

**DG Energy and Transport**

**Deliverable D2.E-1.6**

**Issue 1.0**

**Third Annual Thematic  
Research Summary –  
EU Accession Issues**

**EXTR@Web Project**

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Date 07/08/2006

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Date 07/08/2006

Released G. Jauernig

Date 08/08/2006

**Contract No.**

**GMA2/2001/52046-S07.13187**



## Document Change Record

Issue	Version	Comments Affected Pages	Date	Change Release
0	1	First full draft	07/07/2006	C. Ivan
0	2	Peer review	24/07/2006	P. Delle Site
0	3	Final draft (revision of project findings in Chapter 4, completion of Annex I with available key finding and policy implications for listed projects, overall spelling check; included in policy section the reference to accessibility as main concern for peripheral regions)	07/08/2006	C. Ivan
<b>1</b>	<b>0</b>	<b>Final edited version</b>	<b>07/08/2006</b>	<b>W. Helmreich</b>

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## Distribution

Public, via Transport Research Knowledge Centre website.

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## Abbreviations and Acronyms Used

AG	High level Advisory Group (to the EXTR@Web project)
BG	Benchmark Group (associated with the EXTR@Web project)
CEEC	Central and Eastern European Country
DG TREN	EC Directorate-General for Energy and Transport
EC	European Commission
EFTA	European Free Trade Association (Norway, Iceland, Switzerland, Liechtenstein)
ERA	European Research Area (EU, EFTA and CEECs)
EXTR@Web	Exploitation of Transport Research Results via the Web (DG TREN FP 5 Accompanying Measure project)
EU	European Union
FP 4 (5, etc)	EC Fourth (Fifth, etc) Framework Programme
ICT	Information and Communication Technologies
PAG	Programme Analysis Group (part of EXTR@Web project)
RTD	Research and Technical Development
TRKC	Transport Research Knowledge Centre; TRKC website at <a href="http://ec.europa.eu/transport/extra">ec.europa.eu/transport/extra</a>

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# 1. Introduction

This paper provides a structured guide to the results of Research and Technical Development (RTD) projects relating to **EU Accession Issues**, carried out in transport research programmes throughout the European Research Area (ERA).

It is one of a series of 28 papers. Two further from an original set of 30 transport themes – i.e. Long-distance Transport and Financing Tools – have been discontinued as separate reports, though all related projects will eventually be covered elsewhere in Thematic Research Summaries.

	Paper no.	Transport theme
Dimension 1	1.1	Passenger Transport
	1.2	Freight Transport
	1.3	Urban Transport
	1.4	Rural Transport
	1.5	Regional Transport
	<b>1.6</b>	<b>EU Accession Issues</b>
Dimension 2	2.1	Air Transport
	2.2	Rail Transport
	2.3	Road Transport
	2.4	Waterborne Transport
	2.5	Other Modes
	2.6	Intermodal Transport
Dimension 3	3.1	Economic Aspects
	3.2	Efficiency
	3.3	Equity and Accessibility
	3.4	Environmental Aspects
	3.5	User Aspects (incl. ergonomics, quality, choice and rights)
	3.6	Safety and Security
Dimension 4	4.1	Decision-support Tools
	4.2	Information and Awareness
	4.3	Infrastructure Provision (incl. TENs)
	4.4	Integration
	4.5	Intelligent Transport Systems
	4.6	Regulation / Deregulation
	4.7	Land Use Planning
	4.8	Transport Management
	4.9	Pricing, Taxation and Financing Tools
	4.10	Vehicle Technology

Of the more than 5600 projects from research programmes the Transport Research Knowledge Centre (TRKC) ultimately will have considered, a total of **40** projects deal partly or fully with the issues of **EU Accession Issues**.

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## 1.1 How to use this paper

It is recommended that you use this paper to locate RTD (Research and Technical Development) results on sub-themes where you have a particular interest, rather than reading the paper from start to finish:

- Start in Section 2 to get an overview of the scope of the particular theme.
- Read Section 4 that summarises the findings for each sub-theme of interest to you.
- Consult Annex I to identify the individual projects, be they of European or national origin, relating to a particular sub-theme.
- If this is the first time you have used one of the series of thematic research summaries, it is strongly recommended that you read Annex II. This explains the background and purpose of the EXTR@Web project, and the basis upon which information in this document was selected and analysed.

The other sections of this paper can help you to gain an overall picture of the **EU Accession Issues** theme, associated policy issues and the background of project EXTR@Web.

The analysis in this paper is the responsibility of the EXTR@Web project team, and does not represent the official viewpoint of the European Commission.

## 1.2 The link to the Transport Research Knowledge Centre website

Further details on individual projects can be obtained from the Transport Research Knowledge Centre (TRKC) website at: [ec.europa.eu/transport/extra](http://ec.europa.eu/transport/extra)

The TRKC website includes summaries and full final reports of individual projects, as well as a variety of analyses, and publications prepared by the EXTR@Web project.

How to best use the online resource:

- The 'Projects & Analysis' section allows the user to specify a project-wide search on 'Publication date', 'Origin', 'Document type', 'Mode', 'Sector', 'Geographic area', 'Policy objective' and 'Tool', or any combination of these criteria.
- This may be complemented, or superseded, by the flexible 'Free text search'.
- On the query result screen, free text search criteria may be refined, as appropriate. Further tick boxes here allow limiting query results according to 'Project status' (five levels).
- Query results are presented in a table, which allows for sorting by column (click on relevant column header for alphanumerical sorting).
- Project-specific summaries may include links to project websites, or provide contact details for the project, where available.

It should be noted that the online Transport Research Knowledge Centre will be updated frequently, though dependent on input from project co-ordinators.

Other parts of the TRKC website cover transport research at Programme level, and expand on transport related issues, e.g. in the 'Links', 'Events', 'Glossary' and 'FAQs' sections.

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## 2. Scope of theme

### 2.1 Definition of theme

The theme is concerned with the transport RTD activities in the new **EU member states** and **acceding & candidate countries**, carried out with a view on promoting transposition, implementation and enforcement of the transport related *Acquis communautaire*, in order to reach consistent Community policies.

The *Acquis communautaire* is the body of common rights and obligations which bind all the Member States together within the European Union. It is constantly evolving and comprises:

- The content, principles and political objectives of the Treaties;
- the legislation adopted in application of the treaties and the case law of the Court of Justice;
- the declarations and resolutions adopted by the Union;
- measures relating to the common foreign and security policy;
- measures relating to justice and home affairs; and
- international agreements concluded by the Community and those concluded by the Member States between themselves in the field of the Union's activities.

Thus the *acquis communautaire* comprises not only Community law in the strict sense, but also all acts adopted under the second and third pillars of the European Union and the common objectives laid down in the Treaties.

### 2.2 Topics included in theme

This theme relates to the domains of the transport *acquis* addressed with priority by the 10 new member states (the Czech Republic, Estonia, Cyprus, Latvia, Lithuania, Hungary, Malta, Poland, Slovenia and Slovakia), the acceding countries (currently Bulgaria and Romania), and the candidate countries (Croatia, The Former Yugoslav Republic of Macedonia and Turkey), but likely to include other countries in the Western Balkans in the future.

In the **transport** sector, the new member states and the acceding & candidate countries are in the process of establishing and implementing programmes of approximation to the EU transport *acquis* and co-operation aimed at:

- Restructuring and modernising transport;
- improvement of access to the transport market;
- facilitation of transit and achievement of operating standards comparable to those in the Community; and
- measures for the accomplishment of internal market conditions in the transport sector, including aspects such as:
  - competition,
  - legislative harmonisation and
  - standards.

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The *acquis* supporting the Common Transport Policy represents about 10% of the total EU *acquis* and more legislation is in the pipeline.

## 2.3 Significance of theme

The accession has been a serious issue for quite some time now. The European Commission started negotiations with the accession countries and released publicly reports on the progress made by each accession country, including as regards the transport sector.

