



Brussels, 5 November 2013
H1/RZ

Summary conclusions of the Meeting of the Transport national expert group – 22 October 2013

1. Opening of the meeting

In opening the second meeting of the Transport national expert group, the Chair reminded the participants about the informal character of the meeting aimed at progressing with the discussions on the work programme in view of its adoption by mid November.

2. Transport work programme 2014-2015: presentation of the second draft and discussion

The Transport expert group received the second draft of the Transport work programme on 20/09, together with the Annexes to the H2020 work programme that provide information on horizontal issues (third countries, accessibility and eligibility criteria, types of actions, TRLs, evaluation, etc.).

This second draft has been revised to reflect the position of the MSs concerning technical topics and specific issues. In line with several comments received, the major changes compared to the previous version relate to:

- the addition of new topics under the Aviation chapter and of “sub-topics”/bullets in other areas of the WP;
- many specific technical references and phrases across the whole text added to accommodate MSs’ requests, to improve the coverage of the topics, to provide clear evidence of research fields and/or to clarify impact statements;
- the socio-economic dimension that has been substantially reinforced by adding both “key words” and phrases relating to socio-economic aspects across the whole text and a new topic on user behaviours and mobility patterns. Depending on the budget available, the possibility of adding one or two topics will be considered;
- the inclusion of two public procurements and a competition for a prize under “Other actions”.
- indications on the size of projects at topic level as well as clarifications on complementary activities carried out in other parts of the H2020 WP (as LEIT/Materials; Blue growth; Smart cities) and/or by the JTIs, where relevant.

Several delegations took the floor to express their appreciation about the changes introduced.

The second draft of the Transport WP also includes the indicative budget for 2014 and its breakdown by calls and topics. Three major calls are proposed: Mobility for Growth, Green Vehicles and the SME Instrument, the latter implemented jointly with the other parts of H2020. Transport will also contribute to the call Blue Growth (implemented under Challenge 2 – Food security, sustainable agriculture, marine and maritime research and the bioeconomy) and to the call Smart Cities (implemented under Challenge 3 – Secure, clean and efficient energy). Both calls are subject to the opinion of the related Committee configurations. The proposed budget for

2015 will require a separate financial decision towards the end of 2014 to confirm or amend the budget allocation.

Some delegations expressed concerns about the budget absorbed by the JTIs and the relatively low amount available for collaborative research compared to FP7, with particular reference to aviation as well as the consequent exclusion of funding for higher TRL projects in the WP. The Chair clarified that research activities carried out in the framework of the JTIs like Clean Sky 2, SESAR and Shift2Rail (now under discussion), cover well higher TRLs and complement the collaborative research funded through the WP. The Chair also pointed out that JTIs are subject to a separate decision process and budgetary procedures at Council level.

More specifically, the Commission explained that the work previously done in aviation L2 projects under FP7 will be incorporated in the Clean Sky 2 and SESAR Public-Private Partnerships. Therefore most of the Work Programme topics in aviation address “typically TRL 1-4” indicating the main focus, but allowing necessary flexibility to cover also TRLs beyond TRL 4.

In explaining that the budget allocation proposed in the WP reflects the need to address research priorities of the four transport modes as well as those relating to transport systems, the Chair made clear that the decisions to be taken by the Transport expert group concern the proposed WP text only, whose budget appropriations might be, nevertheless, subject to amendments in relation to the decisions that will be taken on the JTIs in the next months.

Finally, in this uncertain context, the Chair took note of the request of some delegations to ensure appropriate overall Transport budget balance of different components, comparable to that of FP7.

A presentation of the two stage evaluation procedure was made to clarify pros and cons of this approach proposed for the Research and Innovation actions and Innovation actions implemented within the call Mobility for growth. Deadlines of calls still need to be finalised and will be included in the next version: the planning of evaluation entails interactions among several services and availability of the facilities and budget.

Next steps: further comments from the MS s are expected by the 25 October. The third draft, that will also take on board the inputs from other Commission’s services further to the interservice consultation, will be sent out by the end of October.

The third meeting of the Transport expert group, scheduled on the 11 November, will be devoted to fine tuning the WP text, address issues not yet finalised and deliver the opinion of the Transport expert group.

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