



Project part-financed
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***Developing a transport cooperation platform
in the Baltic Sea Region
Report on initiatives with potential synergies
to the cluster cooperation***

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List of abbreviations

ATM	Air traffic management systems
AWP	Annual Work Programme
BWMC	Ballast Water Management Convention
CO ₂	Carbon dioxide
CBC	Cross-Border Cooperation
EACI	Executive Agency for Competitiveness and Innovation
ECA	Emission controlled area
EERP	European Economic Recovery Plan
ENPI	European Neighbourhood and Partnership Instrument
ERDF	European Regional Development Fund
ERTMS	European Rail Traffic Management System
FAB	Functional airspace block
FP7	Seventh framework programme
GHG	Greenhouse gas
ICT	Information and communication technology
ICZM	Integrated coastal zone management
IHO	International Hydrographic Organization
IMO	International Maritime Organization
INSPIRE	Infrastructure for Spatial Information in the European Community
ISO	International Organization for Standardization
ITS	Intelligent Transport System
IWW	Inland waterway
LNG	Liquefied natural gas
MAP	Multi-Annual Work Programme
Mn	Million
MoS	Motorways of the Sea
MTC	Maritime Transport Cluster
NSR	North Sea region
NSRP	North Sea Region Programme
RIS	River Information Services
SC	Supply chain
SME	Small and medium enterprise
SOA	Service Oriented Architecture
SSS	Short Sea Shipping
TEN-T	Trans-European Transport Network

1 Introduction

The objective of Output 1 Activity 2 of the BSR Transport Cluster is to identify initiatives with potential synergies to the cluster cooperation, incl. Priority 2 and 3 projects in the BSR Programme, projects in other transnational areas (e.g. North Sea Region Programme) and Cross-Border-Cooperation programmes in the Baltic Sea area, Framework Programme projects, Marco Polo projects, Motorways of the Sea projects etc.

The analysis is conducted at project level encompassed with insights from relevant EU funding programmes. The work is closely linked to the cluster cooperation itself, which comprises relevant BSR projects related to transport. Thereby the cluster cooperation will be strengthened and favourable conditions will be created to ensure project results are visible for relevant stakeholders.

By analysing the transport related activities from programme and project perspectives, this activity aims at creating a comprehensive picture of on-going initiatives in the EU and the main topics addressed. At the same time, some conclusion on the special focus of each programme and the resulting characteristic of the projects approved is expected.

2 Analysis of relevant EU funding programmes related to the transport sector

This activity encompasses the investigation of transport related projects and comprises a systematic analysis of the EU funding programmes which are relevant to the transport sector. It is aimed at creating insight, understanding of the complexity and relevance as well as transparency on the subject of EU funding programmes by analysing and comparing objectives, categories of action, overall budgets, funding mechanisms and the emphasis they give to projects related to maritime transport and its hinterland. The work intends to focus on the BSR, NSR and adjacent areas. Hereby the following EU programmes were analysed:

- relevant European Territorial Cooperation Programmes (BSR, NSR, Central Europe, Northern Periphery, CBC),
- Marco Polo II programme,
- 7th Framework Programme,
- TEN-T programme.

2.1 General information on the considered programmes

All programmes were considered in the current programme period 2007-2013. In the following subsections some general information is provided on the different programmes including their aims and their areas of action.

European Territorial Cooperation Programmes

The European Territorial Co-operation objective is financed by the European Regional Development Fund (ERDF) and supports cross-border, transnational and interregional co-operation programmes with a total budget of €8.7 billion from 2007-2013 (compare figure 1).

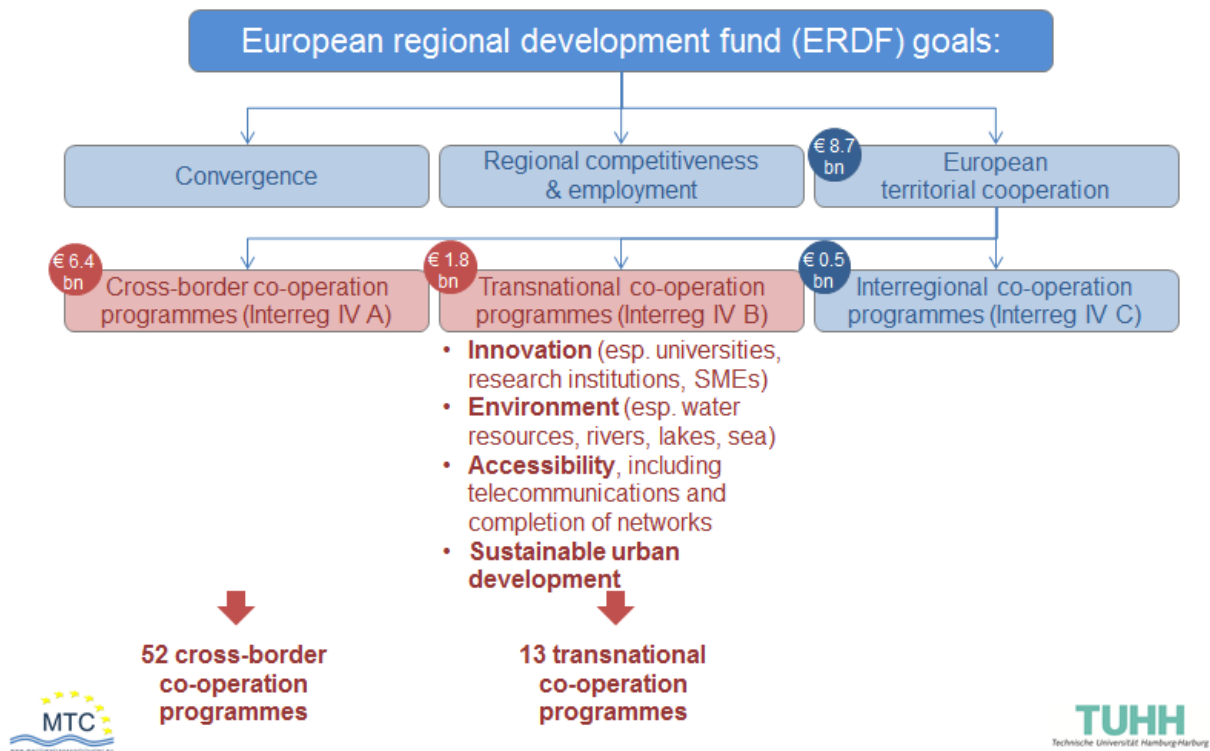


Figure 1: European Regional Development Fund (ERDF)

Thereby, as part of the (ERDF-) European territorial cooperation objective, the European Transnational Cooperation Programme with a total ERDF contribution of €1.8 billion adds an important dimension to regional development in Europe. It aims at establishing and developing transnational cooperation through the financing of networks and of actions conducive to integrated territorial development leading to agreed priorities and a coordinated strategic response.

The main categories of action are the following:

1. Innovation (especially networks of universities, research institutions, SMEs)
2. Environment (especially water resources, rivers, lakes, sea)
3. Accessibility (including telecommunications, and in particular the completion of networks)
4. Sustainable urban development (especially polycentric development).

Thirteen transnational co-operation programmes cover larger areas of co-operation such as the Baltic Sea, Alpine and Mediterranean regions. The following 10 programmes focus on transport: Northern Periphery, **Baltic Sea**, North West Europe, **North Sea**, Atlantic Coast, Alpine Space, Central Europe, South West Europe, Mediterranean and South East Europe.

Cross-Border Cooperation Programmes in the Baltic Sea Region

Cross Border Cooperation (CBC) is a key priority of the European Neighbourhood and Partnership Instrument (ENPI). It aims at reinforcing cooperation between member states and partner countries along the external border of the European Union. Within the wider Baltic Sea Region, a number of CBC Programmes fund transport related projects. Due to their often limited geographical co-operation area, the projects often look at regional questions, e.g. border crossings. The CBCs considered in this report have a regional link to the BSR and are the following highlighted in table 1.

	Involved Countries											Website
	DE	DK	EE	FI	LV	LT	PL	SE	BY	NO	RU	

ETC/CBC (IACT Turku)

Nord				X				X		X		http://www.interregnord.com/
Bothnia-Atlantica				X				X		X		http://www.botnia-atlantica.eu
Sweden-Norway								X		X		http://www.interreg-sverige-norge.com
Central Baltic			X	X	X			X				http://www.centralbaltic.eu
Estonia-Latvia			X		X							http://www.estlat.eu
Latvia-Lithuania					X	X						http://www.latlit.eu
Lithuania-Poland						X	X					http://www.lietuva-polska.eu
South Baltic	X	X				X	X	X				http://en.southbaltic.eu
Lubuskie-Brandenburg	X						X					http://www.interreg.gov.pl/20072013/EWT/transgraniczne/PI-Br
M-V/Brandenburg-Zachodniopomorskie	X						X					http://www.interreg.gov.pl/20072013/EWT/transgraniczne/PI-Mkl

ETC/CBC (IACT Viborg)

Öresund-Kattegatt-Skagerak		X						X		X		http://www.interreg-oks.eu/se
Syddanmark-Schleswig-K.E.R.N.	X	X										http://www.interreg4a.de
Fehmarnbelt Region	X	X										http://www.fehmarnbeltregion.net

ENPI/CBC

Kolarctic				X				X		X	X	http://www.kolarcticenpi.info
Karelia				X							X	http://www.kareliaenpi.eu
South East Finland - Russia				X							X	http://www.southeastfinrusnpi.fi
Estonia-Latvia-Russia			X		X						X	
Latvia-Lithuania-Belarus					X	X				X		
Lithuania-Poland-Russia						X	X				X	www.interreg.gov.pl/20072013/instrument+sasiedztwa/pl-lt-ru

Source: Wiktor Szydarowski

Table 1: European Territorial Co-operation (ETC) and European Neighbourhood and Partnership Instrument Cross Border Cooperation (ENPI/CBC) programmes in the Baltic Sea Region

Marco Polo II Programme

Marco Polo II aims at easing road congestion and its attendant pollution by promoting a switch to greener transport modes for European freight traffic. Railways, sea-routes and inland waterways have spare capacities. The programme proposes to support actions to reduce congestion, to improve the environmental performance of the transport system and to enhance intermodal transport, thereby contributing to a more efficient and sustainable transport system which will provide EU added value without having a negative impact on economic, social or territorial cohesion. Marco Polo II is run by the European Commission's Directorate-General for Mobility & Transport (DG MOVE) and the EU's Executive Agency for Competitiveness and Innovation (EACI).

Their main categories of action are the following:

- Modal shift actions
- Catalyst actions
- Motorways of the sea actions
- Traffic avoidance actions
- Common learning actions

The Marco Polo II Work programme 2011 will limit, as far as Short Sea Shipping (SSS) – based services are concerned, the scope of the programme for modal shift, Motorways of the Sea and catalyst actions to those services which implement innovative technologies or operational practices which significantly reduce polluting emissions of maritime transport, such as the use of low sulphur fuels, of LNG powered vessels, of vessels operating scrubber technologies for the cleaning of exhaust emissions or of vessels using shore side technology.

7th Framework Programme

The 7th Framework Programme (FP7) is the abbreviation for the Seventh Framework Programme for Research and Technological Development which is the EU's main instrument for funding research in Europe.

The Framework Programmes for Research have two main strategic objectives:

- to strengthen the scientific and technological base of the European industry;
- to encourage its international competitiveness, while promoting research that supports EU policies.

Basically, FP7 is made up of four main blocks of activities named Cooperation, Ideas, People, and Capacities forming four specific programmes plus two specific programmes on nuclear research called Joint Research Centre and Euratom.

The programme cooperation inherits ten thematic areas (working programmes) named (1) Health, (2) Food, Agriculture and Biotechnology, (3) Information & Communication Technologies, (4) Nano-sciences, Nanotechnologies, Materials & New Production Technologies, (5) Energy, (6) Environment (including Climate Change), (7) Transport, (8) Socio-economic Sciences and Humanities, (9) Security, (10) Space. The transport related activities envisaged to be addressed during the lifetime of FP7 are:

- Aeronautics and air transport (reduction of emissions, work on engines and alternative fuels, air traffic management, safety aspects of air transport, environmentally efficient aviation)
- Sustainable surface transport – rail, road and waterborne (development of clean and efficient engines and power trains, reducing the impact of transport on climate change, intermodal regional and national transport, clean and safe vehicles, infrastructure construction and maintenance, integrative architectures)
- Support to the European global satellite navigation system – Galileo and EGNOS (navigation and timing services, efficient use of satellite navigation).

TEN-T programme

The European Commission's TEN-T programme dedicates financial support towards the realisation of important transport infrastructure projects – in line with the overarching goal of European competitiveness, job creation and cohesion.

