme led by Senter. <a href="http://www.senter.nl/technologische">www.senter.nl/technologische</a> samenwerking</td>
</tr>
<tr>
<td>TB - Prevention of Transport &lt;br&gt; <strong>Preventie van Transport</strong></td>
<td>Programme led by NOVEM.</td>
</tr>
<tr>
<td>Transaction / Modal shift &lt;br&gt; <strong>TMS - Transactie Modal Shift</strong></td>
<td>Programme led by NOVEM. <a href="http://www.transactie-modalshift.nl">www.transactie-modalshift.nl</a></td>
</tr>
<tr>
<td>OEEI - Programme on the Economic Effects of Infrastructure &lt;br&gt; <strong>Onderzoeksprogramma Economische Effecten Infrastructuur</strong></td>
<td>OEEI is a completed programme that has been undertaken by the Dutch Bureau of Economic Policy Analysis (CPB). Its focal point was to design a standard appraisal method based on Cost-Benefit Analysis for (large) infrastructure projects.</td>
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<tr>
<td>Research Institute/Programme</td>
<td>Description</td>
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<tr>
<td><strong>Connekt (Public-Private Innovation Network for Traffic and Transport)</strong></td>
<td>Internal programme of Connekt. Includes 4 sub-programmes: Accessibility of major Dutch ports, Mobility Management for Passenger Transportation, Mobility Management for Goods Transportation, and Traffic Management. <a href="http://www.connekt.nl">www.connekt.nl</a></td>
</tr>
<tr>
<td><strong>CROW Programme (Information and Technology Centre for Transport and Infrastructure)</strong></td>
<td>Main topics are research into road construction and traffic engineering. <a href="http://www.crow.nl">www.crow.nl</a></td>
</tr>
<tr>
<td><strong>SWOV Programme (Institute for Road Safety Research)</strong></td>
<td>Institute for Road Safety Research - SWOV is responsible for research and dissemination of safety research. SWOV's research has a fundamental character. The main subjects of the 2003-2006 programme are anticipatory research, planning office research and knowledge management. Specific research will be done on road safety analyses, road safety prognoses, infrastructure and traffic unsafety, analysis of speed and speed control measurements, recognisable layout of roads and predictable behaviour, novice drivers and driver training, effects of education and information, and decision making and management. <a href="http://www.swov.nl">www.swov.nl</a></td>
</tr>
<tr>
<td><strong>TRAIL – The Netherlands Research School for Transport, Infrastructure and Logistics</strong></td>
<td>Research school in which several universities take part and that conducts fundamental research. Examples are: freight transport automation and multimodality, seamless multimodal mobility, behavioural aspects of transport automation, chain management and control, comprehensive transport safety, dynamic traffic control, logistic process control, planning and maintenance of infrastructure, and transport policy analysis. <a href="http://www.trail.tudelft.nl">www.trail.tudelft.nl</a></td>
</tr>
<tr>
<td><strong>RIVM-MNP – Research for Man and Environment, The Dutch Environmental Assessment Agency</strong></td>
<td>RIVM is a publicly funded institute that has a division for environmental research (MNP). One of the aspects of their programme is traffic and transport. <a href="http://www.rivm.nl">www.rivm.nl</a></td>
</tr>
<tr>
<td><strong>TNO-VV - Netherlands Organisation for Applied Scientific Research, Transport and Traffic</strong></td>
<td>Division of TNO, a leading independent contract research organisation. Focal points are: intelligent transport systems, transport policy and concepts, mobility analyses, traffic behaviour and traffic models and simulation. <a href="http://www.vv.tno.nl">www.vv.tno.nl</a></td>
</tr>
<tr>
<td><strong>RPB – The Netherlands Institute for Spatial Research</strong></td>
<td>The Netherlands Institute for Spatial Research is an independent centre of expertise that promotes a more informed public debate on spatial planning. It serves the Government, Parliament and regional and local authorities in the Netherlands, and upholds a position of authority on the strength of its professionalism and independence. <a href="http://www.rpb.nl">www.rpb.nl</a></td>
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<tr>
<td>Organisation</td>
<td>Description</td>
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<tr>
<td>Prorail</td>
<td>Governmental organisation that manages the rail infrastructure. Delivers information services and rail and transfer capacity services that are reliable and safe. Research projects support this aim as well as investigation into other mobility questions. <a href="http://www.prorail.nl">www.prorail.nl</a></td>
</tr>
<tr>
<td>NLR – National Aerospace Laboratory</td>
<td>NLR is an independent non-profit research institute based in the Netherlands that carries out aerospace-related contract research for national and international customers. <a href="http://www.nlr.nl">www.nlr.nl</a></td>
</tr>
<tr>
<td>Nirov – The Dutch Institute of Housing and Planning</td>
<td>NIROV works to maintain and improve standards in planning policy and practice in the Netherlands and is increasingly active within international networks. <a href="http://www.nirov.nl">www.nirov.nl</a></td>
</tr>
<tr>
<td>NWO-Connekt</td>
<td>The NWO-Connekt programme focuses on long-term research, with a tendency for fundamental research. Sub-programmes are: Advanced multi-agent control and information for integrated multi-class traffic networks, Behavioural Analysis and Modelling for the design and implementation of Advanced Driver Assistance Systems (BAMADAS), Behavioural aspects of a Personal Intelligent Travel Assistant (PITA), A Multi-disciplinary study of pricing policies in transport (PIT), and Railway Stations: Interfaces between Railway Network Developments and Urban Dynamics. It is led by NWO (the Dutch Organisation for Scientific Research) and Connekt. <a href="http://www.nwo.nl">www.nwo.nl</a></td>
</tr>
</tbody>
</table>
The principal public bodies responsible for transport research in Norway are the Ministry of Transport and Communications, the Research Council of Norway and the Directorate of Public Roads. Key national priorities for transport research include road safety, alternative sources of energy and the development of environmentally friendly technologies. Over the past few years, there has been a significant increase in public money spent by the Ministry on transport related research, from nearly €3 million in 2001, to approximately €4.7 million in 2003.