The **October 1999 Report** found that additional efforts were required for the modernisation of the transport infrastructure (Poland); restructuring of the national airline was a priority for Hungary. The Report called for efforts to be stepped up in all areas, particularly road and rail transport, including the restructuring of the railways in the Czech Republic.

The **November 2001 Report** emphasised the following:

- Significant progress made by Poland;
- little progress in the rail, air and road sectors made by Hungary;
- administrative capacities still had to be strengthened in the Czech Republic; and
- Bulgaria and Romania had registered an improvement.

In 2003 the Accession Treaty was signed at Athens, stating the EU's fifth enlargement with 10 states, which entered into force on 1 May 2004. For these, the **Commission Comprehensive Monitoring Reports** showed that they were expected to be in a position to implement the *acquis* by accession in most areas in the transport sector.

The Regular Report on Bulgaria showed the efforts thereof as to improving its maritime safety record and the need to strengthen the administration structures and for ensuring financing the investments in this sector. Romania still needs to improve its maritime safety and to pay attention to institutional development and to securing the funding sources for the necessary heavy investments. As for Turkey, progress remains very limited, in certain sectors the alignment relates to transposing diverse international conventions. Concerning Croatia, the Council Decision of 13 September 2004 on the principles, priorities and conditions contained in the European Partnership shows that Croatia needs to continue legislative alignment and strengthen administrative capacity in the aviation sector. The same document for Macedonia (30 January 2006) emphasises the need to: pursue alignment with the road transport *acquis*, notably as concerns market access, transport of dangerous goods, social *acquis* and fiscal *acquis*; in the rail sector, establish a regulatory body that is independent from the infrastructure manager and railway undertakings and align legislation with EU rules on transport of dangerous goods by rail; in the field of aviation, pursue further alignment with safety rules and rules on the functioning of the market and strengthen the administrative capacity of the Civil Aviation Authority.

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### 3. Policy context

#### European policy objectives related to theme

The enlargement of the European Union (EU) to 27 countries, as it was seen from the 1990s, has had no precedent in history, being a challenge both for the candidate countries and the existing member states. The consequence consisted of the need for Europe to re-think its international role in order to succeed in developing a sustainable transport system and dealing with the issues raised by congestion and pollution.

The Common Transport Policy – Action Programme 1995-2000 [17] mentioned, among the main possible tasks for the period 2000-2004, actions necessary to carry forward the enlargement process.

The Commission's White Paper setting out the European transport policy for 2010 [11] presents the main implications of the enlargement, i.e. developing the administrative capacity necessary to apply the *acquis*, connecting the future member states to the trans-European network, restoring modal balance in transport, as well as improving maritime safety.

Describing the evolving context, the Mid-term review of the European Commission's 2001 Transport White Paper [2], mentions that Enlargement has given the EU a continental dimension. The extension of the main trans-European network axes creates more corridors that are particularly suitable for rail and waterborne transport. The European peninsula is more than ever a maritime power: the Baltic Sea is mostly surrounded by EU Member States and major rivers, including the Rhine-Danube axis, offer interconnections with maritime zones. The Union of 25, soon to be 27, is more diverse. Whereas pollution, land use and congestion are of major concern in the densely populated and industrialised "mid-west", for Member States in the periphery accessibility is still the key concern. Whereas many of the new Member States will catch up past underinvestment in road and urban infrastructure, insular and outermost regions will need to exploit the potential of regional airports and maritime connections. By co-financing transport infrastructure, the structural and cohesion funds will continue to help the regions lagging behind in terms of economic integration or suffering from structural handicaps, with the support of transport policy instruments and state aids. The diversity may in certain policy areas require more differentiated solutions, leaving room for local, regional and national solutions whilst ensuring a Europe-wide internal transport market.

The problems of harmonising research policies and practices between European countries are particularly difficult to solve because of the current diversity of cultures, norms and traditions. The recent European Research Area (ERA) concept fulfils its objectives only upon broad acceptance by the scientific community and society in each (new) member state and future member state.

Compared to the former research carried out by large state controlled and funded Research Institutions oriented to the needs and priorities of their own governments, the situation has changed dramatically in the new and future member states. They turned into more independent and privately funded organisations competing for research funds.

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Following the accession of the 10 new member states, these have now access on an equal basis to EU research funding, which impacts clearly on their research institutions as regards compliance with EU research objectives and priorities.

The large gaps existing between new and old member states, as well as acceding and candidate ones are generated, among others, by:

- The almost non-existent private research funding;
- the lack of experience in preparing competitive co-operative research proposals;
- the relative isolation of the research community in the past, affecting networking possibilities;
- the lack of opportunities for SMEs to participate directly in EC funded projects as typically they cannot meet by themselves the 50% financing limit, and there are no opportunities for finding this in outside financial sources; and
- the inability of industry or the private sector to participate and finance research projects for the reasons already mentioned.

Also, the status and integration policy of the EU towards Serbia and Montenegro is still not clear, which creates some confusion as to what can or cannot be aimed for from the EU sponsored research programmes.

Concluding, the main challenges for transport policies of the EU in the context of the enlargement are:

- To strengthen the still strong position of railways in the freight market by restructuring and modernising railway companies and opening the market. It is the goal of the European Union to maintain the modal share of rail freight transport in the Candidate Countries in 2010 at 35%.
- To reduce infrastructure bottlenecks and to include the international network of the new and future member states into the Trans European Network. Private capital will have to play an important role.
- To implement and enforce EU standards in the new member countries. This is especially important with regard to the forthcoming *acquis* in maritime transport. To cope with this task, the EU should continue to assist the new and the future member states to build up the administrative capacity in the transport sector notably by training inspectors and administrative staff responsible for enforcing transport legislation.
- To promote the use of Information and Communication Technologies (ICT) in the field of transport.
- Finally, continue to focus on border crossings and eliminating bottlenecks in these areas especially where one non-EU country is involved.

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## 4. Synthesis of findings from completed projects

Research projects contributing to the theme of **EU Accession Issues** can be broken down to the following sub-themes:

- Transport corridors;
- surface transport;
- inland waterway/maritime transport; and
- publicity, knowledge transfer and policy development.

Note that the transport corridors theme covers infrastructure for all of the three modes listed above. Therefore the sub-themes relating to each of the three modes individually concern organisational and legal issues such as competition, financing, open access, safety, etc, but not infrastructure provision.

You may wish to further consult the following Thematic Research Summaries that present research findings which are complementary to those covered in this paper:

- D2.E-2.2 Rail Transport;
- D2.E-2.3 Road Transport;
- D2.E-2.4 Waterborne Transport; and
- D2.E-4.2 Information and Awareness.

Results from the following projects have been included in the current version of this Thematic Research Summary:

Research sub-theme	Contributing projects
Transport corridors	GECOTRAM
Surface transport	SISMODCOMPROT
Inland waterway/maritime transport	None
Publicity, knowledge transfer and policy development	DONQ POL, HYTECH, STRARESTR, Foundations of the EU-funding of road-network developments

Detailed findings and policy implications for individual projects can be found in Annex I. Please refer to acronyms and project titles, respectively, listed above.

### 4.1 Transport corridors

#### 4.1.1 Research objectives

The related projects under this sub-theme refer to the development and upgrading of the transport infrastructure networks, which upon accession will form part of the enlarged Trans-European Transport network.

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#### 4.1.2 Main findings

An electronic system for container circulation management in multimodal transport for the European integration on the transport corridors across Romania, called GeCoTraM has been developed. GeCoTraM system is a system designed to be operated on Internet and is based on a central server that has a database. GeCoTraM system users are Internet users, which exploit the resources offered by the server. The implemented messages for the information container transport monitoring at the container terminal level are based on the 2004 Edition EDIFACT (Electronic Data Interchange For Administration, Commerce, and Transport) messages, oriented to the facilitation of implementation on Internet of message creation and transmission solutions.