The main categories of action are the followings:

- the Multi-Annual Work Programme (MAP):
 - for the implementation of the TEN-T priority projects – as defined in the TEN Guidelines – and to address horizontal priorities.
 - to help complete the TEN-T network as approved by the European Parliament and the Council (target completion date of 2020), therefore Community funding aims at motivating as much public and private financing as needed.
 - MAP projects are of a larger size and longer duration than Annual projects (80-85% of the TEN-T budget is for the MAP).
 - Within the MAP different calls were published regarding:
 - Priority Projects
 - Galileo
 - European Rail Traffic Management System (ERTMS)
 - River Information Services (RIS)
 - Motorways of the Sea (MoS)
 - Air traffic management systems – Functional airspace blocks (ATM/FABs)
 - Intelligent Transport Systems for Roads (ITS)
- the Annual Work Programme (AWP)

- intends to complement the Multi-Annual Calls, thus also gives priority to projects addressing key TEN-T issues (such as bottlenecks or cross-border projects)
- priorities are defined for each call
- has a higher degree of flexibility to meet new priorities
- AWP not suited to cover large projects over a long period of time (15-20% is dedicated to Annual Calls)
- the one-off European Economic Recovery Plan (EERP), only 2009
 - ad hoc programme which was adopted in 2009 in the framework of the Commission's European Economic Recovery Plan as a response to the economic and financial crisis facing Europe
 - aimed at giving an immediate boost to the European economy by accelerating investments in infrastructure.

2.2 Focus of the considered programmes

Aiming at creating further insight with regard to the overall goal of the cluster project, all considered programmes have been analysed in terms of the budget allocated and the number of projects being thematically located in the area of transport (see table 2). In a first step, all relevant projects have been identified which are transport related. Descriptions of the projects in the respective funding programmes have been extracted from the programmes websites and have been classified as being relevant or not relevant in the transportation context. Extracted lists of projects have been further refined in a twofold way. First, the projects' budgets have been extracted from the programmes' or projects' websites and have been compared with the overall amount of funding to calculate the share of funds allocated to transport topics. Second, relevant projects underwent a content analysis on the basis of project descriptions. This information has been used to cluster projects along broader thematic areas.

For the transnational co-operation programme, results have been further refined in geographical terms. Projects have been analysed in terms of their affiliation to 10 relevant sub-programmes consisting of different contiguous geographic EU regions such as the Baltic Sea region, the North Sea Region, Northern Periphery, and Mediterranean etc. Same is applicable for the CBC/ENPI programmes with links to the Baltic Sea Region.

The developed clusters should thereby not be interpreted as a stringent, unquestioned structure, as different analyses would come to somehow different results. Still, the cluster results should provide some kind of guidance in terms of the thematic direction of transport related parts of the different funding programmes.



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Programme	Overall budget (2007-2013)	Allocated budget for transport projects (in % of total)	Number of funded transport projects
European Territorial Co-operation Programmes (in total €8.7 bn)	Transnational co-operation programmes (Interreg IV B) Total: €1.8 bn; In total 13 transnational co-operation programmes, considered in this report are the following 10: Northern Periphery: €35 mil Baltic Sea: €220.8 mil North West Europe: € 355 mil Atlantic Area: €104 mil Alpine Space: €98 mil Central Europe: €246 mil South West Europe: € 99 mil Mediterranean: €19.,2 mil South East Europe: €206 mil North Sea: €134 mil	total: € 143.8 mil (12%), Thereof in: Northern Periphery: €0 (0%) Baltic Sea: € 26.4 mil (15%) North West Europe: € 13.4 mil (6%) Atlantic Area: € 10.2 mil (12%) Alpine Space: € 8.1 mil (12%) Central Europe: € 13.9 mil (8%) South West Europe: € 3.2 mil (5%) Mediterranean: € 11.1 (8%) South East Europe: € 19.8 mil (13%) North Sea: €37,6 mil (39%)	Total: 61, thereof in: Northern Periphery: 0 of 31 Baltic Sea: 8 of 73 North West Europe: 5 of 64 Atlantic Area: 5 of 48 Alpine Space: 4 of 35 Central Europe: 5 of 94 South West Europe: 1 of 46 Mediterranean: 9 of 105 South East Europe: 8 of 66 North Sea: 16 of 53
	Cross-Border Cooperation Programmes (Interreg IV A) Total: € 6.4 bn; In total 52 cross-border co-operation programmes, considered are the following*: <ul style="list-style-type: none"> • Interreg IV A North Programme: € 33 mil • Central Baltic Programme: € 102 mil • Öresund-Kattegatt-Skagerak Programme: €112 mil • Syddanmark-Schleswig-K.E.R.N. Programme: € 44 mil • Fehmarnbelt Region Programme: € 23 mil • Kolarctic Programme: € 28 mil • South-East Finland-Russia Programme: € 36 mil • Estonia – Latvia – Russia Programme: € 48 mil Total of considered programmes: € 426 mil	The allocated budget for transport projects in the considered programmes couldn't be identified because of missing information. The total budget of considered transport projects in the considered programmes amounts to approx. € 14.8 mil.	Total: ca. 880, thereof 15 projects considered in: Interreg IV A North: 5 of 39 Central Baltic: 3 of 67 Öresund-Kattegatt-Skagerak: 3 of 113 Syddanmark-Schleswig-K.E.R.N.: 1 of 70 Fehmarnbelt Region: 1 of 87 Kolarctic: 1 of 23 South-East Finland-Russia: 1 of 34 Estonia – Latvia – Russia: 1 of 25
Marco Polo II	€450 mil	€108.93 mil (53% of €204,4 mil allocated from 2007-2010)	50 projects (48% of 104 projects in calls 2007-2010)
TEN-T	€8.013 bn	€163.3 mil (2,2% of €7,3 bn allocated from 2007-2010)	35 projects (11% of 318 projects in calls 2007-2010)
7th Framework	€ 53.3 bn thereof € 4.2 bn for transport (7.9%)	€185 mil (30% of € 615 mil allocated for Sustainable Surface Transport (SST) from 2007-6/2011; and 12% of €1.5 bn allocated from the transport budget from 2007-6/2011)	50 projects (13% of 381 projects in calls 2007-09/2011)

Table 2: Transport related EU funding programmes *

* (comment to table 2) A pre-selection of considered programmes was done according to their character and area of validity for funding which had to include or be linked with the BSR. A further selection was executed which excluded CBC programmes with projects dealing with the maintenance, repair or retrofitting of cross border points (e.g. road construction work etc.). These programmes/projects are not listed as these activities are not in the focus of the BSR Transport Cluster.

In terms of funding, three programmes (TEN-T, 7th Framework Programme and Transnational co-operation programme) only allocate modest funds to transport related topics when compared to the overall funding activities. Only Marco Polo II shows above average funding activities (albeit within a much smaller total budget). The main reason for this is that most of the funded rail projects have been predominantly assigned to the maritime hinterland transportation leg. Also, as it almost exclusively promotes modal shift actions, Marco Polo II deals by its nature with transport related topics. The North Sea Region Programme allocates around 39% of allocated funds indicating its strong dedication to maritime and hinterland transport themes. This is not just true in comparison with the other analysed funding programmes but also within the transnational co-operation programme comprising other transnational regions with a historically strong focus on maritime and hinterland transportation issues, such as the Baltic Sea region or the Mediterranean.

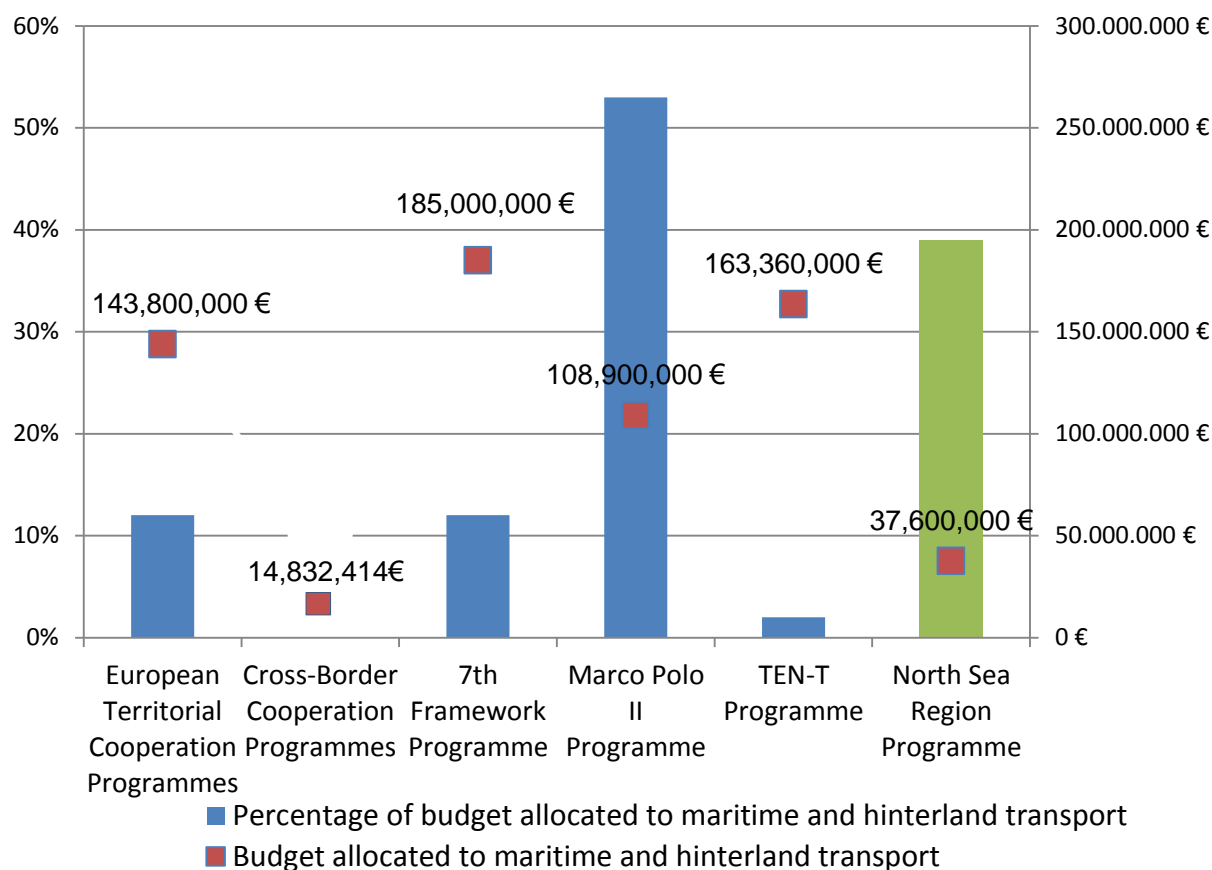


Figure 2: Budget allocated to transport projects

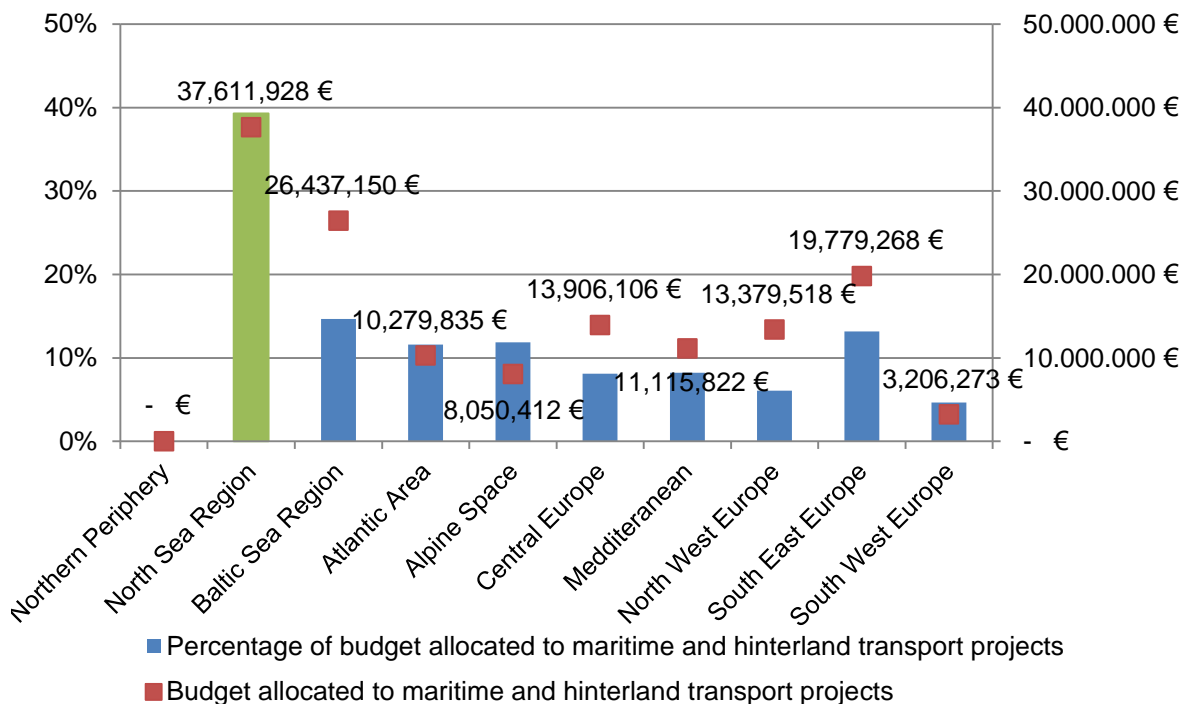


Figure 3: Budget of regional sub programmes allocated to transport projects

Within the 7th Framework Programme, over 50 projects have been identified as relevant in the context of transport. Thereby, “Technology and Innovation” is the dominant topic. This mirrors the programme’s strategic focus of being a research-oriented funding programme. Environmental protection, safety and security, co-operation as well as multimodal transport are further fields of research within the transport related part of FP7 (figure 5).