Most allocations from the Ministry are granted to major research programmes, directed by the Research Council. In addition, various sub-departments within the Ministry, like the Public Roads Administration, conduct and finance their own research programmes.

Non-governmental bodies such as the Institute of Transport Economics, SINTEF and Moere Research undertake both commissioned and independent research activities.

The Institute of Transport Economics (TØI) specialises in the field of transport, and receives approximately 25% of its funding from the Research Council, partly as basic funding and partly as direct support to strategic institute programmes. Beyond that, research is financed by commissioned research, mainly performed on behalf of public institutions.

There is a tradition of collaboration between the different research institutions.
City Transport
Transport i By

Programme led by the Norwegian Public Roads Administration, aimed at improving professional experience in the field of urban transport and the dissemination of knowledge to inform political decision-making in transport-related issues.

www.transportiby.net

RESEARCH INSTITUTES

Institute of Transport Economics (TOI)
Transportøkonomisk institutt (TØI)
www.toi.no

Strategiske markedsanalyser

Aims to provide cost efficient analyses with a high level of precision, by improving existing analytical tools. For use in studies of public transport, as well as for other modes of passenger transport.

Reisevaner – forståelsesrammer for framtidig samferdsel

Studies the social conditions for travel activity and develops theories and improves methods for collecting data about travel activities and behaviour.

Regulating Route-Based Personal Transport: Competition, Organisation and Finance (2002 - 2006)
Regulering av rutegående persontransport: konkurranse, regulering og finansiering

Provides a basis for developing more effective public transport, in relation to the political objectives of the sector.

Use of meta-analysis to summarise knowledge in transport research (2002 – 2004)
Bruk av meta-analys til kunnskapsopsummering i transportforskning

Aims to build up competence in meta-analysis at TØI, contribute to the further development of techniques for meta-analysis and use such analysis in areas, where it has not hitherto been applied.

Unified steering and organisation of the transport and communications sector at regional level (2000 – 2004)
Helhetlig styring og organisering av transportsektoren på regionalt nivå

4 main transport themes

Transport og næringsøkonomisk utvikling

Aims to promote new research-based knowledge of industrial-economic activities and the development of public tools (infrastructure investments, costs of operation and maintenance and fees policies), within transport.

Strategiske analyser av helhetlig virkemiddelbruk

Aims to develop, operationalise and test out tools which are needed to develop cost-benefit analyses of strategic plans.

Styringsutfordringer i samferdselssektoren

Uses theory from political science and economics to explore possible tensions in the Norwegian transport sector’s control system, as a result of reforms in organisation and decision-making processes.
Metodiske utfordringer – verdsetting ikke-markedsgoder

Studies the methodological challenges faced when using cost benefit analysis, particularly in estimating the value of non-market goods (e.g. travel time, traffic safety etc.) and aims to develop more consistent and robust methods.
Since 1991, the State Committee for Scientific Research (KBN) has acted as a ministerial-level institution in Poland, responsible for the development and realisation of science and technology policy, until April 2003, when the Ministry of Scientific Research and Information Technology was formally established.

For funding purposes, the State Committee accepts between 200 – 300 submitted goal-oriented projects (usually for up to 3 years) and initiates about 40 commissioned goal-oriented projects per year, which are carried out by research and development units. In 2001, such units secured 69% of the KBN’s goal-oriented project expenditure.

The planned budgetary expenditure on science in 2002 is set at 2 652 million zlotys (approximately €596 million) which makes up a 0.347% share of the GDP and a 1.433% share of the state budget expenditure. For research and goal-oriented projects 6.35 % was allocated for natural sciences, 14.41 % for technical sciences and 1.87 % for social sciences and the humanities. For statutory and investment activity of scientific institutions and universities’ own research, 75.06 % was allocated.

Goal-oriented projects involve research, implementation and essential investments (e.g. for the start-up of new products or services). The science budget only covers part of the research costs (up to 50% and up to 70% for small to medium sized organisations) and the remainder is borne by the research organisations themselves. Goal-oriented projects can also be submitted by privately owned organisations, but they must compete for funding. For larger amounts, the KBN (State Committee for Scientific Research) identifies specific areas for research, invites organisations to submit applications and selects one or more to carry out the research.

All entities conducting research, private or state-owned, have an equal right to apply for all the budgetary means of the State Committee for Scientific Research. Those means may also be used abroad.

Organisations involved in transport research include the Transport Faculty of the Technical University Warsaw (Politechnika Warszawska), other technical universities, the Polish Academy of Science and the Technical Research Centre for Railways.

Various projects

No transport research programme but individual transport research projects financed by the Ministry of Infrastructure and the Ministry of Scientific Research and Information Technology. In addition, the EU’s 6th Framework Programme is co-ordinated at the national level by the Ministry of Scientific Research and Information Technology/KBN for all ministries.

www.kbn.gov.pl/en/research
Transport projects in Portugal are currently financed through multidisciplinary research programmes managed by several Government agencies. At present, there is no national research programme specifically targeting transport activities. Two national multidisciplinary programmes from two Ministries provide financial support for transport research activities: PRIME (Ministry of the Economy) and POCTI.

The Ministry of Economy contributes to research projects funding through the PRIME programme (Incentive Programme for the Modernisation of the Economy). This programme is currently ongoing (2000-2006) and includes participation by firms and other private parties. The total budget exceeds €8086 million, with public participation accounting for 50% of the total, including funds from the EU (FEDER and FSE).

The main aim of the programme is to promote technological change in Portuguese industry, by integrating research activities into operational projects.

The Ministry of Science and Higher Education supports transport research projects through the POCTI programme (Operational Programme “Science, Technology, Innovation”), the main objective of which is to overcome backwardness in terms of human resources qualification for research activities. POCTI is currently ongoing (2000-2006) and has a total budget of €960 million, funded by national and EU sources.

