COST - Opportunities for Slovak scientists

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What is COST?

COST is the oldest and widest European intergovernmental framework for transnational Cooperation in Science and Technology.

COST has been supporting networking of research activities across all COST Member Countries and beyond for over 40 years.

COST is open to all disciplines, all novel and ground-breaking science and technology (S&T) ideas and to all categories of partners where mutual benefit is real.
What is a COST Action?

COST Actions are pan-European, bottom-up science and technology networks open to researchers and industry or policy stakeholders.

Every Action lasts for **four years** and requires the participation of researchers from at least **5 COST member countries**.

COST does not fund research itself, but supports networking activities carried out as **COST Actions**.
COST Action in detail

- COST funds networking activities/tools

**NETWORKING TOOLS**

- Science Management Meetings
- Training Schools
- Working Group Meetings
- Scientific Workshops & Seminars
- Scientific Exchange Visits (STSMs)
- Dissemination & Publications
Current scientific organization

- Currently more than 300 Actions running in the **nine scientific Domains**
  - Biomedicine and Molecular Biosciences (BMBS)
  - Chemistry and Molecular Sciences and Technologies (CMST)
  - Earth System Science and Environmental Management (ESSEM)
  - Food and Agriculture (FA)
  - Forests, their Products and Services (FPS)
  - Individuals, Societies, Cultures and Health (ISCH)
  - Information and Communication Technologies (ICT)
  - Materials, Physics and Nanosciences (MPNS)
  - Transport and Urban Development (TUD)

- In addition, **Trans-Domain Proposals (TDP)** give the opportunity to cover several scientific Domains per proposal
COST is at a turning point

- Establishment of a new implementing structure, the COST Association (19 September 2013)
  - Current membership of the COST Association stands at 34 Member Countries + 1 Co-operating state (Israel)

- Transition from FP7 to Horizon 2020
  - To prepare for this transition, the COST Office and the current implementing agent for COST, ESF, are collaborating to finalise FP7 activities

- Restructuring the scientific organization
  - Scientific Committee(s) replacing Domain Committees
  - New submission, evaluation & selection procedure
COST is at a turning point

- Keeping **long-lasting principles**
- Using the existing instrument, the **COST Action**, its networking tools and funding scheme
- **Adapting the instrument and networking tools** to serve the objectives
- **Reinforcing COST Policies in the H2020 context** allowing contributing to the Innovation Union’s goal
COST objectives under H2020

Enabling breakthrough scientific developments leading to new concepts and products. Jointly contributing to strengthening Europe’s research and innovation capacities.

- Joining research efforts and developing common S&T programmes
- Capacity building
- Addressing societal questions
- Strengthening COST’s Inclusiveness Policy
COST Inclusiveness Target Countries

- EU 13:
  - Bulgaria
  - Croatia
  - Cyprus
  - Czech Republic
  - Estonia
  - Hungary
  - Latvia
  - Lithuania
  - Malta
  - Poland
  - Romania
  - Slovakia
  - Slovenia

- EU Candidates:
  - FYR Macedonia
  - Republic of Serbia
  - Turkey

- EU Potential Candidate:
  - Bosnia and Herzegovina

- EU Countries targeted by EC:
  - Luxembourg
  - Portugal
How Slovakian researchers can benefit from participation in COST under Horizon 2020?
How Slovakian researchers can benefit from participation in COST under Horizon 2020?

Slovakian participants networked through COST Actions:
Attendance of a meeting/conference or a short term scientific mission/training school organised in a framework of a COST Action

- 2010: 94
- 2011: 152
- 2012: 227
- 2013: 376
How Slovakian researchers can benefit from participation in COST under Horizon 2020?

Slovakian Early Stage Researchers networked through COST Actions: Leadership experience, engagement in the management of COST Actions as MC Chairs or WG Chairs or in other positions

- 2010: 33
- 2011: 76
- 2012: 112
- 2013: 192
How Slovakian researchers can benefit from participation in COST under Horizon 2020?

COST Actions networking budget transferred to Slovakia: reimbursement of participants, Slovakian institutions as Grand Holders, …)
How to participate in COST?