This system creates the conditions for container multimodal transport information integration and ensures the transmission in real time of the created message to all the business partners and information transparency at business partner level. Also, it decreases the probability of erroneous directing of containers and ensures the container delivery on time and transport cost decreasing.

## 4.2 Surface transport

### 4.2.1 Research objectives

This sub-theme relates to road and railway transport issues concerning:

- The technology, safety and environment legislation, as well as market access, fiscal matters and social legislation; and
- integration of services between EU and CEEC railway companies, as well as improving the latter's organisation and financial situation to operate in market conditions.

### 4.2.2 Main findings

In order to align the electrical system within the Romanian Railways National Company (SNCFR), modern equipment was needed to be designed and implemented, using the best commutation method, i.e. in vacuum commutation, which presents technical characteristics compliant at European level. The following systems have been designed, achieved and homologated in zero series phase: a system for separating the electrical power lines of the rail transport and a system of provisioning and protecting the electrical power lines of the rail transport. Both systems are activated by the most modern system, consisting of an electromagnet equipped with high power permanent magnets, which have a mechanical endurance at least double compared to the classical systems with reinforcing engine and springs.

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## 4.3 Inland waterway/ maritime transport

### 4.3.1 Research objectives

This sub-theme deals with issues concerning the fleet capacity and the enforcement of the maritime safety *acquis*.

### 4.3.2 Main findings

None yet.

## 4.4 Publicity, knowledge transfer and policy development

### 4.4.1 Research objectives

This sub-theme refers to those types of transport RTD projects concerned with awareness raising, promotion and knowledge transfer on general (“capacity building” for SMEs) or specific issues (like promotion of a specific technology), as well as with actions undertaken in order to create the policy framework necessary with a view to EU accession.

### 4.4.2 Main findings

One of the main concerns in Poland was to increase the awareness of Polish transport-related SMEs about EU RTD transport related-issues and to encourage the participation of such organisations mainly in Cooperative Research projects and Collective Research actions or any Specific Measures, but also be partners to the new instruments and STREPs projects, under the scope of the 6th Framework Programme. A project undertaken to address this generated results such as training on the Sixth Framework Programme and its aspects related to the preparation of project proposals, consortium-building, budgeting, co-ordination and implementation of projects provided to Polish transport SMEs; identification and description of project ideas; preparation and submission of Project Dossiers; further dissemination activities aimed at increasing the participation of Polish SMEs in the Sixth Framework Programme; adaptation of the DonQ method to Polish conditions and its validation in the transport sector; transfer of the DonQ method to other countries and sectors.

Research carried out in Bulgaria aimed to reinforce the research capabilities of the Bulgarian Ship Hydrodynamics Centre (BSHC) both in terms of tools and human expertise and a closer integration of the Centre with the international professional community in its field of operation. Among the key results achieved, the following can be mentioned: policy and action plan for upgrade and development of Centre’s CFD (Computational Fluid Dynamics) and EFD (Experimental Fluid Dynamics) resources; training of the staff and young researchers from other related organizations in CFD simulations with Fluent; CFD-dedicated web site ([cf.d.bshc.bg](http://cf.d.bshc.bg)) providing a forum for exchange of information and ideas

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thus consolidating the CFD community in Bulgaria and enhancing its relations with the international CFD society; participation in scientific events on CFD and EFD.

A Strategy of research and technological development in the fields of transports, territory management, constructions and urbanism (since these are interconnected with transport activity) in the perspectives of integration in the European Research Area has been designed in Romania, which analyses the state of art of transport scientific research in Romania; defines the strategic objectives on medium and long term, the necessary resources (manpower, materials and financial resources) and the institutional organisation most adequate to be able to reach the goal. The Strategy establishes the main directions for scientific research and technological development in transports and also its objectives, such as:

- Development of the multimodal transport;
- development of transport logistics centres on the European corridors across Romania;
- usage of electronic maps and navigation systems;
- establish the conditions necessary for the application of the EU standards in road transport;
- increase life quality through a sustainable development of the transport sector , in accordance with the EU White Paper;
- intelligent transport systems and systems for managing the exploitation of transport infrastructure; reduce power consumption in transport sector; and
- strategies for mitigating negative environmental impacts generated by public and private transport; etc.

Beside the efficiency requirements of the infrastructure developments, the financing of the projects is always a crucial issue. It becomes very important also in the accession countries, which expect funding from the EU. Therefore it seems also important to show to which extent the best of the alternatives contributes to the cohesion and values on European level, which can be showed - as a proxy - by the participation of the international traffic from the benefits of the total traffic. In connection to the CBA (cost-benefit analysis) and MCA (multi-criteria analysis) evaluations, calculations have been made about the benefits gained and the burdens caused by the foreign traffic, which can be an argument for EU-funding also as a compensation for 'supra-national inequalities'. The higher the international participation from the benefits (and from the burdens) is, the higher the proportion of EU-funding should be as a contribution to the national efforts. Thus, the aim was to improve the network-planning methods (traffic-estimation, impact-quantification and assessment) of the benefits and burdens caused by the national and foreign users to demonstrate and hereby to give the reason for European subsidies.

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## 5. References

- [1] EXTR@Web project: 'Transport Research Knowledge Centre (TRKC) website' ([ec.europa.eu/transport/extra](http://ec.europa.eu/transport/extra)), 2004-2006, Brussels
- [2] European Commission: 'Keep Europe moving – Sustainable mobility for our continent. Mid-term review of the European Commission's 2001 Transport White Paper.'; COM(2006)314, CEC, 2006, Brussels
- [3] Council Decision of 30 January 2006 on the principles, priorities and conditions contained in the European Partnership with the Former Yugoslav Republic of Macedonia
- [4] Council Decision of 13 September 2004 on the principles, priorities and conditions contained in the European Partnership with Croatia
- [5] 'Integrating transport research with Eastern European countries', Prof. George A. Giannopoulos, PhD, 9th International Scientific Conference MOBILITA '04, Bratislava, May 6th – 7th, 2004
- [6] EC 'Comprehensive Country Monitoring Reports' 2003 (Cyprus, Czech Republic, Estonia, Hungary, Latvia, Lithuania, Poland, Slovakia, Slovenia, Malta)
- [7] EC 'Regular Reports 2003 for each Candidate Country' (Bulgaria, Romania and Turkey)
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- [10] 'Memorandum to the Commission on the Policy Guidelines of the White Paper on a Common Transport Policy'; 18 July 2001, Brussels
- [11] 'European transport policy for 2010: time to decide', White Paper; COM(2001)370, CEC, 2001, Brussels
- [12] EC 'Regular Reports 2000 for each Candidate Country'
- [13] 'Progress Reports from the Commission on Progress towards Accession by each of the candidate countries', October 13, 1999
- [14] 'The Common Transport Policy. Sustainable Mobility: Perspectives for the Future'; COM(98)716, CEC, 1998, Brussels
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- [16] 'Trans-European Transport Network – Report on the implementation of the guidelines and priorities for the future'; COM(98)614, CEC, 1998, Brussels
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## Annex I: Contributing projects

Preface This Annex lists all the projects (European and national) which belong to the **EU Accession Issues** theme, in alphabetical order of project acronym (for projects with acronyms), followed by projects without acronyms in alphabetical order of the project's name in English. Where results have been made available to the EXTR@Web project, a summary of key findings and policy implications relevant to this theme are given.