PRIME and POCTI funds are managed and allocated by different sub-programmes and public agencies. The most important are the ADI (Innovation Agency) and the FCT (Foundation for Science and Technology).
<table>
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<tr>
<th>Programme</th>
<th>Website</th>
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<tr>
<td><strong>PRIME - Incentive Programme for the</strong></td>
<td><strong>POCTI - Operational Programme “Science, Technology, Innovation”</strong></td>
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<tr>
<td><strong>Modernisation of the Economy (former</strong></td>
<td><strong>Programa Operacional &quot;Ciência, Tecnologia, Inovação&quot;</strong></td>
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<tr>
<td><strong>POE - Operational Programme for Economic</strong></td>
<td><strong>Programa de Incentivos à Modernização da Economía (ex-POE - Programa</strong></td>
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<td><strong>Activities)</strong></td>
<td><strong>Operacional da Economía)</strong></td>
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<td><strong>The Ministry of Economy’s PRIME programme</strong></td>
<td>** Programme aimed at the formation of a**</td>
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<tr>
<td><strong>covers a set of tools designed</strong></td>
<td><strong>solid “innovation culture” through the</strong></td>
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<td><strong>for industry, energy, transport, tourism,</strong></td>
<td><strong>support of applied scientific and</strong></td>
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<td><strong>trade and services sector. It aims to</strong></td>
<td><strong>technological activities.</strong></td>
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<td><strong>promote change in the economic fabric of</strong></td>
<td><strong><a href="http://www.prime.min-economia.pt">www.prime.min-economia.pt</a></strong></td>
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<td><strong>Portugal.</strong></td>
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<td><strong><a href="http://www.prime.min-economia.pt">www.prime.min-economia.pt</a></strong></td>
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<td><strong>Pilot Projects (Innovation Agency)</strong></td>
<td><strong>NEST - New Technological Support Enterprises (Innovation agency)</strong></td>
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<td><strong>DemTec - Projectos Demostradores</strong></td>
<td><strong>Novas Empresas de Suporte Tecnologico</strong></td>
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<tr>
<td><strong>Supports pilot projects that develop</strong></td>
<td><strong>Supports the establishment of new</strong></td>
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<td><strong>technologically innovative solutions and</strong></td>
<td><strong>enterprises and recently established</strong></td>
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<td><strong>promotes their use in industrial production.</strong></td>
<td><strong>enterprises, through public participation.</strong></td>
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<td><strong><a href="http://www.adi.pt/DemTec.htm">www.adi.pt/DemTec.htm</a></strong></td>
<td><strong><a href="http://www.adi.pt/Nest.htm">www.adi.pt/Nest.htm</a></strong></td>
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<tr>
<td><strong>IDEIA - Support to Applied Business</strong></td>
<td><strong>Bilateral Co-operation Programmes</strong></td>
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<tr>
<td><strong>Research and Development (Innovation agency)</strong></td>
<td><strong>Programas de Cooperação Bilateral</strong></td>
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<tr>
<td><strong>Apoio à Investigação e Desenvolvimento</strong></td>
<td><strong>GRICES (Cabinet for International Relations</strong></td>
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<tr>
<td><strong>Empresarial Aplicado</strong></td>
<td><strong>of Science and Higher Education) supports</strong></td>
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<td><strong>Encourages co-operation between</strong></td>
<td><strong>several bilateral co-operation programmes,</strong></td>
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<td><strong>enterprises and public research bodies. The</strong></td>
<td><strong>with the aim of exchanging researchers</strong></td>
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<td><strong>main goals are to promote technological</strong></td>
<td><strong>from different fields of knowledge, including</strong></td>
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<td><strong>development and to facilitate the transfer of</strong></td>
<td><strong>transport research projects.</strong></td>
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<tr>
<td><strong>research results to the productive economic</strong></td>
<td><strong><a href="http://www.grices.mces.pt">www.grices.mces.pt</a></strong></td>
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<td><strong>sector.</strong></td>
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<td><strong><a href="http://www.adi.pt/Ideia.htm">www.adi.pt/Ideia.htm</a></strong></td>
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</table>
Transport research in Romania is supported by the National Plan for Research-Development and Innovation (Planul National de Cercetare-Dezvoltare, Inovare – PNCDI). PNCDI encompasses more than ten national programmes, covering various fields including transport research activities.

The key national transport research priorities include:
- Railway, maritime, river, highway, air, urban and sub-urban transport;
- Modernisation of the national transport system to become a part of the European transport system;
- Projects for transport management and navigation;
- Sustainable development in transport;
- Studies into transport infrastructure and environmental protection;
- Quality transportation standards and design;
- Macro-economical transport policies.

As an EU Candidate Country which is trying hard to recover from 45 years of centralised organisation, Romania still has problems financing research of any kind. The national transport research programmes are financed, in principal, by the state budget, through the Ministry of Education and Research (for PNCDI programmes) and the Ministry of Transport, Construction and Tourism. These programmes are conducted by national research institutes, academic institutes, and private enterprises which undertake research and development activities.

### National Government Departments and Agencies

<table>
<thead>
<tr>
<th>Department/Agency</th>
<th>Website</th>
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<tbody>
<tr>
<td>Ministry of Education and Research</td>
<td><a href="http://www.mct.ro">www.mct.ro</a></td>
</tr>
<tr>
<td>Ministry of Transport, Construction and Tourism</td>
<td><a href="http://www.mt.ro">www.mt.ro</a></td>
</tr>
<tr>
<td>Managerial Agency for Scientific Research, Innovation and Technological Transfer (AMCSIT Politehnica)</td>
<td><a href="http://www.amcsit.ro">www.amcsit.ro</a></td>
</tr>
</tbody>
</table>
Norms and Regulations in Transport and Construction - Urbanism and Territory Arrangement
Norme si Reglementari in Transporturi si Constructii - Urbanism si Amenajarea Teritoriului

Programme of the Ministry of Public Works, Transports and Housing.

Economic Re-Launching by Research and Innovation
RELANSIN - Relansare economica prin cercetare si inovare

Managerial Agency for Scientific Research, Innovation and Technological Transfer, within AMCSIT.