- **Join the running COST Action**
  - [http://www.cost.eu/participate/join_action](http://www.cost.eu/participate/join_action)
  - Contact the CNC: Prof Milan Dado: milan.dado@uniza.sk

- **Submit a proposal**
  - The new arrangements that the CA and the transition to Horizon 2020 will set in place will impact the Open Call organisation.
  - The Open Call will continue organising its two yearly collection dates; however, the 2014-2 collection date will be combined with the 2015 ones.
  - [http://www.cost.eu/participate/open_call](http://www.cost.eu/participate/open_call)
How to participate in COST? / 2

- **Become a COST Expert**
  - COST invites independent experts from all scientific areas to participate in the evaluation of proposals for COST Actions collected twice a year through the COST Open Call
  - [http://www.cost.eu/participate/experts](http://www.cost.eu/participate/experts)

- **Participate in Action networking activities (workshops, training schools, STSMs, …)**
  - Open to any participant from Participating COST Countries
  - Open to ‘invited’ speakers from a non-participating COST Country
  - Contact the MC Chair of the respective COST Action
Thank you

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Backup slides

Examples of running COST Actions in the field of **sustainable transport**

More information:
http://www.cost.eu/domains_actions
Objectives of the Action

1. To develop a framework for definition of service levels for the Global Navigation Satellite System (GNSS)-based positioning terminals, used in ITS and Personal Mobility applications, and the associated examination framework for certification purposes

2. To promote high-level educational and training programmes in the fields of GNSS, GNSS-based ITS and Personal Mobility applications

3. To promote the use of GNSS in general, and EGNOS and Galileo in particular, in ITS and Personal Mobility domains, for their common long-term development and deployment in Europe
Relation to sustainable transport

Global Navigation Satellite Systems (GNSS) have a significant potential in the development of ITS (Intelligent Transport Systems) and mobility services, expected to deliver many benefits including reducing congestion, increasing capacity and improving safety.
Objectives of the Action

The aim is to enhance the role of citizen sensing in mapping, increasing the value of volunteered data provided by citizen sensors for mapping applications. The objectives are:

1) to establish a methodology to explore the links between transport accessibility and distributional factors;

2) to develop new transport evaluation criteria accounting for accessibility in the social welfare function;

3) to help embed equity assessment into future transport policies and investments.
Relation to sustainable transport

This Action contributes to the body of research by bringing together new approaches to incorporate equity consideration in transport project evaluation and decision making. The approaches consist of the measurement of accessibility with the literature on social justice, travel behaviour models and socio-economic impacts analysis in line with mainstream welfare economics.
Objectives of the Action

The aim of the Action is to acquire, unify and coordinate necessary information about vehicle dynamics, driveability and noise, vibration & harshness (NVH) analysis technologies in view of the challenges posed by the hybrid and electric vehicles.
Relation to sustainable transport

The socio-economic quest towards developing transportation with lower CO2 emission is a global goal of the EU and a crucial ingredient for the competitiveness of the whole European transportation industry. It forces an increased focus on alternative powering systems such as electric and hybrid drives. To be competitive, however, such vehicles must have an acceptable Noise, Vibration and Harshness (NVH) behaviour, not only inside the vehicle, but also outside if it is nor to pose major concerns regarding safety of weaker road users such as two-wheelers and pedestrians.
Objectives of the Action

ARTS unites and aligns groups from transport studies, computer science and engineering into a world leading research community to develop radically new ways of designing road transportation support systems based on the ideas of autonomic systems. The aim is to bring together disparate strands of research into an integrated discipline, putting Europe at the leading edge of autonomic RTS development, and will deliver a transformative change within the field of autonomic systems.

Interested Countries: 14
Proposer: UK
BE, BG, CZ, DE, ES, FI, FR, EL, IE, IT, NL, PT, SE

24 participating countries
Relation to sustainable transport

A current, well recognised societal problem is the frequent failure of road transportation networks, resulting from traffic incidents, system overloading and lack of optimised support systems. The aim of this Action is to unite and align groups across Europe from computer science, engineering and transport studies into a world leading research community that will develop new ways of designing Road Transportation Support (RTS) systems based on the ideas of autonomic systems.
Objectives of the Action

- To develop and disseminate up-to-date, comprehensive, and reliable transit assignment models to support an effective and efficient use of public transport resources in the era of Intelligent Transport Systems.

- To build scenarios describing the role of public transport in the European cities and regions of the future.

- To nurture an experimental, evidence-based approach to transit modelling.

Interested Countries: 7
Proposer: UK
DE, DK, ES, FR, IT, SE

21 participating countries
+ 3 International Partner Countries (Australia, Japan, USA)
Relation to sustainable transport

The challenge of sustainability that the European Union is facing calls for a shift of the demand for mobility from individual to collective means of transport. Hence more attractive public transport systems are required, above all in urban contexts. Since a shortage of funds for public transport is envisaged for the next years, efforts are needed to allocate money in the most effective and efficient way. Transit assignment models describe and predict the patterns of network usage by passengers, which are a fundamental input for transport planning.