



TRANSPORT CHALLENGE IN HORIZON 2020

ECTRI POSITION ON THE DRAFT WORK PROGRAMME SMART, GREEN AND INTEGRATED TRANSPORT

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The European Conference of Transport Research Institutes (ECTRI) is an international non-profit association that was officially founded in April 2003. It is the first attempt to unite the forces of the foremost multimodal transport research centres across Europe and to thereby promote the excellence of European transport research. Today, it includes 25 major transport research institutes or universities from 19 European countries. Together, they account for more than 4,000 European scientific and research staff in the field of transport. ECTRI as the leading European research association for sustainable and multimodal mobility is committed to provide the scientifically based competence, knowledge and advice to move towards a green, safe, efficient, and inclusive transport for people and goods.

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Transport is the origin, but at the same time is the solution for many problems that our society is facing. Consequently, it has been considered one of the major “**societal challenges**” that Horizon 2020 is addressing. Transport is a means to an end, whether we talk about the economic activities or provision of services to satisfy human and freight mobility needs. The **transport system is complex** in that different modalities, stakeholders, technologies and a diversified set of user needs interact within a multi-layered regulatory, legal and financial framework. A thorough **understanding and influencing of all these factors** are essential in order to successfully address the transport challenge.

ECTRI appreciates the new structure of the draft Work Programme which brings attention to **cross-cutting issues**, like Logistics, Intelligent Transport Systems, Urban Mobility, and Infrastructures. However, it falls short of the mark: Only 14 out of 49 defined calls have a **multi-modal perspective** which target the transformation toward an integrated transport system by **overcoming the modal approach**. Moreover “smart mobility”, where infrastructure, transport means, travellers and goods are increasingly interconnected is not adequately addressed as the focus of the Programme is on vehicle technologies, propulsion systems and ITS. **To reach the goals of integrated transport and smart mobility a broader approach is required.**

This is especially true of the **urgent need for socio-economic and behavioural research**. Such research is not visible in the draft Work Programme. While the four tasks defined under “Socio-economic and behavioural research and forward looking activities for policy making” (Call “Mobility for Growth”) show an added value for enhancing facilitation, they cannot be considered as **collaborative research** to address the critical socio-economic and behavioural challenges of transport, when we need to achieve “more with less”. We would consider it a tragic misconception of the **priority and role of socio-economic transport research** if it would not be embedded in the challenge it is supposed to address. Social innovation supports and is often a pre-requisite of technological innovation. Socio-economic research and foresight/scenarios building for the embedding of new technologies and concepts in the existing transport system, social, demographic, and economic developments, financial issues, internalisation of external cost, user needs/acceptance/behaviour need be **considered in an integrative, multi-modal way**. Addressing these issues at the project level is insufficient to harvest its **European value**.

Consequently ECTRI **proposes two tasks in the field of socio-economic research**: **A)** Transport societal drivers, and **B)** Dealing with PPPs in times of economic uncertainty for enhancing TEN-T (see Appendix).

Three further issues we deem to be underrepresented in the Work Programme are **environmental sustainability** (1), **road safety** (2) and **vulnerable road users** (3). An accelerating European urbanization will increase the need for integrated knowledge on the impact of transport on the environment and health as well as on vulnerable road users and transport systems. In addition with regard to road safety the ambition is still to move Europe towards the vision of zero fatalities in road traffic. From our perspective these issues are so important in real life for European “citizens” as well as in the initial priorities of Horizon 2020 that we firmly believe they should be **reflected by separate calls**.

Being aware that the **Smart Cities and Communities** call is part of the Horizon 2020 Energy Work Programme, from a **challenge-based perspective** we would like to underline that the transport elements of **smart cities should be seen as an integral part of transport and mobility**. Therefore, we deem it appropriate to make an explicit reference to this call in the Transport Work Programme.

Although we appreciate the Commission’s approach in trying to keep the **Work Programme text open** and not prescriptive in order to generate innovative solutions, it should be **specific enough** – making reference to relevant developments, legislation etc. – in order **to increase its expected impacts**.

APPENDIX

Suggested two tasks in the field of socio-economic and behavioural research

A. Transport societal drivers

Specific challenge: A sound understanding of behavioural and societal factors that influence future transport demand and supply is needed to ensure that, in shaping transport policies and research and innovation activities, the values, needs and expectations of the society are met.

Scope: The proposals should provide a sound scientific foundation for the following issues

- Understanding future mobility choices, aspirations and behaviours
- Assessing new mobility concepts as a contribution to the overall transport efficiency
- Identifying implications for policies, regulations, standards, forms of governance
- Analysing societal acceptance of emerging transport technologies and services
- Understanding transport needs of a globalized economy

Expected impact:

- Ensure an inclusive approach in providing a comprehensive overview of new forms of mobility and transport, and their implications for users, society as a whole and policy makers
- Enhance and better target transport policies and research and innovation priority setting
- Address the mobility needs of specific groups and communities (accessibility, affordability, inclusiveness, safety, ageing population, etc.)
- Promote innovative/alternative business models and social innovation

B. Dealing with PPPs in times of economic uncertainty for enhancing the Trans-European Transport Network (TEN-T)

Specific challenge: explore to what extent the use of PPP's could contribute to promote more efficient financial structures for TEN-T

Scope: The proposals should address the following issues

- PPPs and economic recovery
- Defining a legal framework for promoting cross-border PPPs in Europe
- The role of PPPs for promoting the TEN-T
- Enhancing the role of capital markets: Towards the Europe 2020 project Bond Initiative

Expected impact: Understanding under which conditions PPP's can provide a sustainable source for the funding of TEN-T