MENER – Environment, Energy, Resources Mediu, energie, resurse
2001-2005 programme. Led by the Polytechnic University of Bucharest, within the PNCDI.

UNIVERSITIES AND RESEARCH INSTITUTES

INCERTRANS – Transport Research Institute
Institutul de Cercetari in Transporturi
www.incertrans.ro

Polytechnic University of Bucharest – Faculty of Power Engineering
Universitatea Politehnica, Bucuresti
www.energ.pub.ro

Institute for Design and Automatisation (SC IPA S.A.)
Institutul de Proiectari si Automatizari
www.ipa.ro
The principal body responsible for transport research in the Slovak Republic (SR) is the Ministry of Transport, Post and Telecommunication (MDPT SR). Transport research, other than that managed and funded by the Ministry, is negligible.

National research programmes in the SR follow a centralised structure, with transport programmes incorporated into the Government’s general research policies. The framework for the general research programmes of the SR, including the transport research programme, was determined in 2000 by the “Conception of State Scientific and Technical Policies up to the year 2005”.

In 2002, the priority for transport research was to support the research activities of the Ministry in the areas of European integration and sectoral statistics, informatics and analytical support.

Since the reorganisation of the research institutions of the SR, transport research is mainly executed by the Transport Research Institute in Zilina (VUD). Since 2000, the preferred financing system for research projects has been a ‘grant system’, where all funding comes from the earmarked funds of the MDPT SR. The intention is to modify this system in the near future and also to make use of other general funds (i.e. not only funds from the Ministry’s budget). One of the objectives of the Government of the SR is that, by 2005, overall research expenditure should have risen to some 1.8 % of the GDP.

The budgetary resources allocated to the RTD programmes of the MDPT SR have substantially increased from € 0.17 million in 2002 to € 0.44 million in 2003.

**SLOVAKIA**

**NATIONAL GOVERNMENT DEPARTMENTS AND AGENCIES**

Ministry of Transport, Post and Telecommunication of the Slovak Republic (MDPT SR)
Ministerstvo dopravy, post a telekomunikácií Slovenskej Republiky
www.telecom.gov.sk

**Development of Transport and Communication Systems and Services**

Rozvoj dopravných a komunikačných systémov a služieb

Part of the research concept of the MDPT SR until 2005. Topics of the RTD projects for 2003 deal with improvement of transport infrastructure in tourism, transport provisions for emergency situations and establishment of an emergency management system in the Ministry, and development of unified parameters for the transport system.

**Development of Information Technology and Communication Systems for the Creation of an Information Society**

Rozvoj informačných technológií a komunikačných systémov pre vytváranie informačnej spoločnosti

Part of the research concept of the MDPT SR, until 2005. Topics of the RTD projects for 2003 deal with example with intelligent transport systems (ITS) and information systems for the transport of dangerous goods.
Transformation and harmonisation of the transport and communication services and systems
Transformácia a harmonizácia dopravných a komunikáčnych služieb a systémov

Part of the research concept of the MDPT SR until 2005. Topics of the RTD projects for 2003 deal, for example, with establishment of a monitoring system for emissions of international road freight traffic, financing of transport services in selected regions, improvement of the competitiveness of rail transport for passengers, and interoperability of conventional railways.

Support to projects of international scientific-technical co-operation
Podpora projektov medzinárodnej vedeckotechnickej spolupráci

Part of the research concept of the MDPT SR until 2005.
The principal body responsible for transport research in Slovenia is the Ministry of Education, Science and Sport (MSZS), which coordinates all major research programmes in the country. Transport research other than that managed and funded by the Government is negligible.

Between 1994-2001, MSZS implemented the first phase of a national research programme, with the aim of strengthening multidisciplinary and inter-institutional research in Slovenia.

In 2001, the 2nd phase of the national research programme was developed, as a framework programme entitled ‘Slovenia’s Competitiveness 2001-2006’. It was established by the MSZS in co-ordination with other ministries and the Cabinet, with the aim of integrating the research activities of various sectors, in accordance with national priorities. It takes account of the country’s long-term development strategy, the state budget, regional planning and other development programmes.

The national research framework programme comprises nine main research themes, including 2 individual research topics of the Ministry of Transport, on passenger transport in urban areas and related to intermodal facilities. Transport research projects form part of the research programme to strengthen the economic infrastructure. In 2001, 235 projects (from all sectors) were financed under the programme, and all were co-financed by the ministries concerned. The total budget was some €2.5 million, some 45% of which was contributed by the respective ministries.

NATIONAL GOVERNMENT DEPARTMENTS

Ministry of Education, Science and Sport
Ministrstvo za Solstvo, Znanost in Sport
www.mszs.si

Ministry of Transport
Ministrstvo za Promet
www.sigov.si/mpz

Slovenia’s Competitiveness 2001-2006
Konkurencnost Slovenije 2001-2006

National research framework programme, co-ordinating the research activities of all ministries until 2006. Includes Ministry of Transport research projects such as Passenger transport in urban areas and Intermodal facilities.
www.mszs.si/slo/aktualno
SPAIN

National transport research in Spain is defined within the framework of the National Plan of Scientific Research, Development and Technological Innovation (PN - Plan Nacional de I+D+I) 2004-2007. This is a multi-sectoral programme with specific actions for the transport sector.

Strategic planning on research, innovation and technological development comes under the responsibility of the public administration. In particular, the National General Administration (AGE-Administración General del Estado) by means of the Inter-ministerial Commission of Science and Technology (CICYT) has responsibility for programming the scientific and technological activities throughout the PN.

To support the application of the PN, the PROFIT Programme (Programme for the promotion of scientific and technological research) was created. This programme is managed by the Ministry of Science and Technology, and supports research projects in different application areas, including transport, in line with the National Research Programme.

The priority areas for transport research identified in the National Programme for Transport and Land Use 2002-2003 were: Transport safety and security; Integrated transport management; and Land planning and sustainable development.

The PN 2004-2007 has based its transport research structure along five national sub-programmes, covering the automotive, air, maritime, rail and intermodal transport sectors respectively. Other activity lines in the PN with relevance to transport include the sub-programme for technologies to support elderly and disabled people, the PN for Informatics Technologies and the PN for Energy.

