



Brussels, 20 November 2013
H1/RZ

Summary conclusions of the Meeting of the Transport national expert group – 11 November 2013

1. Opening of the meeting

The Chair welcome the Transport national experts to the third meeting and presented the points on the agenda, underlying that the most important item relates to the finalisation of the Transport work programme 2014-2015 and the expert group's agreement on this final draft.

2. H2020 Transport work programme: finalisation and opinion

The Transport national expert group received the third draft of the Transport work programme on the 31 October. This third draft took on board the second round of comments of the MSs as well as the inputs received further to the Interservice consultation that closed on the 18 October.

The Chair invited the delegates to first address issues of general nature and then move to the technical topics.

The expert group was informed that a disclaimer will be included in the general part of the WP2014-2015, so as to address the concerns of some MSs requesting flexibility and the possibility to amend the 2015 WP, including in case of budget that becomes available. The disclaimer specifies that *“the parts of the WP that relate to 2015 (topics, dates, budget) are provided at this stage on a provisional and indicative basis. The work programme parts relating to 2015 might therefore be subject to modification”*.

As far as the two-stage evaluation procedure is concerned, the Chair clarified that, based on the experience of several programmes implementing this approach, in spite of the longer process it implies, there are several advantages for the participants, in particular in the case of H2020 broad and less prescriptive topics and higher competition among proposals. In addition, the two-stage procedure and the deadlines proposed for the Transport calls tackle internal constraints linked to the availability of the evaluation facility as well as time-to-grant requirements and 2014 payment credits available.

The evaluation thresholds proposed for stage 1, (i.e.: 4 out of 5 for both the criteria on Excellence and Impact and of 8 out of 10 in total) are consistent with a success rate of the order of 50% in the second stage, as asked for by several delegations.

Finally, the Chair confirmed that any conclusions on the two-stage procedure will be drawn together with MS representatives on the basis of the assessment of the experience carried out in 2014.

At the level of the Transport topics, the following remarks were agreed and taken on board:

- **Aviation**: explicit reference to *“TRLs in the range of 1 to 6”* in topics where relevant;
- **Rail** (topic 2.3 - New generation of rail vehicles): clear reference to *“passenger vehicles”*;
- **Road** (MG.3.1-2014 - Technologies for low emission powertrains) and **Green Vehicles** (GV.3-2014 - Future natural gas powertrains and components for cars and vans and GV.4-2014 - Hybrid

light and heavy duty vehicles): reference to real driving emissions below Euro 6 limits and to the longer term objective of establishing a future 'Super Low Emission Vehicles' with no quantified fixed targets

- **Road** (MG.3.4-2014- Traffic safety analysis and integrated approach towards the safety of Vulnerable Road Users): “*vehicles*” used by Persons with Reduced Mobility is added;

- **Urban mobility** (MG.5.2-2014 - Reducing impacts and costs of freight and service trips in urban areas): indication to reducing negative impact on “*safety*” is added;

The above mentioned changes and a few additional wording improvements were made “on-screen”.

The Transport part of the work programme 2014-2015 was then adopted by consensus by the Transport expert group.

This final draft will be pre-published on the H2020 Participant Portal.

In addressing the request of several delegations, it was also agreed to present an overview of the Transport budget across the 7 years when relevant decision on the transport budget are taken.

3. Synergies with structural funds: presentation of the report of the FP7-TPC working group

Manuel Pereira, rapporteur of the TPC working group presented the main conclusions of the analysis on “Synergies with structural funds”.

The following aspects were highlighted:

- Transport related measures are one of the most important research and innovation priorities in many Members States and regions;
- Transport sector has the potential for triggering additional resources for funding research and innovation projects within Horizon 2020;
- Planning of transport policies and their implementation calls for a harmonisation effort amongst EU countries, setting common objectives to be pursued, integrated at European level and instanced at national level
- At policy level, mobility, competitiveness, land use, environment and societal issues should cooperate to converge to a more sustainable development.

4. Information on the TRA 2014 Conference

The TRA 2014 conference, hosted by the French Ministry of Ecology, Sustainable Development, and Energy (MEDDE, will take place in Paris, on April 14-17 at CNIT, La Défense. The organisation is delegated to IFSTTAR.

Theme and slogan: “Transport Solutions: From Research to Deployment”; “Innovate Mobility, Mobilise Innovation”.

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