In 'Origin' column, use ISO 3166-1 country designators as follows:

Austria – AT; Belgium – BE; Bulgaria – BG; Cyprus – CY; Czech Republic – CZ; Denmark – DK; Estonia – EE; European – EU; Finland – FI; France – FR; Germany – DE; Greece – GR; Hungary – HU; Iceland – IS; International – INT; Ireland – IE; Italy – IT; Latvia – LV; Lithuania – LT; Luxembourg – LU; Malta – MT; Netherlands – NL; Norway – NO; Poland – PL; Portugal – PT; Romania – RO; Slovakia – SK; Slovenia – SI; Spain – ES; Sweden – SE; Switzerland – CH; United Kingdom – UK; Other countries – Oth

Theme: EU Accession Issues			Last update: 07 July 2006	
Acronym	Project title (in English)	Origin	Research sub-theme	
Key findings / Policy implications / Project website or contact				
<b>CONNECT</b>	Co-ordination and Stimulation of Innovative ITS Activities in Central and East European Countries	EU	Transport corridors	
<u>Project website</u> <a href="http://www.connect-project.org">www.connect-project.org</a>				
<b>COST 341</b>	Habitat fragmentation due to transport infrastructure	EU	Surface transport	
<u>Project website</u> <a href="http://www.cordis.lu/cost-transport/src/cost-341.htm">www.cordis.lu/cost-transport/src/cost-341.htm</a>				
<b>COST 347</b>	Pavement research with accelerated loading testing facilities	EU	Surface transport	
<u>Project website</u> <a href="http://www.cordis.lu/cost-transport/src/cost-347.htm">www.cordis.lu/cost-transport/src/cost-347.htm</a>				
<b>D4D</b>	Data warehouse for Danube waterway	EU	Inland waterway / maritime transport	
<u>Project website</u> <a href="http://www.d4d.info">www.d4d.info</a>				

Theme: EU Accession Issues		Last update: 07 July 2006	
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<b>DONQ POL</b>	Encouraging the participation of Polish transport-related SMEs in European RTD programmes "innovative products, processes and organisation"	EU	Publicity, knowledge transfer and policy development
<p><u>Key findings</u></p> <p>The main objective of the project was to increase the awareness of Polish transport-related SMEs about EU RTD transport related-issues and to encourage the participation of such organisations mainly in Cooperative Research projects and Collective Research actions or any Specific Measures, but also be partners to the new instruments and STREPs projects, under the scope of the next 6th Framework Programme. Among the key results relevant to the theme, the following can be mentioned:</p> <ul style="list-style-type: none"> <li>• training on the Sixth Framework Programme and its aspects related to the preparation of project proposals, consortium-building, budgeting, co-ordination and implementation of projects provided to at least Polish transport SMEs;</li> <li>• technological diagnosis carried out in 20 SMEs;</li> <li>• identification and description of 11 project ideas;</li> <li>• preparation and submission of 6 Project Dossiers;</li> <li>• further dissemination activities aimed at increasing the participation of Polish SMEs in the Sixth Framework Programme;</li> <li>• adaptation of the DonQ method to Polish conditions and its validation in the transport sector;</li> <li>• transfer of the DonQ method to other countries and sectors.</li> </ul> <p><u>Policy implications</u></p> <p>The implementation of the Project created a sound basis for achieving the target of participation of the Polish SMEs in the European research schemes, mainly in Cooperative Research projects and Collective Research actions or any Specific Measures, but also be partners to the new instruments and STREPs projects, under the scope of EC 6th Framework Programme, promoting Poland's EU integration, in the following directions:</p> <ul style="list-style-type: none"> <li>• Increasing awareness about and participation of Polish transport SMEs in EU research programmes;</li> <li>• increasing of the scope of research and development services, i.e. meeting the demand of research in new and wider areas of country's economy;</li> <li>• improvement of the quality of research results; and</li> <li>• increasing the economic efficiency.</li> </ul> <p><u>Project website</u></p> <p><a href="http://www.npk.gov.pl/donqpol/index.php">www.npk.gov.pl/donqpol/index.php</a></p>			
<b>ETIS-LINK</b>	Thematic Network for European Transport policy Information System Development	EU	Publicity, knowledge transfer and policy development
<p><u>Project website</u></p> <p><a href="http://www.etis-link.info">www.etis-link.info</a></p>			

Theme: EU Accession Issues		Last update: 07 July 2006	
Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<b>GeCoTram</b>	Electronic system for container circulation management in multimodal transport for the European integration on the transport corridors across Romania	RO	Transport corridors
<p><u>Key findings</u></p> <p>An electronic system for container circulation management in multimodal transport for the European integration on the transport corridors across Romania, called GeCoTraM has been developed. GeCoTram system is a system designed to be operated on Internet and is based on a central server that has a database. GeCoTram system users are Internet users, which exploit the resources offered by the server. The system designed and implemented includes the following features:</p> <ul style="list-style-type: none"> <li>• Provides XML–EDI (XML–Extended Mark-up Language, EDI–Electronic Data Interchange) Web services in order to assure the message changes between the agents involved in multimodal freight transport at the container terminal level.</li> <li>• The implemented messages for the information container transport monitoring at the container terminal level are based on the 2004 Edition EDIFACT messages, oriented to the facilitation of implementation on Internet of message creation and transmission solutions.</li> <li>• The system has two types of components: components for system administration and components oriented on user services.</li> </ul> <p><u>Policy implications</u></p> <p>The GeCoTram system creates the conditions for container multimodal transport information integration and ensures the transmission in real time of the created message to all the business partners and information transparency at business partner level. Also, it decreases the probability of erroneous directing of containers and ensures the container delivery on time and transport cost decreasing.</p> <p><u>Project website</u></p> <p><a href="http://www.ici.ro/ici/portofoliu/pr-gecotram.html">www.ici.ro/ici/portofoliu/pr-gecotram.html</a></p>			
<b>HYTECH</b>	Promotion of high-tech in hydrodynamic research	EU	Publicity, knowledge transfer and policy development
<p><u>Key findings</u></p> <p>The main objectives of the project were: reinforcement of the research capabilities of the Bulgarian Ship Hydrodynamics Centre (BSHC) both in terms of tools and human expertise and a closer integration of the Centre with the international professional community in its field of operation. Among the key results relevant to the theme, the following can be mentioned:</p> <ul style="list-style-type: none"> <li>• Policy and action plan for upgrade and development of Centre's CFD and EFD resources;</li> <li>• Training of the staff (14 trainees) and young researchers from other related organizations in CFD simulations with Fluent;</li> <li>• CFD-dedicated web site (cfd.bshc.bg) providing a forum for exchange of information and ideas thus consolidating the CFD community in Bulgaria and enhancing its relations with the international CFD society;</li> <li>• Participation in 20 scientific events on CFD and EFD with 19 presentations;</li> <li>• Organization and hosting of the 8th Numerical Towing Tank Symposium, a popular annual symposium on CFD applications in ship hydrodynamics. 50 researchers from 15 countries participated with 37 presentation.</li> </ul>			