In general, research activities in the field of transport management are mainly concentrated in universities and in a few specialised consulting companies. Transport companies are not particularly active in this area. Nevertheless, in the field of traffic management systems, Spanish companies have been successful in developing advanced technologies, enabling them to compete in the international market.

Transport related research initiatives are supported by various ministries and by autonomous and local administrations. Ministries which directly support research initiatives, in the field of transport are: MCYT - Ministry of Science and Technology; MINER - Ministry of Industry and Energy; MIMAM - Ministry of the Environment; and MFOM - Ministry of Public Works.

Regional governments have the capacity to organise their own plans for the development of infrastructure, so practically all regions in Spain have their own research initiatives, including some in transport.

**NATIONAL GOVERNMENT DEPARTMENTS**

Ministry of Public Works and Transport (MFOM)
Ministerio de Fomento
www.mfom.es

Ministry of Science and Technology (MCYT)
Ministerio de Ciencia y Tecnología
www.mcyt.es (Spanish) or www.mcyt.es/english_mcyt/indexingles.htm (English version)

Ministry of the Economy (including industry and energy)
Ministerio de Economía
www.mineco.es
SPAÍN

Ministry of the Environment (MIMAM)
Ministerio de Medio Ambiente
www.mma.es

Ministry of Public Administrations (MAP)
Ministerio de Administraciones Públicas
www.map.es

National Plan for Scientific Research, Technological Development and Innovation
Plan Nacional de I+D+I (Investigación científica, Desarrollo e Innovación tecnológica)

Multi-sectoral plan, including actions in the transport sector.
www.mcyt.es/planidi

PETRA - Strategic Plan for Transport of Goods by Road
Plan Estratégico para el Transporte de Mercancías por Carretera

OM (Ministry of Public Works and Transport) programme.
www.mfom.es/transportes/pdf/petra.pdf

PROFIT - Programme for the Promotion of Technological Research
Programa de Fomento de la Investigación Técnica

Cross-sector research programme of the Ministry of Science and Technology, including specific actions on the National Programme of Transport (Programa Nacional de Medios de Transporte) organised in five national sub-programmes on automotive, air, maritime, rail and transmodal transport.
www.mcyt.es/profit
(This website also provides information on the approved projects in previous calls 2002 and 2003)

ARTE/PYME Programme (Regional Actions in Telecommunications)
ARTE/PYME II

Led by the Ministry of Transport and the Ministry of Science and Technology.
www.setsi.mcyt.es/progarte/arte.htm
or www.larural.es/servagin/artepyme.htm
Plan of Science, Technology and Innovation 2001-2004: Advanced Transport for the Future Programme
Plan de Ciencia Tecnología e Innovación 2001-2004: Programa de Transportes Avanzados de Futuro

Programme led by the government of the Basque Country Autonomous Community (Gobierno Vasco/ Eusko Jaurlaritza).
www.euskadi.net/pcti/indice_c.htm or www.euskadi.net/pcti/pdf/cas/des_inves/1 AREA CLAVE.PDF

Plan of Science, Technology and Innovation 2001-2004: Transport, Logistics and Mobility Programme
Plan de Ciencia Tecnología e Innovación 2001-2004: Programa de Transporte, Logística y Movilidad

Programme led by the government of the Basque Country Autonomous Community (Gobierno Vasco/ Eusko Jaurlaritza).
www.euskadi.net/pcti/indice_c.htm or www.euskadi.net/pcti/pdf/cas/des_areas/2 3.pdf

Catalan Autonomous Government, Department of Public Works
Departament de Política Territorial i Obres Públiques, Generalitat de Catalunya

Various projects which focus on transport infrastructure.
www.gencat.net/ptop

Catalan Interministerial Commission of Science and Technological Innovation (CIRIT)
Comisión Interministerial de Ciencia y Tecnología de Catalunya

Third Research Plan.
dursi.gencat.net/uk/de/pla3_0.htm

Plan to support the restructuring of passenger and goods transport
Plan de Subvenciones a empresas de transporte discrecional de pasajeros y mercancías para reestructuración

Canary Islands Government programme
(Canary Islands Department of Tourism and Transport-Consejería de Turismo y Transportes de Canarias).
In 2000, the Swedish public sector system for the funding of research was reorganised, in order to concentrate research efforts more effectively. Research funding is now under the control of three research councils: the Swedish Research Council (VR); the Swedish Research Council for Environment, Agricultural Sciences and Spatial Planning (Formas); and the Swedish Council for Working Life and Social research (FAS); together with one research authority, The Swedish Agency for Innovation Systems (Vinnova). Applied transport research is funded by the national Road and Rail Administration.

VR, The Swedish Research Council has responsibility for developing the country’s basic research, with the aim of establishing international recognition. The Council has three main tasks: research funding, science communication and research policy.

Formas, the Swedish Research Council for Environment, Agricultural Sciences and Spatial Planning, is a governmental research-funding agency related to several ministries, the Ministry of Environment, the Ministry of Agriculture, the Ministry of Industry, Employment and Communications and the Ministry of Education and Science. Formas supports scientifically significant research related to sustainable development. Transport related research themes include the environment and social planning.

Vinnova, the Swedish Agency for Innovation Systems, integrates research and development in technology, transport and working life. Its goal is to promote sustainable growth, by financing research and developing effective innovation systems. It has a total budget of approximately SEK 1 billion (approximately €110 million). Transport-related research themes supported by Vinnova include the use of energy in the transport sector; general programmes in the fields of transport, public transport, logistics and freight transport; maritime safety and transport policy publications.

Other authorities and foundations which also fund transport related research are the Swedish National Rail Administration; the Swedish National Road Administration (SNRA); the Swedish Energy Agency; the Swedish Rescue Services Agency; the Foundation for Strategic Environmental Research (MISTRA).