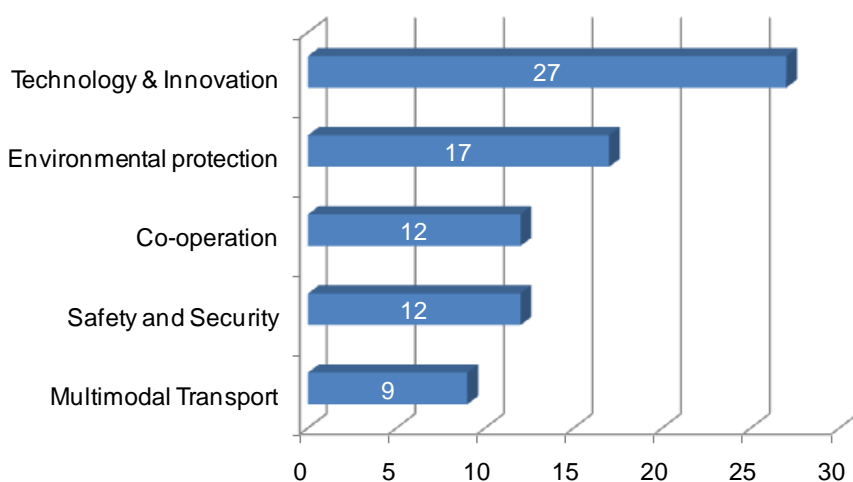


Figure 4: Key topics of FP7 transport projects (multiple answers possible)

Within the Transnational Co-operation Programme, 61 projects have been identified as thematically belonging to the transport field (figure 6). These projects predominantly deal with sustainability and environmental issues, followed by intermodal transport and accessibility. Other identified fields of funding are the development of industry or research networks as well as supply chain optimization approaches.

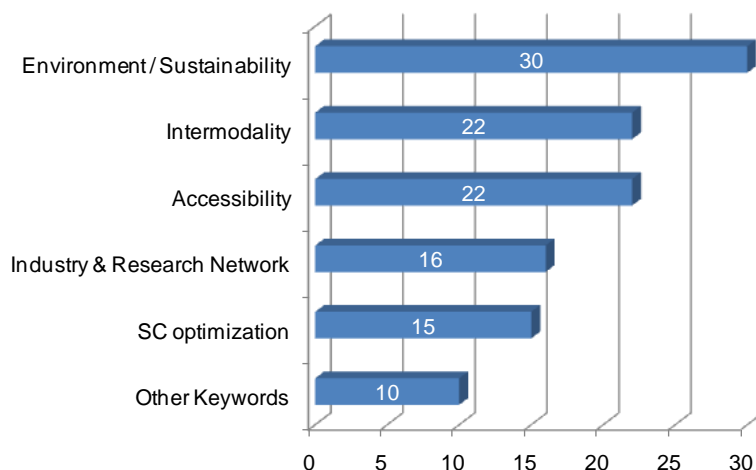


Figure 5: Key topics of transnational cooperation programme transport projects

In the TEN-T programme 35 projects deal with transport topics. Due to the program’s main focus on infrastructure (or studies preparing infrastructure projects), projects can be clustered along the major topics “Port”, “MoS¹” as well as “Co-modality”. Results of the cluster analysis can be seen in figure 7.

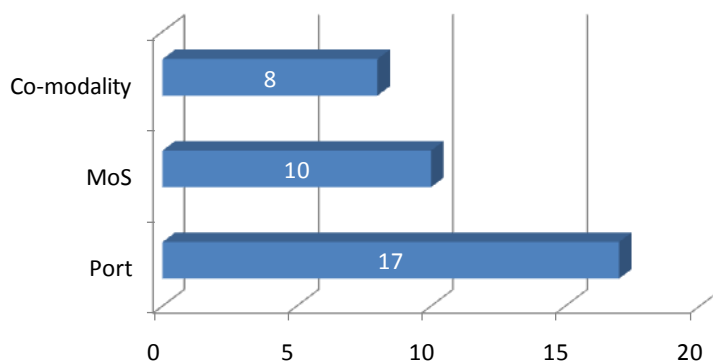


Figure 6: Key topics of TEN-T transport projects

¹ Here MoS projects and projects that were part of or supplement to priority project 21 are considered.

Within Marco Polo II, 50 projects have been identified as thematically belonging to the transport field. From the content analysis using pre-defined categories implemented by the programme itself, it can be seen, that – as expected – most projects (38) deal with modal shift activities. Common learning actions (6 projects) focus on enhancing and disseminating knowledge of optimization or advances in freight logistics and on improving co-operation. Catalyst actions (3 projects) aim at overcoming structural barriers to developing new approaches to non-road freight transport. MoS actions (3 projects) aim at shifting freight from road to short sea shipping (figure 8).

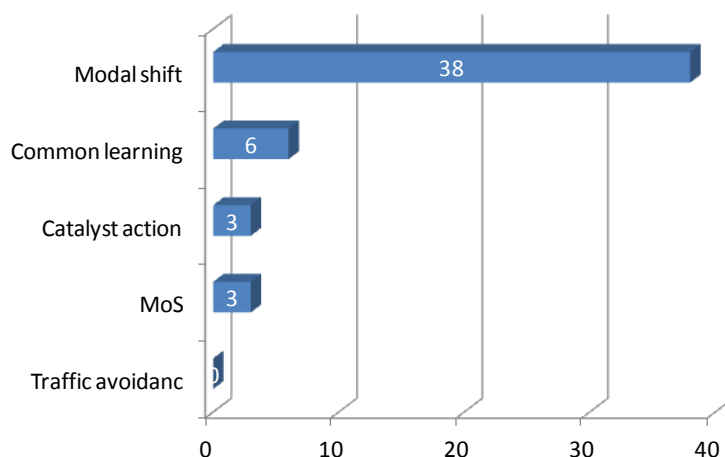


Figure 7: Key topics of Marco Polo II transport projects

2.3 Summary of the programme analysis

The analysis of the five funding programmes, namely the Transnational Co-operation programme, the Cross Border Cooperation Programme, the 7th Framework Programme, the Marco Polo II programme and the TEN-T programme has been performed in order to provide insight into the transport perspective of current initiatives. It is meant as a complementing source of information to further understand the transport projects, their results, strategic orientation etc. and to thereby identify potential synergies to the BSR Transport Cluster cooperation.

Depending on the programmes analysed, it is expected that the main fields of synergies will be

- technology and innovation,
- environment protection and sustainability,
- intermodality and modal shift,
- ports and logistic nodes.

The findings of the respective programmes show that funds for transport activities are rather marginal in most of the programmes. In the 7th Framework Programme and the Transnational Co-operation programme, only around 12% of the overall funding went into maritime and hinterland transportation. For TEN-T even less funding (2.2%) was allocated. In Marco Polo II, the share is comparatively high (53%) due to its main focus on modal shift and a large number of rail projects, which have been predominantly assigned to the maritime hinterland transportation leg. In terms of allocated budget, the NSR programme sticks out in comparison with other funding programmes as well as in comparison with other transnational co-operation programmes such as the Atlantic area, the Baltic Sea region or the Mediterranean. Overall, more than €37 mil have been spent on projects with a focus on transportation in the NSR. This accounts for 39% of all funds allocated to projects from 2007 to 2011, making the NSR programme a cornerstone of maritime and hinterland transportation related research and development activities within the transnational co-operation programme. The NSR Programme is

followed by the Baltic Sea Region Programme were 15 % of all funds allocated to projects from 2007 to 2011 have been spent on projects with a focus on transportation (in total €26,4 mil).

In terms of the thematic orientation, the analysed projects and identified major topics reflect to a large extent the respective programmes strategic goals and major fields of activity. **Marco Polo II** aims at fostering business-driven modal shift activities. 39 of 51 projects in the field of maritime and hinterland transportation can be assigned to direct modal shift activities. Other projects deal with activities facilitating modal shift such as common learning and catalyst actions. Within the **TEN-T programme** 35 of an overall 318 projects are dealing with maritime and hinterland transport. The main topics covered are port development, Motorways of the Sea and co-modality. The **7th Framework Programme** is a more research-oriented funding scheme than the other programmes analysed. As a consequence, many projects look at the development of technologies and innovative solutions. Environmental protection, safety and security, cooperation and intermodality are further fields of action. Within the **transnational co-operation programmes**, projects deal predominantly with sustainability issues trying to develop solutions to environmental questions in an interregional context. Also, many projects aim at pushing forward intermodality and accessibility, following the programmes objective to improve regional development. In addition, projects in the transnational co-operation programmes work on the development of research and industry networks as well as on supply chain optimization activities.

3 Overview on transport related projects

It figured out that an enormous amount of transport related projects are being fund in the different programmes and a focus had to be chosen. We decided to concentrate in the further development of this paper on the following funding programmes/projects:

- European Territorial Co-Operation
 - CBC/ENPI Programmes containing transport related projects with links to the BSR
 - Transnational Co-Operation Programmes containing transport related projects which are linked to the BSR:
 - North Sea Region
 - Baltic Sea Region
 - Central Europe (projects which have a link to the BSR)
 - Northern Periphery
- Marco Polo II Programme (projects which have a link to the BSR)
- FP 7 Programme (projects which have a link to the BSR)
- TEN-T Programme (projects which have a link to the BSR and which are not infrastructure investments)

This chapter provides an overview about the identified (maritime) transport related projects in the areas of funding that provide potential synergies for the Baltic Transport Cluster.

This implies that a first pre-selection of relevant funding programmes and projects funded by these programmes was done. The pre-selection of considered programmes was done according to their character (transport related projects possible - yes/no) and area of validity for funding (inclusion of the BSR or linked to the BSR - yes/no).

A further selection was executed which excluded CBC programmes with projects dealing with the maintenance, repair or retrofitting of cross border points (e.g. road construction work etc.). These programmes/projects are not listed as these activities are not in the focus of the BSR Transport Cluster.

We planned to include the Northern Periphery Programme in the analyses as well. However, it figured out that no important transport related project is funded at the time being.



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While having chosen projects out of the TEN-T Programme we did not consider projects which have their focus on infrastructure investment or Traffic Management Systems like RIS, ERTMS and ITS for road traffic management. Same applies for the Framework 7 Programme.

3.1 The North Sea Region Programme 2007- 2013

The North Sea Region Programme 2007-2013 works with cutting edge policy areas in regional development through transnational projects. A principal aim of the Programme is to expand the scope of territorial cooperation and focus on high quality projects in innovation, the environment, accessibility, and sustainable and competitive communities.

The 2007-2013 Programme connects regions from seven countries around the North Sea, incorporating policy level planning and the long lasting and tangible effects of projects. These are the foundations of the future transnational projects, which will create added value to partner regions and beyond.

The aim of the Programme is to make the North Sea Region a better place to live work and invest in.

By this we mean that the North Sea Region Programme has a role in enhancing the overall quality of life for residents of the North Sea Region by ensuring that there is access to more and better jobs, by sustaining and enhancing the acknowledged environmental qualities of the region, by improving accessibility to places and ensuring that our communities are viable, vibrant and attractive places to live and work.

This endeavour translates into four Programme priorities, which are to promote transnational co-operation that:

- Increases the overall level of innovation taking place across the North Sea Region,
- Enhances the quality of the environment in the North Sea Region,
- Improves the accessibility of places in the North Sea Region,
- Delivers sustainable and competitive communities.

The Programme contributes strongly to the aims of the revised Lisbon and Gothenburg strategies and the shared objectives of the national partners. It draws on the Community Strategic Guidelines on Cohesion and the National Strategic Reference Frameworks of the Member States involved in the programme to ensure a strong strategic consistency.

The Region's assets provide a strong basis for a contribution to the objectives set out in the Lisbon and Gothenburg strategies. The future development of the North Sea Region, however, will be determined by its ability to achieve economic progress through shared development objectives and shared resources, building on individual regional strengths and territorial potentials.

The following table is a compilation of transport related projects in the North Sea Region Programme which may be of interest for the BSR Transport Cluster.