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Key findings / Policy implications / Project website or contact			
<p><u>Policy implications</u></p> <p>The implementation of the Project created a sound basis for achieving the long-term goal of BSHC to maintain the European level of its research activity, thus assisting the overall economic and social integration of the country in the European Community, in the following directions:</p> <ul style="list-style-type: none"> <li>• Expansion of the scope of research and development services, i.e. meeting the demand of research in new and wider areas of country's economy;</li> <li>• Improvement of the quality of research results by (1) enhanced capabilities for more thorough investigation of complex hydrodynamic phenomena, and (2) assisting the generation of better design solutions;</li> <li>• Assistance in improving the University education in the fields of computational and experimental fluid dynamics and opening new attractive jobs or improving the mobility of young researchers.</li> </ul> <p><u>Project website</u></p> <p><a href="http://www.bshc.bg">www.bshc.bg</a></p>			
<b>INDICATORS</b>	TEN-T Performance Indicators	EU	Transport corridors
<p><u>Key findings</u></p> <p>The current infrastructure reporting mechanism to report on the status of the TEN-T network forms the starting point for development of a full-scale monitoring mechanism. Basic infrastructure data, currently collected, through biannual surveys of Member States can be expanded to include data required for the estimation of Performance indicators required for a better picture and assessment of the TEN-T and the degree of achievement of trans-European objectives and priorities. The use of performance indicators would provide needed depth to assess investment priorities and gaps in the network. There is a need for a consistent reporting and monitoring mechanism for the TEN-T.</p> <p>The project confirmed that collecting and maintaining data to support performance-based planning programmes in Europe is a critical obstacle. The vast majority of national transport authorities surveyed indicated that their data collection resources are limited. In the area of freight movements, these constraints are even more apparent. Freight shipments are more varied in content, and vary more over time, than passenger movements, so accurate data collection is a complex, costly process. Co-operation from the private sector or operators in various modes is sometimes limited due in part to concerns about competitiveness and security reasons.</p> <p><u>Policy implications</u></p> <p>Development of performance indicators is not a single 'snapshot' exercise. The European Commission should adopt plans for the continuous update, refinement, and development of performance indicators. Regular updates of the indicators coupled with the development of more intricate and sophisticated levels of performance indicators, as data availability (particularly among Candidate Countries) improves, should be a priority. As the European policies and guidelines evolve and with the proposal of a major revision of the guidelines by 2004, the emphasis would be more in adopting intricate performance indicators to provide support. The importance of continuing close co-operation between European entities and organisations (in particular DG TREN and Eurostat), and Member States and Candidate Countries should be emphasised. On the basis of the project findings, the following steps are envisioned as a follow-up or a road map to apply and implement a consistent and harmonised trans-European monitoring framework:</p> <ul style="list-style-type: none"> <li>• Data collection and standardisation;</li> <li>• pilot survey of TEN-T applying the performance indicators and supporting data;</li> <li>• specification of concrete target statements for Trans-European Transport policy;</li> <li>• refinement and development of the performance indicators framework; and</li> <li>• inclusion of the performance indicators monitoring mechanism within the revision of the TEN-T guidelines.</li> </ul>			

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Key findings / Policy implications / Project website or contact				
<u>Project contact</u> <a href="mailto:a.winder@isis.tm.fr">a.winder@isis.tm.fr</a>				
<b>INFOTRAFIC</b>	Advanced pilot platform for online management of the information concerning road transport and traffic, in accordance with the development of the national social-economical environment towards the European integration requirements	RO	Surface transport	
<u>Project contact</u> <a href="mailto:mlacraru@itc.ro">mlacraru@itc.ro</a>				
<b>LOGCHAIN EAST-WEST CARGO FLOW</b>	Freightchain: Re-Engineering East-West Rail Cargo Flows for Service and Speed	EU	Surface transport	
<u>Project website</u> <a href="http://www.eureka.be/inaction/portfolio.do">www.eureka.be/inaction/portfolio.do</a>				
<b>LOGCHAIN E-W-LAND-BRIDGE</b>	Mini Water-Land-Bridge between the Inland Port of Nuremberg and the Adriatic Port of Koper (Slovenia)	EU	Inland waterway / maritime transport	
<u>Project website</u> <a href="http://www.eureka.be/inaction/portfolio.do">www.eureka.be/inaction/portfolio.do</a>				
<b>LOGCHAIN E-W-TWO-WAY-NET</b>	Improving East-West Freight Flow	EU	Surface transport	
<u>Project website</u> <a href="http://www.eureka.be/inaction/portfolio.do">www.eureka.be/inaction/portfolio.do</a>				
<b>LOGCHAIN MODLOC</b>	Modernisation of Diesel Traction Vehicles for East-West Transit Services on the Wide-Gauge Metallurgic Railway Line	EU	Surface transport	
<u>Project website</u> <a href="http://www.eureka.be/inaction/portfolio.do">www.eureka.be/inaction/portfolio.do</a>				
<b>LOGCHAIN MTC NRW - BALKAN</b>	Analysing the Flow of Traffic Goods - North Sea/North Rhine-Westphalia/Balkans	EU	Inland waterway / maritime transport	
<u>Project website</u> <a href="http://www.eureka.be/inaction/portfolio.do">www.eureka.be/inaction/portfolio.do</a>				

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Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<b>LOGCHAIN SLINT</b>	Sea-land intermodal transport along the Gdansk-Odessa transport corridor	EU	Inland waterway / maritime transport
<u>Project website</u> <a href="http://www.eureka.be/inaction/portfolio.do">www.eureka.be/inaction/portfolio.do</a>			
<b>LOGCHAIN TRANSLOG-SAFETY</b>	Safety and Monitoring of East-West Transportation Systems	EU	Surface transport
<u>Project website</u> <a href="http://www.eureka.be/inaction/portfolio.do">www.eureka.be/inaction/portfolio.do</a>			
<b>ROLLOVER</b>	Improvement of rollover safety for passenger vehicles	EU	Surface transport
<u>Project website</u> <a href="http://www.vsi.tugraz.at/rollover">www.vsi.tugraz.at/rollover</a>			
<b>SISMODCOMPROT</b>	A modern system of commutation and protection of the electrical power lines in the railway transport in view of alignment to the requirements of the European system	RO	Surface transport
<u>Key findings</u> <p>The main objective of the project was to design and implement modern equipment, using the best commutation method, i.e. in vacuum commutation, which presents technical characteristics compliant at European level. Among the key results relevant to the theme, the following can be mentioned:</p> <ul style="list-style-type: none"> <li>Establish the technical solution for the separation system (SS) 27.5kV-630A;</li> <li>design the experimental model for (SS). Elaborate references - draft I;</li> <li>experimental model for (SS) and experiments on the models;</li> <li>design prototypes of the supply system (SA) 27.5kV-1250A-12,5kA and of the separation system (SS). Elaborate references - draft II;</li> <li>execute prototypes for (SA) and (SS), type tests according to the product Technical Specification (TS), together with development of test reports and certification of prototypes (SA) and (SS);</li> <li>design zero series (SA) and (SS), execute zero series (SA) and (SS), type tests according to the product TS, together with development of test reports and certification of the zero series for (SA) and (SS). The final result is the certification of the zero series for both systems.</li> </ul> <p>Further on, the series production can proceed within the Energetical Research &amp; Design Institute - ICPE S.A. without other investments for preparing the manufacture line. For monitoring the operation of the products during the exploitation, it was agreed with the National Railway Company that an interrupter of 27.5kV-1250A be delivered and installed free of charge within the supply system of the latter, in order to enable the participation in the tendering process of 2006, when it is estimated that a number of 40 interrupters will be contracted.</p>			

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Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<p><u>Policy implications</u></p> <p>The implementation of the Project created a sound basis for designing and executing modern equipments using the most recent commutation method, i.e. vacuum commutation, including technical characteristics of European level.</p> <p><u>Project contact</u></p> <p><a href="mailto:apel2@icpe.ro">apel2@icpe.ro</a></p>			
<b>SISNCMTGCELE</b>	Technology and information systems based on current and medium voltage unconventional sensors for the management of electrical locomotives power consumption with a view to the alignment to the European Standards	RO	Surface transport
<p><u>Project contact</u></p> <p><a href="mailto:micro@icmet.ro">micro@icmet.ro</a></p>			
<b>STRARESTR</b>	Strategy of research and technological development in the fields of transports, territory management, constructions and urbanism in the perspectives of integration in the European Research Area	RO	Publicity, knowledge transfer and policy development
<p><u>Key findings</u></p> <p>Analysis of the state of art of transport scientific research in Romania; definition of the strategic objectives on medium and long term, the necessary resources (manpower, materials and financial resources) and the institutional organisation most adequate to be able to reach the goal; development of a research strategy includes fields of territory management, constructions and urbanism because these are interconnected with transport activity.</p> <p>Main directions for scientific research and technological development in transports:</p> <ul style="list-style-type: none"> <li>• Partnership, cooperation and integration;</li> <li>• modernisation of operating technologies;</li> <li>• modernisation of transport infrastructure; Increase in traffic safety; and</li> <li>• environmental protection in transports.</li> </ul> <p>Among the objectives established for scientific research and technological development in transports the following can be listed:</p> <ul style="list-style-type: none"> <li>• Development of the multimodal transport, through the combination of the road, rail and maritime technologies;</li> <li>• development of transport logistics centres on the European corridors across Romania;</li> <li>• usage of electronic maps and navigation systems;</li> <li>• elaboration of data bases for investment analysis in transport infrastructure, as well as for traffic, cost and tariff development;</li> <li>• establish the conditions necessary for the application of the EU standards in road transport;</li> <li>• increase life quality through a sustainable development of the transport sector , in accordance with the EU White Paper;</li> <li>• Intelligent Transport Systems and systems for managing the exploitation of transport infrastructure;</li> </ul>			