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**NATIONAL GOVERNMENT DEPARTMENTS AND AGENCIES**

Ministry of Industry, Employment and Communications (Ministry of Transport)  
Näringsdepartementet  
[www.naring.regeringen.se](http://www.naring.regeringen.se)

The Swedish Research Council for Environment, Agricultural Sciences and Spatial Planning  
Forskningsrådet för miljö, areella näringar och samhällsbyggande - FORMAS  
[www.formas.se](http://www.formas.se)

The Swedish National Rail Administration  
Banverket  
[www.banverket.se](http://www.banverket.se)

The Swedish National Road Administration  
Vägverket  
[www.vv.se](http://www.vv.se)

Vinnova, the Swedish Agency for Innovation System  
Vinnova, Verket för innovationssystem  
[www.vinnova.se](http://www.vinnova.se)
2 categories covered: environment and social planning.

Research and Development Programme of the Swedish National Road Administration (2000–2009)

4 transport themes: traffic safety, environment, accessibility, efficiency.

6 transport themes: the use of energy in the transport sector, general programmes in the field of transport, public transport, logistics and freight transport, maritime safety, transport policy publications.

3 transport themes: alternative motor-fuels, ethanol from forest raw materials, road vehicle energy systems.

Research focus: Environment, Social planning.

4 transport themes: incidents/accidents; assessments and methods; incident/accident and injury/damage prevention; injury/damage limitation. Led by the Swedish Rescue services agency.

www.srv.se
Transport research in Switzerland is mainly carried out by the Federal administration, the Federal Institutes of Technology in Zurich (ETHZ) and Lausanne (EPFL) and regionally by the Cantonal Universities. 

The main public programmes are led by:

• The Federal Office for Spatial Development (ARE), which aims to make a substantial contribution to sustainable spatial development in Switzerland. In 2004, the total budget for research and development amounts to CHF 2.09 million (€1.39 million). The department for “Transport Coordination/Basics” conducts a number of ongoing and planned projects.

• The Strategy and Research Division of the Swiss Federal Roads Authority (FEDRO/ASTRA), which co-ordinates and commissions a broad range of research projects. The Roads Research Commission defines the long-term research strategy of the federal authorities. The 2004 budgets for research in road, bridge, traffic census and development commissions, totalled CHF 11.38 million (€7.59 million).

• The Federal Office for Transport (BAV), which operates in the field of strategic research and assigns research projects which provide basics for the political decision making process. Examples of current projects of the BAV are Rail 2000/2, connection of the Swiss railway network to the European high-speed network, monitoring of the Alpine transit policy and census and monitoring of the Alpine crossing passenger and freight transport.

• The “Research Council” of the Swiss National Science Foundation (SNF), which evaluates research projects and awards grants accordingly. The budget for its Transport and Environment programme NRP 41 (1995-2001) amounted to CHF 10 million (€6.67 million), with third party co-funding totalling CHF 1.7 million (€1.13 million).

The Institute for Transport Planning and Systems (IVT) is part of the Swiss Federal Institute of Technology in Zurich (ETHZ). The institute is divided into three research groups: Public Transport, Private Transport and Transport Planning. The Research Laboratory for Traffic Facilities (LAVOC) of the Swiss Federal Institute of Technology in Lausanne (EPFL) deals with questions of transport infrastructure and specifically with pavement behaviour and management of road maintenance. The Interdisciplinary Centre for General Ecology (IKAÖ) is part of the University of Berne and focuses on sustainable development at regional and communal levels. The Institute for public services and tourism (IDT) at the University St. Gallen includes 3 Centres of Excellence: Tourism and Transport, Public Management and Regional Economics.

Outside of government, private research institutions such as consulting and engineering offices also conduct extensive research. Expert Research is co-ordinated by the Swiss Association of Road and Transportation Experts (VSS). The Federal Offices operate, support, co-ordinate, monitor and fund strategic research.

National research priorities for transport are in the fields of:

• External costs of transport;
• Sustainable transport and expert research;
• Mode transport research;
• Road infrastructure construction.
### Transport Co-ordination/Basics - Programme

10 transport themes. Led by ARE - Swiss Federal Office for Spatial Development.

- [www.are.admin.ch](http://www.are.admin.ch)

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### FEDRO - Federal Roads Authority

**ASTRA/OFRU/USTRA - Bundesamt für Strassen**

Various projects

- [www.astra.admin.ch](http://www.astra.admin.ch)
- [www.aramis-research.ch](http://www.aramis-research.ch)

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### BAV - Federal Office of Transport

**Bundesamt für Verkehr / Office Fédéral des Transports / Ufficio Federale dei Trasporti**

Various projects

- [www.bav.admin.ch](http://www.bav.admin.ch)
- [www.umwelt-schweiz.ch](http://www.umwelt-schweiz.ch)

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### VSS - Swiss Association of Road and Transportation Experts

**Schweizerischer Verband der Strassen und Verkehrsfaschleute**

Various projects

- [www.vss.ch/pdf/641004.pdf](http://www.vss.ch/pdf/641004.pdf)

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### SVI - Swiss Association of Transportation Engineers

**Schweizerischer Verband der Verkehrsingenieure**

Various projects

- [www.svi.ch](http://www.svi.ch)

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### Energy Efficiency in Transport

Led by SFOE - Swiss Federal Office for Energy.

- [www.energie-schweiz.ch](http://www.energie-schweiz.ch)

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### Principles of Energy Economy (EWG)

Led by SFOE - Swiss Federal Office for Energy.

- [www.energie-schweiz.ch](http://www.energie-schweiz.ch)

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### Swiss Energy

**Energie Schweiz / Suisse Energie / Svizzera Energia**

Led by SFOE - Swiss Federal Office for Energy.