Project part-financed
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Project name	Project description	Lead Beneficiary	Transport Mode		
			Sea	Inland water-way	Multi-modal
Ballast Water Opportunity	<p>Facilitating the ratification of the Ballast Water Management Convention (BWMC)</p> <p><i>Expected Outcomes:</i></p> <ul style="list-style-type: none"> • Model regulation for enforcement, best practice and synthesis on economical, ecological, scientific and technological barriers and opportunities; • A public private centre for transfer of knowledge and expertise on Ballast Water Treatment systems; a test bed for certification of BWT; • A public private centre for transfer of knowledge and expertise on Detection of organisms in ballast water, a feasibility of tool development; • Information portal on best practice/opportunities for mitigation of marine bio-invasive species and models; recommendations on legislation opportunities. 	Royal Netherlands Institute for Sea Research (NIOZ), The Netherlands	x		
BLAST	<p>Improve Integrated Coastal Zone Management and Planning and maritime safety by contributing to harmonising terrestrial and sea geographical data</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • Deploy and test the decision-support system in practical planning contexts in four different municipalities • Disseminate and increase knowledge on estuaries among expert groups • Increase capacities on tide estuary management • Regional estuary working groups • Convince policy makers: Harmonized starting point for future estuary management • TIDE Measure Box available to other estuary managers, experts and decision-makers <p>Catalogue of measures to ensure proper functional estuary design</p>	Norwegian Hydrographic Service, Norway	x	x	
Clean North Sea Shipping	<p>Emission and greenhouse gas reduction from ships, using studies to reveal the status of air quality in ports and surrounding areas. CNSS will create transparency on cost-efficient technology solutions and develop and improve the introduction of successful air quality programs.</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • Manual on using different Air Quality Programmes; • Joint North Sea Shipping Strategy; • Develop a joint “Environmental Statement”; • Guideline on implementation towards cleaner shipping; 	Hordaland County Council, Norway	x		

	<ul style="list-style-type: none"> Study on impact of future ship emission scenarios; <p>Show case of harmonised monitoring/simulation in 2/4 ports.</p>				
CRUISE GATEWAY	<p>Developing the NSR as a cruise destination</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> Creation of the brand 'Green Cruise North Sea'; Establish a marketing strategy and base-line study to strengthen the touristic potential of cruise tourism; Develop policy blueprints and dissemination in the Policy Forum; Improve of service quality in ports; Deliver and transfer best practices regarding passenger transport, sustainability and services; Environmental certificates for environmental-friendliness of cruise ships. 	Hafen Hamburg Marketing e.V., Germany	x		
Dryport	<p>Develop effective Hinterland intermodal freight transport nodes</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> Three dryports set up in cooperation with gateways, Gateway with a hinterland dryport structure, Transformation of hinterland hubs towards dryports, Monitoring-Instruments for gateway-hinterland movements, Research material on rail potentials, Estimation of CO₂ claims of various modes of transport, Motorway of the Sea scheme. 	Västra Götalandsregionen Regionutvecklingssekretariatet, Sweden			x
E-Harbours	<p>Create a lasting change towards sustainable energy logistics for NSR harbour cities</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> Implement 7 innovative show cases in the participating harbour areas; Create a VPP: transnational methodology for optimal integration of renewable energy sources in a energy intensive harbour cities; <p>Create a framework (technical, economical, organizational) for large scale implementation of E-Harbours in the NSR.</p>	Municipality of Zaanstad, The Netherlands	x		x
Food Port	<p>Develop the NSR as the best food cluster and hub in Europe for food products delivered via efficient and sustainable transport systems</p> <p><i>Expected Outcomes</i></p>	Province of West Flanders, Belgium			x

	<ul style="list-style-type: none"> • Realisation of a minimum of 5 modal shift pilots for selected green transport corridors for food products; • Data sets for the food supply chain and appropriate ICC-technologies; • Strategic master plan for the further development and realisation of food hubs and distribution centres; • Regional food logistic action plan/transnational logistic action plan; • Market inventory on inter/intra oriented regional food products flows. 				
iTransfer	<p>Develop innovative, sustainable solutions to improve regional accessibility by water-based public transport in the NSR</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • Installation and launch of an innovative accessible NSR ferry-landing and a sustainable standard NSR ferry operating with liquefied natural gas (LNG); • Set-up of new ferry connections; • A joint knowledge base on ferry operation; • Improve accessibility of places, higher sustainability of passenger transport and increase efficiency of public transport systems. 	Institute for Sustainability, UKc	x	x	
LO-PINOD	<p>Enhance multi-modal accessibility and interconnectivity of ports of regional importance</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • Investment initiation for multi-modal inland connections of regional NSR ports; • Upgraded skills & staff knowledge pool of LO-PINOD ports; • Set-up of new transport connections and integrate new port services into the EU multi-modal network; • Increased strategic support on the national and EU policy level. 	Institute for Sustainability, UK	x		x
NMU	<p>Common and lasting transnational network of universities that will directly address the needs of the maritime industry</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • Common curricula for North Sea Region oriented maritime business management programmes with qualifications at Bachelors, Masters and CPD levels, • Qualification offerings in maritime business management including e-learning modules, • Stakeholder study, a NMU "Toolbox" identifying the maritime sector's educational needs in the NSR, • NMU portfolio and a roadmap for programme and content development, • Professional accreditation of programmes and qualifications, • NMU network 	Transport Research Institute, Napier University, UK	x		
NS Frits	A multi-lingual electronic communications and data capture system for the road freight sector to provide	People United			x



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	<p>information to end users - drivers, transport managers.</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • A multi-lingual electronic communication and data capture system for the freight supply chain to provide information to end users/drivers, fleet/transport managers, freight handlers about the conditions in the area that they are about to enter. • Three pilot projects to test the effectiveness of the communications system; • Recommendations to regional and national level entities and other potential stakeholders; <p>Valuable information for freight supply chain making the sector better able to plan and manage their business operations including traffic flow, efficiency, safety and security issues.</p>	Against Crime, UK			
POYO – The Port is Yours	<p>Focussing on maintenance processes in order to increase the efficiency in the production process of the ports in the North Sea Region</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • State of the art-inventory on maintenance techniques and the skills needed; • 4 physical centres of excellence on maintenance issues; • POYO portal, digital platform for training, and exchanges of experiences between different sectors; • 4 digital courses on maintenance; • Network of 500 companies in at least five countries; <p>Action plan and Handbook for a European certification on maintenance courses.</p>	Albeda College, The Netherlands	x		
StratMoS	<p>Promote and facilitate the shift of cargo from road to sea based inter-modal transport</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • Transnational solutions for 'invisible' intermodal transport (pilot trials, recommendations on intra-port traffic, technology related change management), • Recommendations for efficient hubs, hinterland connections and on intra-port traffic, • ICSO platform for container monitoring, ICT platform for cargo operations, • Strategies for connecting transport networks and corridors. Develop functional concepts for connecting transport networks, comprising hubs and transport axes / corridors, by defining requirements for investments in infrastructure and facilities, • A system model of MoS and intermodal transport, <p>Guideline MoS strategic demonstration project.</p>	Rogaland County Council, Norway	x	x	x
SUSCOD	<p>Application of integrated coastal zone management through an innovative ICZM 'assistant' web tool</p> <p><i>Expected Outcomes</i></p>	Province of North-Holland, The Netherlands	x	x	



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	<ul style="list-style-type: none"> • Risk analysis scenarios, an integrated evacuation and a warning system. • Inventory and analysis of existing ICZM tools and indicators available. Reviewing the present status of ICZM implementation in the partner regions, including ICZM tools as being applied in the light of challenges imposed by climate changes. • Developing a practical and innovative web-based ICZM-assistant for coastal practitioners with stakeholder participation. • Multimedia hub and related educational materials: a course for regional and coastal development officers throughout the NSR. • Development of waterways. 				
MTC	<p>The Maritime Transport Cluster applies the cluster idea to the maritime transport sector, thus bridging between obtained results from ongoing Interreg IVB projects dealing with maritime transport issues and new business trends from the maritime industry as well as with EU transport policy development.</p> <p><i>Expected Outcomes</i></p> <ul style="list-style-type: none"> • To establish an MTC network covering all NSR transport projects as a platform for discussions and exchange. • To identify synergies between the NSR project results and to consolidate these into main programme outcomes on transport. • To match the programme outcomes and discuss them with the business environment. • To match programme outcomes and business trends and connect them to policy development. • To compose a policy advice based on the NSR experiences to contribute to the discussions on future EU transport policy developments. 	Hafen Hamburg Marketing e.V. , Germany	x	x	x

Table 3: Transport related projects in North Sea Region Programme 2007-2013



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3.2 Baltic Sea Region Programme 2007-2013

The Programme 2007-2013 promotes regional development through transnational cooperation projects. It is supporting projects fostering innovations, improving accessibility (table 4), managing environmental resources and strengthening cities and regions in the Baltic Sea Region.

The eligible area includes EU member states Denmark, Estonia, Finland, Latvia, Lithuania, Poland, Sweden and northern parts of Germany, as well as the neighbouring countries of Norway, north-west regions of Russia and Belarus.

The overall strategic objective of the Baltic Sea Region Programme is to strengthen the development towards a sustainable, competitive and territorially integrated Baltic Sea region by connecting potentials over the borders.

The Programme co-finances projects in fields of:

- Priority 1: Fostering innovations
- Priority 2: Internal and external accessibility
- Priority 3: Baltic Sea as a common resource
- Priority 4: Attractive & competitive cities and regions

Common results of supported projects are an increased political recognition of projects results, increased sustainability of transnational co-operative networks and/or unlocked public /private investments.

Nine projects, namely EfficienSea, BRISK, Bioenergy Promotion, TransBaltic, Best Agers, Baltic COMPASS, CleanShip, StarDust and Baltic GPP were approved as "Strategic projects" i.e. strategically important for the whole Baltic Sea region and strongly supported by the national authorities.

The following table is a compilation of transport related projects in the Baltic Sea Region which may be of interest for the BSR Transport Cluster.



Project part-financed
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Project name	Project description	Lead Beneficiary	Transport Mode		
			Sea	Inland water-way	Multi-modal
SCAN-DRIA	<p>Scandinavian-Adriatic Corridor for Growth and Innovation</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> In the corridor described, SCANDRIA will reduce travel times between major cities, establish efficient and multimodal logistic chains and upgrade the attractiveness of the corridor regions for industries and services. Main objective is to increase the infrastructural efficiency for passengers and freight and to improve the accessibility of regional economic potentials. <p>By activating new value-added chains innovative, process-optimised logistic solutions shall be developed.</p>	Joint State Planning Department repr. the capital region Berlin-Brandenburg, Germany	x		x
Trans-Baltic	<p>TransBaltic - Towards an integrated transport system in the Baltic Sea Region</p> <p>Expected Outcomes:</p> <p>The overall project objective is to provide regional level incentives for integration of transport patterns and networks in the BSR, as stipulated by the EU Strategy for the Baltic Sea region, by means of joint transport development measures and jointly implemented business concepts.</p> <p>In addition to the joint work in the partnership of committed financial and associated organisations, TransBaltic envisages to run an intensive dialogue with state level authorities and private stakeholders in order to adjust the actions and outcomes to needs and expectations of transport decision-makers, operators and users around the Baltic Sea.</p>	Region Skåne, Sweden	x	x	x
C.A.S.H.	<p>Connecting Authorities for Safer Heavy Goods Traffic in the Baltic Sea Region</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> harmonising training requirements of HGV and DG inspection officials in the Baltic Sea region, enhancing cooperation between authorities involved in safety of border-crossing Heavy Goods Vehicle (HGV), Dangerous Goods (DG) and oversize transport and testing state-of-the-art safety & security equipment and IT systems to be used by relevant authorities. 	University of Turku, Finland			x
EWTC II	<p>East West Transport Corridor II - a green corridor concept within the Northern Transport Axis approach</p> <p>Expected Outcomes:</p>	Region Blekinge, Sweden			x



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	<ul style="list-style-type: none"> The EWTC II project intends to develop the hubs as growth centres, strengthen railway concepts, improve accesses to hubs and increase human capabilities. The ambition is also to develop an innovative testing ground for a green corridor concept as described in the EU "Freight Logistics Action Plan" that could serve as a best practise case in the European perspective. <p>It includes deployment of advanced ITS services as well as development and testing of an information broker system. The long term goal is to develop the EWTC to an efficient 'green' transport corridor able to match European policies and market demands for growing freight transport.</p>				
RBGC	<p>North East Cargo Link II</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> The objective of NECL II project is to implement the Strategy in close co-operation with the national transport authorities and industry over the national borders through pre-investment studies for investments, development of transport solutions and a continued development of a logistic ICT solution (Portal). The partnership in the NECL II project consist of Transport Authorities, Fylken in Norway, County Councils and Counties Administrative Boards in Sweden and Regional Councils in Finland, municipalities in all countries, the non-profit organisation (NECLA). <p>The project has political support from the national transport ministers in Norway, Sweden and Finland as well as the Nordic Council of Ministers.</p>	Länsstyrelsen i Västernorrlands län, Sweden			x
BALTRIS	<p>Improving Road Infrastructure Safety in the Baltic Sea Region</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> The specific objective of the BALTRIS project is to develop tools and build capacity to better manage safety of road infrastructure in the BSR. <p>Attention to road infrastructure safety and tools applied to manage it vary in the BSR countries.</p>	Lietuvos automobilių kelių direkcija prie Susisiekimo ministerijos, Lithuania			x
BSR InnoShip	<p>Baltic Sea cooperation for reducing ship and port emissions through knowledge and innovation-based competitiveness</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> As part of flagship project under the Priority Area four in the EU Strategy and Action Plan for the Baltic Sea Region the BSR InnoShip will address the common challenge of the Baltic Sea countries 	Suomen Itämeri-instituutti, Finland	x		

	<ul style="list-style-type: none"> and the key maritime stakeholders to cooperate in minimizing ship-based air pollution, while aiming at optimizing competitiveness of the maritime industry. 					
CleanShip	<p>CLEAN BALTIC SEA SHIPPING: Eutrophication of the Baltic Sea by phosphorus and nitrogen is regarded the most severe threat to the Baltic Sea.</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> to contribute to mitigating eutrophication of the Baltic Sea and release of climate relevant gases from ships and water pollution by the preparation of a joint clean shipping strategy, by preparing a sample model for differentiated port dues, spreading word of such dues, developing a Clean Port/Shipping Index of environment, develop best available technology pilot investment in environmental related infra-structure for maritime transport in Baltic Sea ports, request cruise lines from releasing sewage into the sea, rewarding best practices and stakeholders fly the "Clean Baltic Sea Shipping" flag and to make thus the Baltic Sea Region a worldwide first model region for clean shipping strategy, infrastructure and technology. 	Trelleborgs hamn, Sweden			x	
BGLC	<p>Bothnian Green Logistic Corridor</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> to increase the integration between the northern Scandinavia and Barents, with its vast natural resources and increasing industrial production, with the industrial chain and end markets in the Baltic Sea Region and central Europe. 	Region Västerbotten, Sweden			x	
ACL	<p>Amber Coast Logistics</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> ACL wants to bring the actors of the transport sector together in order to push interaction and knowledge transfer and stimulate mutual understanding and awareness. It aims to offer transparent services to the market which are neutral in terms of competition. <p>To achieve this, ACL will organise workshops and conferences, arrange staff exchange programmes and initiate an embedded policy forum for effective dissemination of project results</p>	Hafen Hamburg Marketing e.V., Germany		x	x	x

Table 4: Transport related projects in the Baltic Sea Region Programme 2007-2013

3.3 Central Europe Programme 2007- 2013

The Central Europe Programme encourages cooperation among regions of nine central European countries and aims at improving innovation, accessibility (Table 4) and the environment and at enhancing the competitiveness and attractiveness of their cities and regions.