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Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
<ul style="list-style-type: none"> <li>• reduce power consumption in transport sector;</li> <li>• elaborate methodologies on staff recruitment and selection per transport branches;</li> <li>• strategies for mitigating negative environmental impacts generated by public and private transport; and</li> <li>• development of urban and sub-urban transport according to EU Agenda XXI; etc.</li> </ul> <p><u>Policy implications</u></p> <p>The project prepares the Romanian transport sector for EU integration and also prepares the Romanian transport research sector for integration into the European Research Area, by sustainable development and assuring the necessary logistics</p> <p><u>Project contact</u></p> <p><a href="mailto:incertrans@incertrans.ro">incertrans@incertrans.ro</a></p>			
<b>TTUCSOLO DCE85/2001 ACSE</b>	Trolleybus for passenger urban transportation "SOLO with chopper" with energy recovery when braking and ensurance of the transport conditions for persons with major disabilities according to Directive 85/2001/CE for quality assurance	RO	Surface transport
<p><u>Project contact</u></p> <p><a href="mailto:rectorat.uav@inext.ro">rectorat.uav@inext.ro</a></p>			
<b>VORTEX</b>	New technologies for hydrodynamic optimisation of transport and technical ship propellers for improving their performances and for observing the European standards regarding the transport safety and comfort aboard	RO	Inland waterway / maritime transport
<p><u>Project contact</u></p> <p><a href="mailto:gelu_iorga@icepronav.ro">gelu_iorga@icepronav.ro</a></p>			
–	Accomplishment of the development of technological and measurement techniques assuring the viable execution of tests in accordance with the EU directive to be adopted by the harmonisation of laws for the type approval test and control of production (abbr.: COP)	HU	
<p><u>Project website</u></p> <p><a href="http://www.kti.hu">www.kti.hu</a></p>			
–	Coordination of the development of telematics in road transport in particular view the international cooperation	HU	Surface transport

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Acronym	Project title (in English)	Origin	Research sub-theme	
Key findings / Policy implications / Project website or contact				
<u>Project website</u> <a href="http://www.innotech.hu">www.innotech.hu</a>				
–	Euro-conform methods used in the determination of road accident loss caused to the national economy	HU	Surface transport	
<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>				
–	Foundations of the EU-funding of road-network developments	HU	Publicity, knowledge transfer and policy development	
<u>Key findings</u> <p>Evaluate to which extent the best of the alternative contributes to the cohesion and values on European level, which can be showed – as a proxy – by the participation of the international traffic from the benefits of the total traffic. In connection to the CBA (cost-benefit analysis) and MCA (multi-criteria analysis) evaluations, calculations have been made about the benefits gained and the burdens caused by the foreign traffic, which can be an argument for EU-funding also as a compensation for 'supra-national inequalities'. The higher the international participation from the benefits (and from the burdens) is, the higher the proportion of EU-funding should be as a contribution to the national efforts.</p>				
<u>Policy implications</u> <p>The project created the basis to improve the network-planning methods (traffic-estimation, impact-quantification and assessment) for the benefits and burdens caused by the national and foreign users, thus making possible to demonstrate and hereby to give the reason for European subsidies.</p>				
<u>Project website</u> <a href="http://www.transman.hu">www.transman.hu</a>				
–	Harmonisation of the national laws regulating the environmental characteristics of vehicles, in connection with the EU directives	HU	Surface transport	
<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>				
–	High-speed railway project in Poland in the framework of the European transport network	PL	Surface transport	
<u>Project website (or contact)</u> None				
–	Hungarian interpretation of the "White Paper", the transport policy of the EU Commission valid up to 2010	HU	Publicity, knowledge transfer and policy development	
<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>				

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Acronym	Project title (in English)	Origin	Research sub-theme
Key findings / Policy implications / Project website or contact			
–	Implementation of Hungary's partial TER-related tasks on basis of Government regulation 2003/2001(I.17.)	HU	Publicity, knowledge transfer and policy development
<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>			
–	Influence of the transport over the environment – road transport and the air pollution	BG	Surface transport
<u>Project website</u> <a href="http://www.vtu.acad.bg">www.vtu.acad.bg</a>			
–	Introduction of EU guidelines in road traffic noise protection	HU	Publicity, knowledge transfer and policy development
<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>			
–	Managing and financing of urban and regional transport in Europe from the viewpoint of the Hungarian solutions	HU	Publicity, knowledge transfer and policy development
<u>Key findings</u> <p>The project analysed the domestic public transport regulation and compared it with the planned EU expectations concerning the problem of operation and financing of the Hungarian public transport. The real costs of transport, the internal and external costs had been discussed, because the comparison of public transport and individual transport provide sufficient arguments for co-financing of public transport. After analysing the European practice in financing public transport, principles for regulation and financing of domestic public transport had been carried out including:</p> <ul style="list-style-type: none"> <li>• Clarification of servicing provision responsibilities in local and interurban transport;</li> <li>• justifiable operation costs of public transport and handing the loss compensation in the contracts;</li> <li>• aspects of normative support justification and method of distribution;</li> <li>• proposal for a coordinating authority arranging public transport in the region;</li> <li>• proposal for the transition procedure of the regulation of road (bus) public transport;</li> <li>• special issues of rail passenger transport and financing; and</li> <li>• financing sources of urban and regional public transport.</li> </ul>			
<u>Policy implications</u> <p>There had been pointed out the importance of the knowledge of transport demand and the interrelation between fares, revenues and cost coverage to prepare good contracts.</p>			
<u>Project website</u> <a href="http://www.transman.hu">www.transman.hu</a>			

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Acronym	Project title (in English)	Origin	Research sub-theme	
Key findings / Policy implications / Project website or contact				
–	Preparation and investigation of the harmonization of the Hungarian legal system of the passenger transport, respect to the national rules of concession	HU	Publicity, knowledge transfer and policy development	
	<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>			
–	Strengthening of the transit (intermodal) role of the Hungarian transport in the east-west traffic, particular view of the V. transport corridor	HU	Transport corridors	
	<u>Project website</u> <a href="http://www.cowi.hu">www.cowi.hu</a>			
–	Tasks in connection with road traffic noise protection policy of the EU, and noise protection strategy of the Hungarian railways based on EU guidelines	HU	Publicity, knowledge transfer and policy development	
	<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>			
–	Transport policies in the EU and Switzerland	CH	Publicity, knowledge transfer and policy development	
	<u>Project website</u> <a href="http://www.nfp41.ch">www.nfp41.ch</a>			
–	User-friendly transport system, implementation possibilities of the objectives of the EU White Paper	HU	Publicity, knowledge transfer and policy development	
	<u>Project website</u> <a href="http://www.kti.hu">www.kti.hu</a>			

# Annex II: General information on the Transport Research Knowledge Centre and analysis process used

## The Knowledge Centre's background

The EXTR@Web project – Exploitation of Transport Research Results via the Web – attempts to collect, structure, analyse and disseminate transport research results, covering not only EU supported but also nationally financed research in the European Research Area (ERA), as well as selected global transport RTD programmes and projects.

The EXTR@Web consortium has brought together eight main contractors to combine strong and in-depth technical knowledge of transport technology and of EU and national transport RTD programmes with solid communication and dissemination experience.

The current project's direct predecessor, EXTRA (a Fourth Framework Programme Transport RTD project), co-ordinated dissemination activities on the European level for the first time. While FP4 addressed transport research on a mode-by-mode basis, the current Fifth Framework Programme (FP5) focuses on generic themes that consequently reflect transport policy objectives.