- [www.energie-schweiz.ch](http://www.energie-schweiz.ch)

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### Environment and Health Action Plan

**Aktionsplan Umwelt und Gesundheit / Plan d’Action Environnement et Santé**


- [www.bag.admin.ch](http://www.bag.admin.ch)
### NRP25 City and Transport
**NFP25 Stadt und Verkehr / PNR25 Ville et Transport**
- 7-year programme completed in 1993.
- Included 70 projects. Led by SNF - Swiss National Science Foundation.
- [www.snf.ch/nfp25](http://www.snf.ch/nfp25)

### NRP41 Transport and the Environment, Interactions Switzerland/ Europe
**NFP41 Verkehr und Umwelt, Weschelwirkungen Schweiz-Europa / PNR41 Transport et Environnement, Interactions Suisse/Europe**
- 6-year programme completed in 2001.
- Comprised of 54 projects. Led by SNF - Swiss National Science Foundation.
- [www.nfp41.ch](http://www.nfp41.ch)

### IVT - Institute for Transport Planning and Systems
- The institute, which is part of the Swiss Federal Institute of Technology in Zurich (ETHZ), is divided into three research groups: Public Transport, Private Transport and Transport Planning.
- [www.ivt.baug.ethz.ch](http://www.ivt.baug.ethz.ch)

### LAVOC - Research Laboratory for Traffic Facilities
- Research fields: transport infrastructure, specifically with pavement behaviour and management of road maintenance.
- [lavoc.epfl.ch](http://lavoc.epfl.ch)

### IDT-HSG - Institute for Public Services and Tourism
- Research projects: sustainable tourism in alpine regions, evaluation network concept public transport Switzerland or travel market Switzerland (travel behaviour).
- [www.idt.unisg.ch](http://www.idt.unisg.ch)

### IKAÖ - Interdisciplinary Centre for General Ecology
- Interfakultäre Koordinationsstelle für allgemeine Ökologie
- Research projects: propagation and effects of technical and infrastructural innovations, transport history, effects and promotion of E-bikes, capacity development, SUPREM (Sustainability and Private Public Environmental Management).
- [www.ikaoe.unibe.ch](http://www.ikaoe.unibe.ch)

### EMPA - Swiss Federal Laboratories for Materials Testing and Research
- Eidgenössische Materialprüfungs und Forschungsanstalt
- Research covering clean engine fuels, fuel consumption and emission models.
- [www.empa.ch](http://www.empa.ch)

### NSL - Urban and Landscape Network ETHZ
**Netzwerk Stadt und Landschaft der ETH Zürich**
- Various projects
- [www.nsl.ethz.ch](http://www.nsl.ethz.ch)

### Other Institutes and Agencies
### Centre for Technology Assessment (TA - SWISS)
**Schweizerischer Wissenschafts und Technologierat – TA-Swiss**
- Various projects
- [www.ta-swiss.ch](http://www.ta-swiss.ch)
Transport research in the United Kingdom (UK) is carried out and commissioned by a wide range of organisations. The Department for Transport (DfT) is the main funder and commissioner of public sector land transport research in the UK. It commissions research to support its departmental policy and operational responsibilities through a number of individual research programmes. Other central government departments that commission research include the Department of Trade and Industry, the Department of Environment, Food and Rural Affairs, the Office of the Deputy Prime Minister and the Office of National Statistics.

Research is also carried out by the Devolved National Administrations in the UK - in particular by the Scottish Executive and to a lesser extent by the Welsh Assembly Government. The regional passenger transport executives, Transport for London and local government also conduct research.

The Government funds national Research Councils, of which two, the Engineering and Physical Sciences Research Council (EPSRC) and the Economic and Social Research Council (ESRC), contribute significantly to transport.

A wide range of transport research is also commissioned by semi-governmental and non-governmental bodies, including regulatory, strategic and advisory bodies, local government, charitable trusts, motoring organisations, transport industry associations and private companies.
### Transport Technology and Standards

The primary objectives of the transport technology research programme is to support policies delivering the PSA road casualty reduction targets through safer vehicles and to reduce the impact of vehicles on the environment through cleaner, quieter and more fuel efficient vehicles. Research in the latter areas support policy measures aimed at delivering the department’s PSA target on air quality held jointly with DEFRA. In meeting these primary objectives, research is undertaken with the following aims: *to investigate the causes and consequences of road accidents and develop vehicle based measures to reduce accidents and casualties, *to investigate options to reduce the environmental impact of vehicles, *to strengthen our knowledge and evidence base upon which decisions are taken, and *ensure that regulatory standards keep pace with technological development, thereby minimising burdens on industry while maintaining safety standards. Covering 3 sub-programmes.

www.dft.gov.uk/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1

### Transport Strategy & Analysis

Research commissioned in this programme includes Economics and Social Research on transport economics, transport modelling, transport costs and prices, behaviour and attitudes issues and the underpinning social research. The programme has links with other areas such as land-use planning and includes cross-cutting policy evaluations. Apart from the Economics and Social Research, two other sub-themes concentrate on research needs for Transport Direct (and Traveline) and on “Social Inclusion, Mobility and Accessibility” (which includes research to improve travel for those with disabilities and more general research on social inclusion/exclusion issues).

www.dft.gov.uk/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1

### Local and Regional Transport

www.dft.gov.uk/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1

### Transport, Environment and Taxation

Covering 6 sub-programmes.

www.dft.gov.uk/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1

### Freight Distribution and Logistics

Covering 3 sub-programmes.

www.dft.gov.uk/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1

### Civil Aviation

Most aviation research of interest to DfT is carried out in collaboration with other organisations, often in international forums. A few substantial research projects are commissioned by DfT addressing issues of aircraft noise, health and emissions.

www.dft.gov.uk/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1

### Railways

Research on rail in the UK is primarily a matter for industry and its regulators. DfT commissions research to improve rail’s representation in the National Transport Model. New research addressing performance risk and user perception will be included in future programmes.

www.dft.gov.uk/research/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1

### Transport Security

A DfT programme covering research on improvements in screening detection systems for passengers, baggage and freight across all modes of transport.