CENTRAL EUROPE provides funding for cooperation projects covering four thematic areas:

- Priority 1: Facilitating innovation across Central Europe
- Priority 2: Improving accessibility to, and within, Central Europe
- Priority 3: Using our environment responsibly
- Priority 4: Enhancing competitiveness and attractiveness of cities and regions

The CENTRAL EUROPE programme finances territorial cooperation projects that add explicit value to the CENTRAL EUROPE cooperation area. Whether or not a project generates transnational added value is the result of key factors such as, among others, the issue addressed, the partnership involved, the degree of innovation and the visibility and impact of project activities and results.

The programme area includes regions from Austria, the Czech Republic, Germany, Hungary, Italy, Poland, the Slovak Republic, Slovenia and Ukraine. It covers about 1,050,00 square kilometers, an area that represents approximately a fifth of the EU landmass. About 148 million citizens or 28 percent of the EU population live in this area.

Its economy shows high disparities with regard to income and living standards: Besides encompassing some of Europe's richest regions, Central Europe also includes some of Europe's poorest ones. The CENTRAL EUROPE programme aims to contribute to reducing these differences through cooperation between regions, working towards joint solutions to common problems and actions that harness the regions' potential. The programme should also help to strengthen the overall competitiveness by stimulating innovation and promoting excellence throughout Central Europe.

CENTRAL EUROPE serves the following countries and regions:

- **Austria:** Burgenland, Kärnten, Niederösterreich, Oberösterreich, Salzburg, Steiermark, Tirol, Vorarlberg, Wien
- **Czech Republic:** Jihovýchod, Jihozapad, Moravskoslezsko, Praha, Severozapad, Severovýchod, Stredni Cechy, Stredni Morava
- **Germany:** Baden-Württemberg, Bayern, Berlin, Brandenburg, Mecklenburg-Vorpommern, Sachsen, Sachsen-Anhalt, Thüringen
- **Hungary:** Del-Dunantul, Del-Alfold, Eszak-Alfold, Eszak-Magyarország, Közép-Dunantul, Közép-Magyarország, Nyugat-Dunantul
- **Italy:** Emilia-Romagna, Friuli-Venezia Giulia, Liguria, Lombardia, Piemonte, Provincia Autonoma Bolzano/Bozen, Provincia Autonoma Trento, Valle d'Aosta/Vallée d'Aoste, Veneto
- **Poland:** Dolnoslaskie, Kujawsko-Pomorskie, Lubelskie, Lubuskie, Lodzkie, Malopolskie, Mazowieckie, Opolskie, Podkarpackie, Podlaskie, Pomorskie, Slaskie, Swietokrzyskie, Warminsko-Mazurskie, Wielkopolskie, Zachodniopomorskie
- **Slovak Republic:** Bratislavsky, Stredne Slovensko, Vychodne Slovensko, Zapadne Slovensko
- **Slovenia:** The entire country
- **Ukraine:*** Chernivtsi, Ivano-Frankivsk, Volyn, Lviv, Zakarpattia

In the following, an overview of (maritime) transport related projects in a broader sense within the current Central Europe programme is given. After a brief summary, each of the projects is described in more detail.

The following table is a compilation of transport related projects in the Central Europe Programme which may be of interest for the BSR Transport Cluster.



Project part-financed
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Project name	Project description	Lead Beneficiary	Transport Mode		
			Sea	Inland water-way	Multi-modal
ChemLog-T&T	<p>Tracking and Tracing solutions for improvement of intermodal transport of dangerous goods in CEE</p> <p>Expected Outcomes/objectives:</p> <ul style="list-style-type: none"> Chemlog-T&T promotes the application of ICT for the development of efficient traffic management and information systems of transnational transports of dangerous goods by tracking and tracing. Furthermore, the framework conditions for T&T technologies safeguarding the intermodal transport of dangerous goods need to be improved by involving companies, logistic service providers and public authorities. 	Ministry of Science and Economy Saxony-Anhalt (Germany)			x
RAILHUC	<p>Railway Hub Cities and TEN-T network</p> <p>Expected Outcomes/objectives:</p> <ul style="list-style-type: none"> RAILHUC general objective is that of enhancing rail transport by improving the feeding functions on rail of major hub-cities and their respective regions. Taking advantage of all the regional standpoints and seeking to reflect the interests of society as a whole, the partnership has established as specific objectives the development of a sustainable public transport system via rail strengthening, which does not only mean increasing the proportion of eco-friendly journeys but also satisfying the mobility requirements of a modern society and minimize the negative effects of road and private mobility. RAILHUC develops joint concepts and solutions for better linking urban and regional rail transport with intercity transport based on the leveraging of policy interventions on rail infrastructural and rail/non rail transport services. It explores the options and bottlenecks for better integration of urban and regional rail transport with the intercity rail networks and formulates new strategies, based on public participation, for the 12 central European agglomerations /regions concerning the improvement of existing rail hubs or the construction of new rail hubs on the high speed national and Trans European Transport Networks. 	Emilia-Romagna Region, D.G. Infrastructural Networks, Logistics and Mobility Systems (Italy)			x
ChemLog	<p>Chemical Logistics Cooperation in Central and Eastern Europe</p> <p>Expected Outcomes/objectives:</p> <ul style="list-style-type: none"> The project will work on the development of a joint transnational strategy and action plan for the area of chemical logistics in the partner regions and countries in order to agree on priorities for future infrastructure planning, use of funding from different sources on EU-, national- and regional level and 	Ministry for Economy and Labour of Saxony-Anhalt (Germany)			x



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	<p>define responsibilities of the involved stakeholders.</p> <ul style="list-style-type: none"> Establishing joint management via the Central and Eastern European Chemical Logistics Network is another aim, which will sustain the cooperation after the end of the project. A permanent cooperation between the seven partner regions will be established. Furthermore, four Feasibility Studies will be implemented that will facilitate the preparation of investment volume of 70 Mio Euro, which would potentially create 100 jobs and leverage 70 Mio Euro of public and private funds. 				
SoNorA	<p>SOuth-NORth Axis</p> <p>Expected Outcomes/objectives:</p> <ul style="list-style-type: none"> The aim of the project is to find new solutions to key strategic issues dealing with multimodal accessibility between the Adriatic and Baltic Seas that are considered critical to ensure full deployment success. Project's activities are targeted on interventions focused firstly on specific needs of individual areas which have trans-national relevance for the integrity of the entire corridor, secondly on improvement of accessibility for landlocked countries to European seaports and thirdly on facilitation of intermodality for road, rail and waterways. The establishment of strategic cooperation between and within trans-European transport corridors, the facilitation of connections between high priority transport corridors and national and regional networks and the support of deployment of sustainable transport modes are especially focused within the project. 	Veneto Region (Italy)			x
BATCo	<p>Baltic-Adriatic Transport Cooperation</p> <p>Expected Outcomes/objectives:</p> <p>The operation's main objective is:</p> <ul style="list-style-type: none"> the sustainable and harmonised advancement of the Baltic-Adriatic transport axis and its competitiveness, in the frame of Central Europe's North-South connection. to up-grade intermodal transport connections - particularly accelerating the implementation of high capacity railway connections along the axis ("green transports") to protect the environment via the reduction of negative transport related effects to secure employment via the strengthening of the economy. 	Regional Government of Carinthia - Department for Economic Law and Infrastructure (Austria)			x

Table 5: Transport related projects in the Central Europe Programme 2007-2013



Project part-financed
by the European Union
(European Regional Development Fund)

3.4 Cross-Border Cooperation Programmes

Cross Border Cooperation is a key priority of the European Neighbourhood and Partnership Instrument (ENPI). It aims at reinforcing cooperation between member states and partner countries along the external border of the European Union. In the perspective of reinforcing cooperation with countries bordering the European Union, the ENPI includes a component specifically targeted at cross-border cooperation (CBC).

- The CBC strategy has four key objectives:
- Promote economic and social development in border areas,
- Address common challenges,
- Ensure efficient and secure borders,
- Promote people-to-people cooperation.

Two types of programmes have been established, which are land border programmes between two or more countries sharing a common border (or short sea crossing) and multilateral programmes covering a sea basin.

It is the task of the regional and local partners on both sides of the border to analyse their common needs and to identify priorities and actions that are most relevant to their local situation. The management of the programmes is entrusted to a local or national authority jointly selected by all participating countries in a programme.

CBC uses an approach largely modelled on 'Structural Funds' principles such as multiannual programming, partnership and co-financing, adapted to take into account the specificities of the EC's external relations rules and regulation. One major innovation of the ENPI CBC can be seen in the fact that the programmes involving regions on both sides of the EU's border share one single budget, common management structures, a common legal framework and implementation rules giving the programmes a fully balanced partnership between the participating countries.

A selection was executed which excluded CBC programmes containing projects dealing with the maintenance, repair or retrofitting of cross border points (e.g. road construction work etc.). These programmes/projects are not listed as these activities are not in the focus of the BSR Transport Cluster. The following table is a compilation of transport related projects in considered CBC Programmes which may be of interest for the BSR Transport Cluster.



Project part-financed
by the European Union
(European Regional Development Fund)

Programme name	Project name	Project description	Lead Beneficiary	Transport Mode		
				Sea	Inland water-way	Multi-modal
INTERREG IVA North	Refuse Transport in the North Calotte Area	Refuse Transport in the North Calotte Area: 82,175 € By working out a logistic structure with a number of centres in the municipalities of Kiruna and Narvik the project has a purpose to contribute to a more ecological and rational way of using the transport system between Norway and Sweden. The purpose of the project is also to look after other alternative transport possibilities that can be more environmentally friendly.	Tekniska Verken i Kiruna AB (Norway)			X (rail)
	North Calotte	North Calotte transports 253,800 € The purpose is to improve accessibility for sustainable transport facilities in the North Calotte area. The aim is to realize activities that develop possibilities for sustainable transport facilities in the North Calotte area	County Administrative Board of Norrbotten (Sweden)			X (rail)
	Mara Nord	Mara Nord 751,715 € The project overall objective is to boost the cooperation between the Nordic road administrations, research units and the business sector on the use of GPR in road rehabilitation planning. All Road administrations consider this as strategically important from their perspective although in very different levels. The project is built so that it responds to each interest group needs with different WP's.	Rovaniemen Koulutuskeskus (Finland)			X (road)
	The Arctic Ocean way	The Arctic Ocean way (Ishavsbanen): 167,180 € The project's main objective is to investigate and document possible transport streams for this track alignment, regionally, nationally and internationally. The project will provide concrete information on the particular ice conditions in the Gulf of Bothnia, the effects of industry and environmental indicators.	Tornedalsrådet (Finland)	X		
	Preproject railway	Preproject railway Rovaniemi-Kirkenes: 62,500 € The overall project objective is to support the development of a transport corridor between the Baltic and Barents region. Corridor would open up new transport opportunities for mining companies and other companies as well as a connection to the northern sea routes.	Northern Lapland municipal (Finland)			X (rail)