The EXTR@Web project will provide support to research at European and national levels by building up and promoting an electronic hub. The key objectives are:

- To establish a comprehensive web-based Knowledge Centre, providing structured and timely access to both detailed and user-oriented summary information on transport research programmes and their results across Europe;
- to provide an electronic hub for inter-connecting European and national programmes and individual networks concerned with transport research into an easily navigable European network;
- to establish a common best practice scheme for the structure and content of the reporting of transport research results;
- to provide high-quality analytical outputs that are structured and tailored according to the type of stakeholder and medium; and
- to raise awareness of the new service, the implications of emerging results, and the wider opportunities under national research programmes across Europe as a whole.

EXTR@Web will provide a comprehensive pool of programme, project and results related information to users, principally in electronic format via the Internet. The approach is based on three main strokes of work covering:

- Monitoring, analysis and information preparation;
- website and electronic news service, the principal dissemination channels; and
- management of knowledge transfer, including dissemination by non-electronic means, and also the maintenance of a contact database and e-mail enquiry service and evaluation of the performance of EXTR@Web.

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## Definition of transport research

For inclusion into the Transport Research Knowledge Centre, Transport research programmes and projects have to be within the definition of research and transport simultaneously. This will define the eligibility of projects.

### Definition of research

General OECD definition:

"Creative work undertaken on a systematic basis in order to increase the stock of knowledge, including knowledge of humanity, culture and society, and the use of this stock of knowledge to devise new applications."

Additional transport research criteria:

- Targeted – in line with transport policy aims, strategies and processes to solve the inherent problems for society.
- Accessible – a public activity, open to scrutiny by peers.
- Transferable – useful beyond the specific research project, applicable in principle to other researchers and research contexts as well as decision-makers in policy, industry and science.

### Definition of transport

In order to clarify expectations from the Transport Research Knowledge Centre, and to ensure a common understanding of important terms, the Programme Analysis Group of EXTR@Web has come up with the following definition of transport.

- Transport is the means by which a person or material of any kind is passed from its origin to its destination.
- Transport comprises:
  - the transport users: passenger, business, freight;
  - the transport vehicles (full life cycle issues);
  - the transport infrastructure (full life cycle issues);
  - the transport system: the interaction of users, vehicles and infrastructure;
  - the impacts of transport: contribution to objectives, and hence to overall sustainability; and
  - the transport tools: methods and instruments to help ensure an effective contribution to the objectives.

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## Three levels of analysis

### Project level analysis

For European, national and international projects the following harmonized process was agreed:

- For each eligible project, the project co-ordinator will be requested to draft a Project Profile;
- the EXTR@Web consortium identifies, for each project all relevant themes (typically up to five), and provides the project linkage;
- for each eligible project, the project co-ordinator will be requested to draft the other elements of the reporting scheme – Progress Summary and Result Summary – due to the project progress and provides the final report;
- projects with highest relevance and best available final results will be selected for analysis;
- for every such relevant theme within each project a short and concise paragraph – structured with bullet points as appropriate – will be written to present the key findings of the project in relation to the objectives of the theme; and
- this information will be searchable on the Knowledge Centre website.

### Thematic analysis

The thematic analysis has been exploiting existing project level analysis. The consolidated project wise findings have been structured and analysed along 30 themes, which are fixed for the project life time and fed into annual Thematic Research Summaries and Annual Compendia. However, for reporting purposes Thematic Research Summaries have been limited to 28 volumes (cf. Chapter 1).

The sequence of outputs has been comprising an explanation of the overall structure, and regular reports treating national, European and international research in a comprehensive way.

Deliverable number	Title	Release date (final version)
D2.A	"Thematic structure and definitions – all themes"	August 2006
D2.B	"European, national and international project database"	July 2006
D2.C	"First annual thematic research summary"; 30 vol.	December 2004
D2.D	"Second annual thematic research summary"; 10 vol.	March 2006
<b>D2.E</b>	<b>"Third annual thematic research summary"; 28 vol.</b>	<b>August 2006</b>

**Table: The sequence of deliverables**

### Policy level analysis

Whilst the 30 themes are fixed, this type of analysis should give the flexibility to provide information on ad hoc policy priorities. Hence, policy level analysis will synthesize key findings of projects across combinations of themes. As an output, policy brochures shall be prepared depending on ad hoc requirements by DG TREN or by the high-level Advisory Group (AG).

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## Annex III: Editorial team for Thematic Research Summaries

Please note that – in principle – all EXTR@Web partners and sub-contractors will be contributing to a particular Thematic Research Summary because all project level findings that are of some relevance to one of the 28 (30) individual themes are presented in the comprehensive format of these papers.

The following summary of authors and peer reviewers is presented in alphabetical order while the main author of this paper is given on page i of the document.

**Fabien Drevetton**, ISIS; France

Mr Drevetton has an electrical engineering post-MSc degree, an MBA and over 8 years experience in Intelligent Transport Systems for road transport. He has been a senior engineer with ISIS since 2001, specialising in traffic control, motorway management, ITS standards development process and system architecture.

*Co-author: Road Transport*

**Prof J Augusto Felício**, Neptune – CEGE/ISEG; Portugal

Professor Felício, holding a PhD in management, is teaching graduate and post-graduate courses such as 'Maritime transport and port management' and 'Land transport and logistic management' at ISEG, School of Economics and Management (Technical University of Lisbon). His activities include participation in transport research where he has published several related articles and books.

*Main author: Waterborne Transport, Intelligent Transport Systems*

*Peer review: Efficiency, Vehicle Technology*

**Dr Paul E Firmin**, Institute for Transport Studies, University of Leeds (ITS); UK

Dr Firmin has 30 years of experience in transport planning and engineering, including local authority, consultancy and academia. His research specialities are: traffic management, transport survey design & analysis, traveller information systems; driver route choice behaviour and transport telematics. He is currently the MSc(Eng) degree programme leader and international student adviser at ITS, University of Leeds. He teaches computing skills and traffic management, and supervises student dissertation projects.

*Main author: Information and Awareness*

*Peer review: Safety and Security*

**Dr Nils Gendner**, Neptune – University of Bremen, ISL; Germany

Dr Gendner has been working for more than four years at the University of Bremen, Institute of Shipping Economics and Logistics. His main topics include the analysis of processes, functions and data flows in shipping and within the rail sector. He contributes to ongoing efforts in intermodality by participating in several projects dealing with intermodal concepts and developments.

*Main author: Intermodal Transport, Integration*

*Peer review: Financing Tools, Pricing and Taxation*

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**Wolfgang Helmreich**, Industriebetriebe-Betriebsgesellschaft mbH (IABG); Germany  
 Mr Helmreich is a civil engineer from the Technical University of Munich. He has more than 15 years experience with transport planning and infrastructure design in the rail, road and air sector, and sound knowledge of vehicle technologies. His expertise also includes project management, web publishing and dissemination skills. He joined IABG in 1999 as a senior transport consultant after working as project manager at several German engineering companies. He is principal editor of all Thematic Research Summaries.

*Main author: Air Transport, User Aspects, Safety and Security*

*Peer review: Regional Transport, Rail Transport, Waterborne Transport, Environmental Aspects, Land Use Planning*

**Cristina Ivan**, Group of Independent Experts Ltd (GIE); Romania

Ms Ivan has a law degree and has graduated a Master course in project management. Ever since 1998 she has participated in various projects financed by international donors in Romania. The main areas of her expertise cover: project management, legal approximation of the EU acquis & drafting of environmental legislation, as well as the carrying out of awareness raising and dissemination activities, including those for the transport sector.

*Main author: EU Accession Issues*

*Peer review: Economic Aspects, User Aspects, Transport Management*

**Dr Ann Jopson**, Institute for Transport Studies, University of Leeds (ITS); UK

Dr Jopson is a Research Fellow whose main interests and expertise lie in the areas of travel behaviour psychology, transport marketing and urban transport planning and policy, with particular emphasis on travel demand management through attitudinal and behavioural measures. Her PhD thesis was based on the role of psychology in reducing car use.