### New Horizons and LINK Transport programmes

New Horizons are programmes developed by DfT to encourage independent researchers to find creative solutions to issues of departmental concern over the next decade. LINK Transport programmes encourage partnerships between industry and academia in transport research. Each LINK Programme is focused on a specific theme.

www.dft.gov.uk/stellent/groups/dft_control/documents/contentserver/template/dft_index.hcst?n=6730&1=1
UNITED KINGDOM

**Highways Agency (HA)**
An Executive Agency of the DfT, responsible for the main highway network in England. It commissions research in support of its functions as an infrastructure provider and manager, and network operator.
[www.highways.gov.uk](http://www.highways.gov.uk)

**The Maritime and Coastguard Agency (MCA)**
An Executive Agency of the DfT responsible for maritime safety and environmental protection.
[www.mcga.gov.uk](http://www.mcga.gov.uk)

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**PROGRAMMES LED BY OTHER GOVERNMENT DEPARTMENTS**

**Department for Trade and Industry (DTI)**
Foresight Vehicle
A major Government initiative to bring together UK resources and expertise to create components and systems for vehicles of the future.
[www.foresightvehicle.org.uk](http://www.foresightvehicle.org.uk)

**Department for Environment, Food and Rural Affairs (DEFRA)**
Research relating to the effects of transport on the environment and health, including air quality, noise and nuisance, as well as issues of energy efficiency, sustainable development, and climate change.
[www.defra.gov.uk](http://www.defra.gov.uk)

**Department for International Development (DFID)**
National/regional development-oriented research and capacity building. Transport may feature from time to time in its research programmes including Economic and Social Issues, Infrastructure and Urban Development, Rural Livelihoods, and Environment.
[www.dfid.gov.uk/PoliciesAndPriorities/knowledge/studies_content.htm](http://www.dfid.gov.uk/PoliciesAndPriorities/knowledge/studies_content.htm)

**Office of the Deputy Prime Minister (ODPM)**
Transport-related issues are addressed in many of its research programmes, including Sustainable Communities, Social Exclusion, Neighbourhood Renewal, Local and Regional Government and New Horizons.
[www.odpm.gov.uk/stellent/groups/odpm_science/documents/sectionhomepage/odpm_science_page.hcsp](http://www.odpm.gov.uk/stellent/groups/odpm_science/documents/sectionhomepage/odpm_science_page.hcsp)

**Office for National Statistics (ONS)**
Research related to its function in producing and updating national data of all types. Transport data covers all modes and encompasses the National Travel Survey and the International Passenger Survey.
[www.statistics.gov.uk](http://www.statistics.gov.uk)
Civil Aviation Authority (CAA)
The UK’s independent aviation regulator and provider of air traffic services. It carries out and commissions research related to its functions.
www.caa.co.uk

Commission for Integrated Transport (CfIT)
Established by the Government to provide Government with independent advice on implementation of the integrated transport policy, and to monitor developments across transport, environment, health and other sectors in order to assess progress in meetings objectives. Publishes a range of research reports and factsheets.
www.cfit.gov.uk

Strategic Rail Authority (SRA)
A non-departmental public body responsible for delivering the Government’s strategic priorities for Britain’s railway system. It commissions research to inform its responsibilities for passenger franchises, major infrastructure projects, freight handling and some aspects of consumer protection.
www.sra.gov.uk

Engineering and Physical Sciences Research Council (EPSRC)
Research in engineering and the physical sciences related to economic development and improvements in health, personal well-being and lifestyle. Its main transport programmes are: Engineering, Information and Communications technology, Infrastructure and Environment, and Basic Technology.
www.epsrc.ac.uk/website/default.aspx?ZoneID=3&MenuID=116

Economic and Social Research Council (ESRC)
Economic and social research on issues relevant to business, the public sector and government. Issues considered include economic competitiveness, the effectiveness of public services and policy, and quality of life. These can include transport related topics.
www.esrc.ac.uk/esrccontent/ourresearch/index.asp

Scottish Executive (Development Department)
Research including environment, road safety, planning, housing, land-use, rural policy and local government.
www.scotland.gov.uk/library5/development/ddrp04-00.asp

Welsh Assembly Government
Ymchwil a Thrafnidiaeth, Llywodraeth Cynulliad Cymru
Ad-hoc funding of projects, including highway and traveller information systems, by the Assembly’s Transport Directorate.
www.wales.gov.uk/subiresearch/content/transport-e.htm
UNITED KINGDOM

OTHER ORGANISATIONS

Rail Research UK
A grouping of 12 research groups from 7 universities working alongside the rail industry on research to improve the capability, reliability, safety, attractiveness and environmental performance of rail systems in the UK.
www.railway.bham.ac.uk

Council for the Protection of Rural England
Research related to the sustainable use of land and other natural resources in town and country (including planning, roads and transport, and rural development).
www.cpre.org.uk

Joseph Rowntree Foundation
An independent social policy research and development charity which funds research contributing to its broad social themes, including transport.
www.jrf.org.uk

Rees Jeffreys Road Fund
A charitable trust to foster the improvement of roads and transportation.
www.caritasdata.co.uk/charity7/ch000707.htm

Transport 2000
Independent national body concerned with sustainable transport. It campaigns to reduce the environmental and social impact of transport and undertakes research to highlight good practice.
www.transport2000.org.uk

Sustrans
A sustainable transport charity promoting walking, cycling and public transport. Its research includes development and monitoring of the National Cycle Network, safe routes to schools and rural travel.
www.sustrans.org.uk

Automobile Association
The AA is one of the two main organisation in the UK representing motorists which additionally undertakes research on road safety & transport policy.
www.theaa.com

County Surveyors’ Society
Represents its members (from Strategic Transportation and Waste Disposal Authorities) throughout the UK by responding to European and central Government initiatives and consultations, and by development and dissemination of best practice.
www.cssnet.org.uk

Council for National Parks
A charity that works to protect and enhance the National Parks of England and Wales. It undertakes transport related research focussing on access and transport of minerals.
www.cnp.org.uk
Information on the wider transport activities of the European Union is available on the internet. It can be accessed through the Europa server:

http://europa.eu.int/comm/dgs/energy_transport/index_en.html

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TRANSPORT RESEARCH IN THE EUROPEAN RESEARCH AREA

A guide to European, international and national programmes and other research activities