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Central Baltic programme	PENTA	<p>Pentathlon Ports of Stockholm, Helsinki, Tallinn, Turku and Naantali together 489,456 €</p> <p>The PENTA project explores the alternatives of how the five Central Baltic ports together can face and better comprehend the challenges of today and in the future. By developing cargo and passenger flows development scenarios, the partners create a shared vision about the likely development of cargo and passenger transportation. The project also identifies the ongoing and coming legislative measures and trends that will effect on port procedures and regulative framework</p>	University of Turku (Finland)	X		X
	H-TTransPI an	<p>Helsinki-Tallinn Transport and Planning Scenarios 979,756 €</p> <p>→ Southern Finland -Estonia - Sub Programme</p> <p>During the project, the project partners creates development scenarios, carries out territorial impact assessment of the regional transport system and discover related urban development opportunities. In order to serve the decision makers with up-to-date information, the project will also carry out a mobility study by gathering information on the mobility of people and goods in the region.</p>	NPA Tallinn (Estonia) Helsinki-Euregio			X
	STOCA	<p>Study of cargo flows in the Gulf of Finland in emergency situations 666,822 €</p> <p>→ Southern Finland -Estonia - Sub Programme</p> <p>To facilitate the preparedness, the STOCA project generates knowledge that will be available for strategic planning on how to maintain a functioning society and infrastructure, in case the common cargo routes or ports face serious disturbances. This includes an analysis of the capacity and potential for alternative routing in Finland and Estonia as well as estimations on the changes in traffic pattern and size of vessels.</p>	Kotka Maritime Research Association (Finland)	X		X
Öresund-Kattegatt-Skagerak Programme	COINCO North	<p>Corridor of Innovation and Cooperation (COINCO) North 1,337,586 €</p> <p>The project is a strategic development project, aimed at strengthening sustainable growth and development of the Oslo-Gothenburg-Malmö corridor. The main aim of the project is to promote sustainable economic growth by reducing travel time, create new arenas for business cooperation, stimulate closer academic cooperation and strengthen the marketing of the region as an attractive place to live, visit, invest in and locate new business.</p>	Business Göteborg (Sweden) Region AB			X (rail)
	COINCO North II	<p>COINCO North II – The 8 Million City 2,964,777 €</p> <p>The overarching objective of COINCO North II is to promote the region as an attractive location. With this motivation, the project takes a strategic approach and will, by illustrating the benefits of a world class green and multimodal transport system, secure that the national authorities in Denmark, Sweden and Norway reach a common decision regarding investments in Inter City and High Speed Rail. The partners are the majority of the local and regional authorities as well as three government agencies in the corridor between Oslo, Gothenburg and Copenhagen, and this is an extended continuation of the partnership in a precedent project.</p>	Business Göteborg (Sweden) Region AB			X (rail)



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	Green STRING	<p>Green STRING Transport Corridor 2,787,447 €</p> <p>The purpose of this project is to establish a green transport corridor through the Öresund Region to Hamburg that will minimize utilization of energy and CO2 emissions per traveller and per tonnes goods and at the same time optimize accessibility and mobility. The project will identify the demands and conditions such a transport corridor will put on authorities and companies in the Öresund Region and furthermore map the potentials for increased cooperation internally in the region, and with partners in Germany. The goal of the project is to prepare businesses and decision makers for the specific conditions and opportunities relating to development of innovative and environmentally friendly transport and logistics solutions.</p> <ul style="list-style-type: none"> • Development of a Green STRING corridor • Logistics and business development in the STRING corridor • Business travel and Accessibility Öresund-Hamburg • Dialogue, Implementation and Network - how do we make things happen? 	Region Sjælland (Denmark)	X		X
Syddanmark-Schleswig-K.E.R.N.	CBLog	<p>Cross Border Logistics (CBLog) 1,057,775 €</p> <p>This project takes up logistics as a developing chance for the region of Schleswig-Syddanmark. The available logistic competence in the region is bundled up to an international cluster of the logistics economy, the qualification facilities and the science and are presented in the inside relation and outside relation in aim-oriented and adequate manner, e.g., on appropriate fairs.</p> <p>Based on the strengths and weaknesses of the region the project will develop a strategy for the establishment, conversion and maintenance of a common logistics region.</p>	WiREG Flensburg/Schleswig mbH (Germany)			X (rail)
Fehmarnbelt Region	BeltLogistics	<p>BeltLogistics 225,000 €</p> <p>The realisation of the firm Fehmarnbelt link will put before all enterprise of the logistics economy – haulage contractor, forwarding agents, shipping and stevedoring companies – during the coming years before new and additional challenges. Here the project BeltLogistics begins. It pursues the aim to build up the Fehmarnbelt region an international network between the logistics networks active currently on German and Danish side as well as regional active logistics-branch organisations.</p>	Wirtschaftsförderung Lübeck GmbH (Germany)			X
Kolarctic Programme	Barents Logistics 2	<p>Barents Logistics 2</p> <p>The project has been initiated as a response to the growing needs of business and public organizations to advance logistics knowledge. The main goal of the project is to develop logistics competencies on the region. It will deepen educational co-operation between the universities and educational institutions together with public and business organizations in the Barents Region.</p>	University of Oulu (Norway)			

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">South-East Finland-Russia Programme</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Cross-Border Road Traffic Safety</p>	<p>Cross-Border Road Traffic Safety 1,318,000 € Harmonization of road safety principles on transbordering roads passing through built-up areas in the EU and Russia.</p> <ul style="list-style-type: none"> • improve Finnish and Russian road traffic safety and reduce traffic accidents • strengthen the local and regional traffic safety sustainability and sustainable economic development • transfer the Nordic and Finnish traffic safety knowledge to Russian transport sector professionals • involve citizens in traffic safety work (road user queries) • improve traffic safety of the vulnerable road users (pedestrians, bicyclists and schoolchildren). 	<p>The Finnish Transport Agency (Finland)</p>			
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Estonia – Latvia – Russia Programme</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">ESTLATRUS TRAFFIC</p>	<p>ESTLATRUS TRAFFIC 1,688,913 € A Project to increase the transport system’s sustainability, capability, accessibility and competitiveness the EE-LV-RU border region as the sphere of national interests</p> <ul style="list-style-type: none"> • to mobilize cross-border resources for traffic safety • to implement innovative traffic safety performances • to contribute to transport & public space development by innovative streetscape design and improvements in infrastructure of 12 EE,LV,RU settlements 	<p>Latvian office of Euroregion “Country of lakes” (Latvia)</p>			
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">South Baltic Programme</p>	<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Over-size Baltic</p>	<p>Oversize Baltic (?? €) To improve quality of oversize cargo transportation services and interoperability of reallocation of large items in the South Baltic area.</p> <ul style="list-style-type: none"> • Development of a South Baltic Oversize Strategy • Implementation of OTIN (Oversize Transport Information Network) • Training seminars for oversize transport business 	<p>Klaipeda Science and Technology Park (Lithuania)</p>	<p>X</p>		<p>X</p>

Table 6: Transport related CBC Programmes and projects with a link to the BSR

3.5 Marco Polo II Programme 2007 – 2013

Marco Polo aims to ease road congestion and its attendant pollution by promoting a switch to greener transport modes for European freight traffic. Railways, sea-routes and inland waterways have spare capacity. Companies with viable projects to shift freight from roads to greener modes can turn to Marco Polo for financial support. More than 500 companies have already done so successfully since the programme was launched in 2003. Every year, a new batch of projects qualify for funding. Your project could be among them. The following sections explain how the programme works and how you can apply for funding.

Funding is in the form of an outright grant. It is not a loan to be repaid later. Applicants must meet a series of conditions to obtain a grant. Grants cover a share of costs associated with the launch and operation of a new modal-shift project, but must be supported by results.

Every year, the Marco Polo work programme outlines the main themes, priorities and criteria. The Marco Polo Work Programme 2011 was adopted by the European Commission on 31 March 2011 and a Commission Decision revising the Marco Polo Work Programme 2011 was adopted on 19 October 2011 (C (2011) 7317 19.10.2011) . As already announced in December 2010, due to the foreseen changes to be introduced in the Marco Polo II Call for Proposals 2011, the actual Call text laying down detailed rules for submission and selection of specific actions to be funded under the Programme in 2011 will be adopted separately from the Work Programme 2011. The Marco Polo II Call for Proposals 2011 was published on 21 October 2011.

Marco Polo co-finances direct modal-shift or traffic avoidance projects and projects providing supporting services which enable freight to switch from road to other modes efficiently and profitably.

The following table is a compilation of transport related projects in considered CBC Programmes which may be of interest for the BSR Transport Cluster.

Project name	Project description	Beneficiary	EU contribution
NORDIX	Development of a fool intermodal distribution network for wood based bio-chemicals, mainly cellulose and lignin, using short sea shipping, rail and inland navigation.	Borregaard Industries Limited (Norway)	818,702 €
ScanBalt	SSS service for aluminum from 4 different plants through the port of Karmoy in Norway to Poland (Swinoujscie) for further distribution in Poland, Germany and the Czech Republic and return cargo from Poland (Swinoujscie) to the port of Lysekil (Sweden) for further distribution in Sweden.	Lorentzens Skibs AS (Norway), Lorentzens Rederl AS (Norway)	1,128,533 €
ScanSEE	Intermodal rail services designed to primarily carry semi-trailers and at a later stage tank containers and linking directly the Baltic Sea Port of Rostock, Germany, with Vienna region, Austria.	ERS Railways B.V. (ERS) (Netherlands), Wiener Lokalbahnen Cargo GmbH (WLC) (Austria)	2,977,999 €
TESS'10	A daily block train for door-todoor delivery of semi-knock-down parts (incomplete kit of parts needed to assemble a vehicle) for vehicles between the PSA plant in Vesoul (France) and their new plant in Kaluga (Russia).	GEFCO SA (France) GEFCO Polska (Poland)	1,747,332 €

PALCARGO	Intermodal service with rail connection between Norway (Oslo) and Sweden (Stockholm). Type of goods: two main categories – unitized/palletized goods and bulky goods handled in a newly developed container. Modal shift foreseen: 313.043.355 tkm	Benders Sverige AB (Sweden)	997,104 €
ACE GREEN	Transport of fresh salmon with non-stop block trains between Norway and Poland, and Norway and Russia. Foreseen modal shift 778.334.665 tkm.	Nordisk Transport Rail AB (Sweden)	2,882,013 €
BETTEMBOURG LÜBECK SHUTTLE	An intermodal rail transport service between the port of Lübeck (Germany) and the multimodal terminal of Bettembourg (Luxembourg) for the transport of different types of commodities in containers and semi-trailers.	CFL Multimodal S.A. (Luxembourg)	1,747,332 €
ARCON	An intermodal railway service transporting temperature-regulated fresh food between the Arctic market in Norway and the European continental markets of Benelux and northern France.	TX Logistik AG, Bad Honnef (Germany) Posten Norge AS (Norway)	4,320,438 €
BFI	A railway connection transporting temperature-regulated fresh and frozen food between markets in Sweden and Denmark and the Italian market.	TX Logistik AG Bad Honnef (Germany), Bring Frigoscandia A/S (Denmark)	4,134,668 €
DanNed	Maritime service for unaccompanied trailer shipments between Esbjerg (Denmark) and Amsterdam (Netherlands) connecting the region of Kolding in Denmark with Noord-Holland and Zuid-Holland.	Sea-Cargo AS Bergen (Norway) Sea-Cargo Agencies Amsterdam BV (Netherlands), Sea-Cargo Agencies Esbjerg Aps (Denmark)	1,321,560 €
EURO CAR SHUTTLE	A rail shuttle service in weekly loops for the transport of finished vehicles, between Amsterdam (Netherlands), Strasswalchen (Austria), Budaörs (Hungary) and Born (Netherlands), and after one year of operation another loop between Amsterdam (Netherlands), Dąbrowa Górnicza (Poland), Žilina (Slovakia) and Born (Netherlands).	Koopman InterRail B.V. Amsterdam (Netherlands), Lagermax Autotransport GmbH (Austria)	1,466,701 €
NG-WP	A shuttle train corridor between Sławków and Brzeg Dolny (Poland) and Hamburg and Bremerhaven (Germany) for the transport of containerised goods. By the end of the project the service is foreseen to have a frequency of four departures per week to Hamburg and four to Bremerhaven.	PCC Intermodal S.A., Gdynia (Poland), Petro Carbo Chem GmbH (Germany)	1,217,347 €
	A shuttle train connection between Krzewie (Poland) and Rotterdam (the Netherlands)	Intermodal S.A., Gdynia (Poland),	971,081 €