*Main author: Environmental Aspects*

*Peer review: Rural Transport*

**Dimitris Koryzis**, Systema; Greece

Mr Koryzis is a production & management engineer from the Technical University of Crete and holds an MSc in Decision Sciences from Athens University of Economics & Business. He has more than 8 years experience as technical and managerial consultant for 30 European programmes in the transport sector (road, maritime and intermodal) as well as in research and innovation technology EC projects.

*Co-author: Pricing, Taxation and Financing Tools*

**Ulrich Leiss**, Industriebetriebe-Betriebsgesellschaft mbH (IABG); Germany

Mr Leiss is an aerospace engineer from the Technical University of Munich. His professional career includes 24 years experience with research, technical analyses, monitoring and managing national and European projects and programmes. These activities cover the areas aerospace, transport, energy and new technologies.

*Main author: Other Modes, Vehicle Technology*

**Bryan Matthews**, Institute for Transport Studies, University of Leeds (ITS); UK

Mr Matthews has 9 years experience of transport research and project management in both consultancy and university settings. His research expertise is in transport policy analysis and transport economics. He has worked on a number of EU, UK DfT and Research Council projects. He also contributes to teaching activities, lecturing on Air Transport Systems and supervising student projects.

*Main author: Rail Transport*

*Peer review: Air Transport*

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**Prof Anthony D May**, Institute for Transport Studies, University of Leeds (ITS); UK  
 Professor May has over 35 years' experience in transport planning and traffic engineering. He has been a professor at Leeds since 1977, and has served as Head of the Department of Civil Engineering, Dean of the Faculty of Engineering, Pro-Vice Chancellor for Research and Director of the Institute for Transport Studies. He also has practical experience with the MVA consultancy and the GLC in London. His research specialities include: land use planning, traffic management, road pricing, sustainable urban transport, integrated transport and environmental impacts of transport.

*Supervision of entire process of thematic reviews*

**Batool Menaz**, Institute for Transport Studies, University of Leeds (ITS); UK  
 Ms Menaz is a transport economist from the University of Leeds. She has been involved in a number of various projects including research into transport pricing reform issues in air, road and rail for the IMPRINT-Europe thematic network project, and research for the UK Rail Research Centre looking at the alternative visions for the future of the British rail system.

*Main author: Regulation/Deregulation*

*Co-author: Passenger Transport, Equity and Accessibility, Land Use Planning*

*Peer review: Road Transport*

**Christina Paschalidou**, Systema; Greece

Ms Paschalidou is a transportation engineer from Aristotle University (Thessaloniki), with a MSc in Urban and Regional Transport from Laboratory of Transport Economics in Lyon. Her field of interest is transport planning and engineering, EU and national transport policies, sustainability issues and research. She joined Systema in 2005, while her previous experience includes an internship in ISIS, traffic studies elaborated individually and research activities in the Aristotle University.

*Main author: Transport Management*

*Peer review: Information and Awareness, Integration*

**Ignacio Rada Cotera**, Neptune – IkerConsulting; Spain

Mr Rada Cotera is a lawyer from Deusto University in Bilbao, holding a diploma and certificate of European studies from Deusto and Saarland Universities, respectively. He has been working on EU projects since 2000. His main expertise is European commercial and regional policy, maritime transport and port affairs, legal aspects of international economic relations, urban planning, regional benchmarking and development.

*Main author: Regional Transport*

**Marco Valerio Salucci**, Università di Roma "La Sapienza", DITS; Italy

Mr Salucci holds a degree in mechanical engineering from the University of Rome "La Sapienza". His past research experience has focused on computer modelling of the operations of freight terminals and automatic passenger transport systems, the latter being carried out within EC funded research projects. His current research for a doctorate is in the area of transshipment and information and communication technologies for intermodal freight transport.

*Co-author: Freight Transport, Urban Transport, Rural Transport, Efficiency, Decision-support Tools*

*Peer review: Intermodal Transport*

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**Dr Karsten Seidel**, Neptune – European Networks and Cooperation; Belgium/Germany  
 Dr Seidel has graduated as economist and holds a PhD from the University of Bremen. He has been working on EU projects since 1988. His main expertise is in European industrial and regional policy, telecommunication research projects, maritime transport and port affairs, evaluation of technical aid, urban planning, regional benchmarking development.

*Co-author: Regional Transport*

**Dr Paolo Delle Site**, Università di Roma "La Sapienza", DITS; Italy  
 Dr Delle Site holds an PhD, and is a senior research fellow at DITS, Transport Area, University of Rome "La Sapienza". He combines professional experience with research activities, the latter mainly being carried out within EC funded research projects. Related activities comprise urban transport planning, urban public transport design, transport project assessment, and policy analysis. His teaching activities include courses in transport planning. Furthermore, he is author of papers in Transportation Research Part A – Policy and Practice and in the European Journal of Transport and Infrastructure Research.

*Co-author: Freight Transport, Urban Transport, Rural Transport, Economic Aspects, Infrastructure Provision, Pricing, Taxation and Financing Tools*

*Peer review: EU Accession Issues, Intelligent Transport Systems, Regulation/Deregulation*

**Damian Stantchev**, Institute for Transport Studies, University of Leeds (ITS); UK  
 Mr Stantchev holds a degree in Economics and Trade from Varna University of Economics in Bulgaria and an MA in Political Science from the Central European University in Hungary. His early research experience was in the area of small business development in transitional economies of Central and Eastern Europe. Damian has also contributed to an extensive report on the role of the logistics and transportation sector in society for the Logistics & Transportation Corporate Citizenship Initiative of the World Economic Forum. His research for a doctorate examines the role of logistics in enhancing the competitiveness of the regional economy and encompasses all aspects of original research and data collection including the design, conduct and analyses of large scale surveys as well as the collection of commercial data and development of case studies.

*Main author: Passenger Transport, Land Use Planning, Equity and Accessibility*

*Peer review: Freight Transport*

**Andrew Winder**, ISIS; France

Mr Winder is a transport planner with a BSc in transport management (Aston University, England) and over 15 years experience in consultancies and public transport authorities covering transport planning and policy, particularly at UK, French and Europe-wide levels. Since 1998 he has been a senior engineer at ISIS, responsible for a wide range of European projects focusing primarily on Trans-European Networks, ITS for road traffic management, urban and regional public transport and EU enlargement aspects.

*Main author: Road Transport*

*Peer review: Passenger Transport, Urban Transport, Other Modes, Equity and Accessibility, Infrastructure Provision*

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**Ard Wolthuis**, Università di Roma "La Sapienza", DITS; Italy

Ard Wolthuis graduated in Science & Innovation Management, in the field of Transport and Mobility, from the University of Utrecht. He has been involved in transport projects and analysed socio-economic, environmental, political and legal aspects, such as the Phileas project, the Fokker bankruptcy, and innovation policy of companies in the Netherlands. Has participated in a European project on innovation in urban public transport systems. Since spring 2005 has joined DITS as a research fellow. His main areas of activities are policy analysis and dissemination of research results.

*Co-author: Efficiency, Decision-support Tools*

**Dr Zhaomin Zhang**, ANAST – University of Liege, Neptune; Belgium

Dr Zhang has got the university degrees of Civil Engineering, Mechanical and Marine Engineering; Master of Transportation Sciences and Doctor of Philosophy. He is a senior engineer and led the important projects related to the "Establishment of a mathematical traffic model on the Belgian waterway network" (Belgian national research program "Transport and mobility"), the project called "On computerisation and management in real-time of operations relating to the exploitation of fluvial traffic to organise the waterway transport", Belgian Regional Ministry of Public Works) and the Project related to the development of a transport cost model in the inland navigation sector. He has also been involved in numerous simulation and operation research activities.

*Peer review: Decision-support Tools*

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