RKE	for the transport of containerised goods. The service is foreseen to have a frequency of three roundtrips per week.	Nijhoff-Wassink B.V. (Netherlands)	
The Juice Vessel	Multimodal alternative of the existing European distribution of frozen orange juice between Amsterdam (Netherlands), Ghent and Antwerp (Belgium) and Mannheim (Germany), by inland waterways, and Cartagena (Spain), Liverpool (United Kingdom) and Ventspils (Latvia) by short sea.	The Logical Company B.V. (Netherlands) Cargill Flavour Systems Ltd. (United Kingdom)	1,695,138 €
AVELINE	This project will develop a ferry shipping service between Lübeck/Travemünde (Germany) and Liepaja (Latvia) aiming to reduce the transit time of freight for the Baltic and Russian markets. The service should run 6 times a week and target time-critical goods.	AVE logistic SIA (Latvia) MJ Logistic OU (Estonia)	1,778,126 €
CORAT	Upgrade of an existing rail service, by increasing its capacity, linking Klaipeda and Kaunas (Lithuania), Zilupe, Riga, Liepāja and Ventspils (Latvia) and Russia, with the purchase of 300 new railway fitting platforms. It is planned to shift up to 30% of the container freight volumes through Latvia/Lithuania towards the Eurasian countries from road to rail.	LDZ Cargo Ltd (Latvia) FESCO Integrated Transport LLC (Russia)	767,045 €
Dutch-Russian lo-lo	New regular lo-lo shipping service between Harlingen (The Netherlands) and Ventspils (Latvia), with adjacent rail transport from Ventspils to Moscow (Russia).	Harlingen North Connect Line B.V. (Netherlands) CF&S Estonia AS (Latvia)	1,232,733 €
IGOR	New container shipping service between Antwerp (Belgium) and Hamina (Finland), in combination with a rail link from Haminato St Petersburg (Russia).	Spedition Services Ltd (United Kingdom), Spedition Services Finland Oy (Finland)	1,520,108 €
KOTCAR	New Short Sea Shipping line linking Antwerp (Belgium) and Hamburg and Bremerhaven (Germany) to Kotka (Finland) 3 times a week. It will mainly carry chemical products and automotive parts which will be further taken to Nizhny Novgorod (Russia) by train.	ICL-Intemodal Container Logistics (Austria) Magna Steyr (Austria) Maritime Freight Poland Ltd (Poland)	1,040,000 €
OBSTE	Upgrade of an existing ro-ro/ro-pax shipping service between Lübeck (Germany) and St Petersburg (St Petersburg). A fleet of one ro-pax and three ro-ro vessels will turn into a fleet of three ro-pax vessels and one ro-ro vessel, with increased capacity for trucks.	Finnlines Deutschland GmbH (Germany) Translog LLC (Russia)	1,304,606 €
RIGAMODAL	New container feeder service between the	IMCL Inter marine	1,241,961 €

	ports of Antwerp (Belgium), Rotterdam (The Netherlands), Bremerhaven (Germany) and Riga (Latvia)	Container Lines Ltd (Cyprus) IMCL Germany GmbH (Germany)	
NEW HANSA BRIDGE	Upgrade of ro-ro service between Luebeck (Germany) and Riga (Latvia), with 4 departures per week in each direction.	DFDS A/S (Denmark), Lübecker Hafen-GmbH (Germany)	1,555,475 €
VIKING RAIL	New daily rail service for automotive industry within the logistics chain between Hannover (Germany) and Gothenburg (SE).	Schenker Automotive RailNet GmbH (Germany), Volvo Logistics AB (Sweden)	1,082,762 €
ESTRAB	The aim is to overcome market barriers by introducing the 'Cargo Beamer' technology which is an innovative, parallel, automated technology to load standard semitrailers onto rail wagons without using cranes. The rail route will go from Rotterdam (Netherlands) to Riga (Latvia).	CargoBeamer AG, Bautzen (Germany), UAB ACHEMOS Group (Lithuania)	5,415,900 €

Table 7: Transport related Projects in the Marco Polo II Programme (projects chosen have a link to the BSR)

3.6 Seventh Framework Programme (FP7) Programme 2007-2013

Framework programmes' (FPs) have been the main financial tools through which the European Union supports research and development activities covering almost all scientific disciplines. FPs are proposed by the European Commission and adopted by Council and the European Parliament following a co-decision procedure. The main objectives of FP7: Specific programmes!

FPs have been implemented since 1984 and cover a period of five years with the last year of one FP and the first year of the following FP overlapping. The current FP is FP7 and runs from 2007-2013.

Knowledge lies at the heart of the European Union's Lisbon Strategy to become the "most dynamic competitive knowledge-based economy in the world". The 'knowledge triangle' - research, education and innovation - is a core factor in European efforts to meet the ambitious Lisbon goals. Numerous programmes, initiatives and support measures are carried out at EU level in support of knowledge.

The Seventh Framework Programme (FP7) bundles all research-related EU initiatives together under a common roof playing a crucial role in reaching the goals of growth, competitiveness and employment; along with a new Competitiveness and Innovation Framework Programme (CIP), Education and Training programmes, and Structural and Cohesion Funds for regional convergence and competitiveness. It is also a key pillar for the European Research Area (ERA).

The broad objectives of FP7 have been grouped into four categories: Cooperation, Ideas, People and Capacities. For each type of objective, there is a specific programme corresponding to the main areas of EU research policy. All specific programmes work together to promote and encourage the creation of European poles of (scientific) excellence.

The following table is a compilation of transport related projects in the 7th Framework programme which may be of interest for the BSR Transport Cluster.



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Project name	Project description	Lead Beneficiary	Transport Mode		
			Sea	Inland water-way	Multi-modal
SPIDER PLUS	<p>SPIDER PLUS objective is to provide a new 2050 mobility VISION through a Strategic Design & Plan, and a Road Map delivering Sustainable Solutions by then. In such Plan the electrified Rail has a central role both for passengers and freight. The productivity of the available resources supported by ICT and other technologies, is maximized by the combination of infrastructural nodes with spatial and urban planning integrating the missing links for sustainable mobility and city logistics. The combination of the Time with Space management generates seamless transport chains reducing aggravations and costs. E/Service, E/Freight, ICT technologies, satellite communications, Galileo are tools for achieving these objectives. Syncro-Mobility is the 2050 SPIDER PLUS MOBILITY motto.</p> <p>EU contribution: EUR 2 969 325</p>	HACON INGENIEURGESELLSCHAFT MBH, Germany			X (rail)
LIVING-RAIL	<p>LivingRAIL (Living in a sustainable world focused on electrified rail) will foster an intensive dialogue between politics, rail sector, spatial planning actors and civil society to develop jointly technology pathways and feasible organisational options to implement the vision 2050. The target groups: political decision makers, railways, rail supply industry, transportation providers, spatial planning authorities, transport associations, passengers organisations and academia will be involved in the dialogue process from the very start. Thus the LivingRAIL results will be checked in the reality and that will substantially increase their practical importance and pave the way towards implementing the finding...</p> <p>EU contribution: EUR 985 259</p>	FRAUNHOFER-GESELLSCHAFT ZUR FOERDERUNG DER ANGEWANDTEN FORSCHUNG E.V., Germany			X (rail)
SILENV	<p>The project SILENV (Ships oriented Innovative soLutions to rEduce Noise & Vibrations) proposes a holistic approach to reduce ship-generated Noise & Vibration pollution. After a definition of realistic target levels, existing experimental data from main types of ships and on-site measurements will be analysed to identify the most critical sources of noise and vibration. Innovative solutions will be listed and individually assessed on technical and economical criteria. These solutions shall subsequently be virtually tested and refined on numerical models of entire ships, thus allowing us to scientifically grade N&V improvements.</p> <p>EU contribution: EUR 3 487 058</p>	DCNS SA, France	X		
ERA-NET ROAD II	<p>ERA-NET ROAD II s aim is to strengthen the European Research Area in road research by coordinating national and regional road research programmes and policies. The consortium comprises owners and managers of road research programmes in fifteen countries and two regions, i.e. the eleven National Road Administrations active in the first ERA-NET ROAD plus four more National Road Administrations and two Regional Road Administrations. Jointly, they will promote, develop and facilitate collaborative trans-national</p>	DEPARTMENT FOR TRANSPORT, UK			X (road)



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	<p>programming, financing and procurement of road research.</p> <p>At the end of the project, collaborative research will have become business as usual for National Road Administrations. A permanent and self-sustaining structure will have been established and embedded that will take forward the trans-national coordination of road research programmes after completion of the project.</p> <p>EU contribution: EUR 1 499 550</p>				
SMART CM	<p>SMART_CM (Smart container chain management) aims to do advanced technology implementation and research in order to overhaul the complete container door-to-door transport chain so that it is more efficient, secure, market driven, and competitive. It systematically analyses current processes and systems, produces new innovative concepts for processes and technologies, and demonstrates all these in a set of 2 world scale Demonstrators covering 4 supply chain corridors. Its view, analyses, and recommendations fall in the following four areas thus ensuring a fully comprehensive coverage of the call subject: 1. Innovation / Technology, 2. Commercial / market issues, 3. Business / organisational issues, 4. Legal / Security issues.</p> <p>The SmartCM project objectives may be summarized as following:</p> <ul style="list-style-type: none"> • Stimulate interoperable B2B co-operation in door-to-door container transport security • Develop compliant application of B2B and B2A container security data solutions with international Customs operations • Develop a neutral approach and service platform for secure and interoperable data communications • Define added value services and chain visibility enabling techniques for fulfilling operational requirements of the actors • Develop prototypes of advanced applications in global container management, such dynamic scheduling at the containers • Assess large applicability of the above-mentioned project solutions by considering costs and benefits • Analyze existing business models in global container chain management and operation and study e-managing business models • Contribute to standards development for advancing of interoperability of technologies <p>EU contribution: EUR 6 499 942</p>	CENTRE FOR RESEARCH AND TECHNOLOGY HELLAS, Greece			
AQUO	<p>AQUO = Achieve QUIeter Oceans by shipping noise footprint reduction</p> <p>The project is supported by relevant methods and tools, which will be used to assess the effectiveness of noise mitigation measures in order to select the most appropriate:</p> <ul style="list-style-type: none"> • A noise footprint assessment tool will be derived from Quonops an existing operational underwater noise prediction system, connectable with AIS shipping data. The tool will be adapted to the problem considered and validated by comparison with in-situ measurements at sea. • Dedicated bio-acoustic studies will be conducted on different marine species representative to European maritime areas, with the goal to derive criteria regarding shipping underwater noise acceptable limits. • Computer methods will be developed and scale model experiments will be done to predict radiated noise from ship propellers, including cavitation effects and interaction with ship hull. These predictive 	DCNS SA, France	x		

	<p>techniques will be validated by comparison to measurements.</p> <ul style="list-style-type: none"> To support the analysis, several vessels, including commercial ships, will be tested at sea. Indeed, the project will benefit from the strong expertise of the consortium in the field of ship noise and vibrations, relying on long term experience on many ships, and a dedicated database. A proposal for ship Underwater Radiated Noise measurement European standard will also be produced. <p>EU contribution: EUR 2 999 571</p>				
TEFLES	<p>TEFLES = Technologies and scenarios For Low Emissions Shipping</p> <p>TEFLES addresses both sea and at port emissions scenarios by developing after treatment technologies and combining a selection of innovative and promising technologies with potential high impact, integrating them and assessing their impact with models on sea and port operation scenarios.</p> <p>In addition to after treatment solutions, novel applicable technologies reducing emissions in operations and reductions in the time of operations at port are also considered. Shore power connection, power generation, propulsion, and advanced use of residual heat applications are included as high potential impact emission reduction solutions.</p> <p>The assessed technology solutions and models are then integrated on the impact models of the sea and port scenarios, and then validated on a Atlantic MoS scenario including head ports. The simulation models will also be applicable to other shipping scenarios.</p> <p>EU contribution: EUR 2 259 405</p>	INOVA CONSULTORES EN EXCELENCIA E INNOVACION ESTRATEGICA, S.L., Spain	X		
STREAM-LINE	<p>STREAMLINE = Strategic Research For Innovative Marine Propulsion Concepts</p> <p>The first objective of STREAMLINE is to demonstrate radically new propulsion concepts delivering an increase in efficiency of at least 15% over current state-of-the-art.</p> <p>As its second objective, STREAMLINE will investigate methods to fully optimise current SoA systems including conventional screw propeller systems, pods and waterjets.</p> <p>The third objective of STREAMLINE is to develop advanced CFD tools and methods to optimise the hydrodynamic performance of the new propulsion concepts, particularly by analysis of integrated hull and propulsor. Finally, STREAMLINE will characterise the operational, economic and classification aspects of each of the new propulsion concepts.</p> <p>EU contribution: EUR 7 946 234</p>	ROLLS-ROYCE POWER ENGINEERING PLC, UK	X		
SONIC	<p>The aim of the SONIC project (Suppression Of underwater Noise Induced by Cavitation) is to develop tools to investigate and mitigate the effects of underwater noise generated by shipping, both in terms of the footprint of an individual ship (a noise footprint) and of the spatial distribution of sound from a large number of ships contribution to the sound (a noise map).</p>	STICHTING MARITIEM RESEARCH	x		



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	EU contribution: EUR 2 999 972	INSTITUUT NEDERLAND, Netherlands			
TIGER	<p>The TIGER project Rationale is driven by the European need of achieving a greater degree of effectiveness, efficiency and competitiveness on the Rail Freight Network. This is now perceived as being key for a more sustainable freight mobility.</p> <p>The challenge in TIGER is therefore to provide a solution to EU ports and road congestion reaching inland European destinations in an industrial and effective way leading to sustainable mobility</p> <p>EU contribution: EUR 8 633 020</p>	CONSORZIO PER LA RICERCA E LO SVILUPPO DI TECNOLOGIE PER IL TRASPORTO INNOVATIVO, ITALY			X (rail)
VIWAS	<p>VIWAS = Viable Waggonload production Schemes</p> <p>Single waggonload (SWL) transport is still a major component in numerous European states transport systems and in the logistics of different economic sectors such as steel, chemical industry and automotive. However changing framework conditions and increasingly demanding market requirements have led to dramatic market losses and even to complete shutdown of SWL business in some countries. As this business segment has been evaluated as important for specific transports in a European co-modal transport system also in the future, significant improvements are needed.</p> <p>The ViWaS project aims at the development of:</p> <ul style="list-style-type: none"> • Market driven business models and production systems; • To secure the critical mass needed for SWL operations; • New ways for Last mile infrastructure design and organisation; • To raise cost efficiency; • Adapted SWL technologies; • To improve flexibility and equipment utilisation; • Advanced SWL management procedures & ICT; • To raise quality, reliability and cost efficiency; <p>EU contribution: EUR 2 892 748</p>	HACON INGENIEURGESELLSCHAFT MBH, Germany			X (rail)
RACE 2050	<p>RACE2050 (Responsible innovation Agenda for Competitive European transport industries up to 2050) foresight study aims to identify key success factors for a sustainable growth of the European Transport industry and for policies which can increase its strength in a long perspective up to 2050.</p> <p>EU contribution: EUR 1 203 158</p>	TECHNISCHE UNIVERSITÄT BERLIN, Germany	X	X	X
ELECTRO MOBILITY +	<p>Electromobility+ (ERA-NET Plus on Electromobility) will contribute to the creation of long-lasting conditions for the development of electric mobility in Europe on the horizon of 2025. The joint initiative is geared to analyse, to consolidate and to prolong developments within the context of electromobility which are going to appear from 2010 on and so strongly contribute to shape the European electromobility of tomorrow. The objectives of</p>	TUEV RHEINLAND CONSULTING GMBH, Germany			x



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	<p>Electromobility+ can be summarised as follows:</p> <ol style="list-style-type: none"> 1. The establishment of sustainable and effective structures for cooperation and coordination of research in the field of electric mobility as a basis for a long-term cooperation. 2. The development of technical and scientific knowledge which will create long-lasting conditions for the development of electric mobility in Europe on the horizon of 2025 <p>EU contribution: EUR 7 352 661</p>				
EMAR	<p>The objective of e-Maritime (e-Maritime Strategic Framework and Simulation based Validation) is to make maritime transport safer, more secure, more environmentally friendly and more competitive. For this, e-Maritime must ameliorate complexities that hinder networking of different stakeholders, help to increase automation of operational processes particularly compliance management and facilitate the streaming of synthesised information from disparate sources to assist decision making.</p> <p>EU contribution: EUR 3 687 519</p>	BMT GROUP LIMITED, UK	X		
BEST-FACT	<p>The BESTFACT (Best Practice Factory for Freight Transport) objective is to develop, disseminate and enhance the utilisation of best practices and innovations in freight logistics that contribute to meeting European transport policy objectives with regard to competitiveness and environmental impact.</p> <p>BESTFACT builds up on the work of BESTUFS, PROMIT and BESTLOG and integrates four interrelated areas of the key freight logistics challenges the European Union is confronted with and creates coherence with the key actions of the Freight Logistics Action Plan: urban freight, green corridors and co-modality, transport related environmental issues and eFreight.</p> <p>EUR 2 720 688</p>	PTV PLANUNG TRANSPORT VERKEHR AG., Germany			X
GREEN EFFORTS	<p>GREEN EFFORTS (Green and Effective Operations at Terminals and in Ports)</p> <p>Sea and inland navigation terminals are crucial nodal points within intermodal transport chains. Sustainable freight transport requires integrating the energy consumption and the emissions caused by the terminal operations into overall chain. While some terminals, mainly the bigger ones, have already started to invest into eco-efficient technologies and handling equipment, this is still an outstanding issue for others.</p> <p>The reduction of the CO2 footprint in ports and terminals will only be possible through a cleaner energy mix and through reduced energy consumption. To achieve this goal, it is necessary to develop understandable, practicable and transparent methods and standards. Such standardization should also provide the basis for policy-making aiming at the reduction of port and terminal carbon footprint and strengthened competitiveness of this industrial sector. The Green EFFORTS project primarily aims at the reduction of energy consumption and a cleaner energy mix at terminals (container, RoRo and inland waterway) to be controlled in a standardized transparent and easy-to-follow way, but will also consider the role of a port authority may play to achieve these goals.</p>	JACOBS UNIVERSITY BREMEN GGMBH, Germany	X		X



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	EU contribution: EUR 2 199 994				
CO3	<p>Collaboration Concepts for Comodality</p> <p>Collaboration Concepts for Co-modality, CO3 is a business strategy enabling companies throughout the supply chain to set up and maintain initiatives to manage and optimise their logistics and transport operations by increasing load factors, reducing empty movements and stimulate co-modality, through Horizontal Collaboration between industry partners, thereby reducing transport externalities such as greenhouse gas emissions and costs.</p> <p>The aim is to set up at least four different real-life applications of collaboration across the supply chain by using road transport, multimodal transport, regional retail distribution and collaboration for warehousing activities.</p>	NEDERLAND DISTRIBUTIELAND VERENIGING, The Netherlands			x
MARATHON	<p>MARATHON (Make Rail The Hope for protecting Nature) aims at extracting the maximum productivity from the existing rail infrastructure for producing efficiency, reducing operating costs and attracting new traffic to rail.</p> <p>This represents a market requirement for producing efficiency, reducing operating costs and attracting new traffic to rail.</p> <p>EU contribution: EUR 2 699 992</p>	D'APPOLONIA SPA, Italy			X (rail)
POSMETRANS	<p>The POSMETRANS (POLicy measures for innovation in TRANSport sector with special focus on Small- and Medium sized Enterprises - factors and recommendations for success and sustainability) project is pursuing two core goals: Objective1: Drawing conclusions for policy measures in order to accelerate the market take-up of innovative technologies and processes in transport. Objective2: Providing a framework for the impact assessment and evaluation of EU measures aiming at innovation.</p> <p>EU contribution: EUR 576 413</p>	STEINBEIS- EUROPA- ZENTRUM DER STEINBEIS INNOVATION GGMBH, Germany			
E-FREIGHT	<p>E-FREIGHT = European e-freight capabilities for co-modal transport</p> <p>Promotion of open networks and utilisation of web services standards aof e-Freight services; harmonisation of regulatory requirements and development of EU and National Single Windows to streamline traffic and cargo in context of co-modal transport.</p> <p>Optimisation of road, rail, and waterborne transportation resources to achieve co-modality through co-operation and integration of processes</p> <p>EU contribution: EUR 8 389 250</p>	BMT GROUP LIMITED, UK			x
SUPER-GREEN	<p>SUPER-GREEN = Supporting EU's Freight Transport Logistics Action Plan on Green Corridors Issues</p> <p>The purpose of SuperGreen is to promote the development of European freight logistics in an environmentally friendly manner. Environmental factors play an increasing role in all transport modes, and holistic approaches are needed to identify win-win solutions. SuperGreen will evaluate a series of green corridors covering some</p>	NATIONAL TECHNICAL UNIVERSITY OF			x

	<p>representative regions and main transport routes throughout Europe.</p> <p>EU contribution: EUR 2 634 698</p>	ATHENS, Greece			
LOGMAN	<p>LOGMAN = LOGistics & MANufacturing trends and sustainable transport</p> <p>The objective of this study is</p> <ul style="list-style-type: none"> to give an insight into new logistics and manufacturing trends and - their impacts on economic and environmental sustainability, to provide scenario based recommendations for European freight transport policy considering both economic and environmental sustainability and to improve existing tools (TRANSTOOLS, I-O tables) used for impact assessment and cost benefit analysis. <p>EU contribution: EUR 1 824 560</p>	AUSTRIATECH - GESELLSCHAFT DES BUNDES FUER TECHNOLOGIEPOLITISCHE MASSNAHMEN GMBH, Austria			X
DYNO-TRAIN	<p>DYNOTRAIN (Railway vehicle dynamics and track interactions total regulatory acceptance for the interoperable network) will contribute to the practical implementation of interoperability of railways systems across Europe by checking for inconsistencies and open points in the existing acceptance criteria and by proposing revisions of acceptance criteria in European standards and resolutions to close relevant open points in the TSI. The project aims at decreasing the costs associated with certification without reducing the safety level to enhance the competitiveness of rail traffic.</p> <p>EU contribution: EUR 3 258 795</p>	UNION DES INDUSTRIES FERROVIAIRES EUROPEENNES – UNIFE, Belgium			X
CAS-MARE	<p>CASMARE (Coordination Action to maintain and further develop a Sustainable MAritime Research in Europe) will stimulate and mobilise the maritime research resources, so that the waterborne (WB) Research Strategy will find wide acceptance and the outcomes will be realised.</p> <p>EU contribution: EUR 870 445</p>	COMMUNITY OF EUROPEAN SHIPYARDS ASSOCIATIONS ASBL, Belgium	X		
BE LOGIC	<p>BE LOGIC = Benchmarking logistics and co-modality</p> <p>Efficient use of transport modes and resources requires understanding the options and alternatives and being able to make the right logistics choices. Benchmarking is an instrument which can help to answer this question. Differences in the performance of various modes within the transport sector of a given country, and between the transport systems of different countries, imply that there is a significant potential for improvement.</p> <p>Key objectives of BE LOGIC</p> <ul style="list-style-type: none"> - Improve the efficiency within and across different modes of transport - Support the development of a quality logistics system <p>EU contribution: EUR 1 998 497</p>	ECORYS NEDERLAND B.V., The Netherlands			x



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<p>PROPS</p>	<p>The PROPS (promotional platform for short sea shipping and intermodality) project builds on previous EU and national activities undertaken to promote and develop short sea shipping. In particular, PROPS aims to work closely with the Short Sea Promotion Centres (SPCs) to develop a workable and replicable methodology that will enhance their practical promotion activities in the fields of legislative, technical, and operational actions and to extend their operations to encompass inter-modal and co-modal transport.</p> <p>EU contribution: EUR 2 309 054</p>	<p>ALLIANCE OF REGIONAL INTERESTS EUROPE, Belgium</p>	<p>OF IN</p> <p>X</p>		<p>X</p>
<p>RISING</p>	<p>RISING = RIS services for improving the integration of inland waterway transports into intermodal chains.</p> <p>A key results of RISING is a harmonised set of events, messages and services to be offered for providing RIS information to the logistics chain operators using inland waterway transport. RISING will develop the new capabilities by adopting an evolutionary approach enhancing existing systems rather than re-inventing everything from scratch. The results of RISING will be demonstrated in different logistics chains (containers, bulk, steel) in different geographical regions (Danube, Rhine, Scheldt, Elbe/Weser) covering the major European inland waterways based on the existing RIS information available</p> <p>EU contribution: EUR 5 279 859</p>	<p>INSTITUT FUER SEEVERKEHRSWIRTSCHAFT UND LOGISTIK, Germany</p>		<p>X</p>	<p>X</p>
<p>FREIGHT VISION</p>	<p>FREIGHTVISION Forum (Vision and action plans for European freight transport until 2050) developed a vision and action plans. Executed tasks: analyzing transport policy, technology development, and mega trends with regard to long-distance freight transport; integrating them into do-nothing forecasts, developing scenarios how to reach a desirable future and defining for this the vision and action plans.</p> <p>EU contribution: EUR 1 999 622</p>	<p>AUSTRIATECH - GESELLSCHAFT DES BUNDES FÜR TECHNOLOGIEPOLITISCHE MASSNAHMEN, Austria</p>			
<p>INTEGRITY</p>	<p>Enhance supply chain visibility, security and predictability in intermodal global door-to-door transport chains</p> <p>EU contribution: EUR 6 499 956</p>	<p>INSTITUT FUER SEEVERKEHRSWIRTSCHAFT UND LOGISTIK, Germany</p>	<p>X</p>	<p>X</p>	<p>X</p>
<p>TELLISYS</p>	<p>TelliSys is the follow-up of the successful TelliBox</p> <p>The Intelligent Transport System for Innovative Intermodal Freight Transport (TelliSys) will actively promote the EUs objective of optimizing the performance of intermodal logistic chains and will provide smooth and cooperative interactions between different modes of transport.</p> <p>Within TelliSys an interdisciplinary European consortium of experts in the field of freight forwarding, manufacturing and science will deliver concepts, prototypes and a proof of concepts via extensive test runs. A complementary bundle of scientific evaluation methods, profitability calculations and risk mitigation actions will guarantee the project succes</p>	<p>RHEINISCH-WESTFAELISCHE TECHNISCHE HOCHSCHULE AACHEN, Germany</p>		<p>X</p>	<p>X</p>



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	EU contribution: EUR 2 915 374			
ARGOMARINE	<p>ARGOMARINE (Automatic oil-spill recognition and geopositioning integrated in a marine monitoring network) proposal is the monitoring of the marine traffic due to carriers and commercial ships through environmental-sensitive sea areas. This monitoring will be realized by means of sophisticated electronic, geopositioning, and telematic tools connected through a high speed network along with data transmission through suitable data links.</p> <p>Development of "Marine Information System".</p> <p>EU contribution: EUR 3 270 314</p>	ENTE PARCO NAZIONALE ARCIPELAGO TOSCANO, Italy	X	
MARPOS	<p>MARPOS (Maritime policy support)</p> <p>aims at maximizing the benefits & inputs from Transport research into the Maritime Policy of the Commission as expressed by the current Green Paper on Maritime Policy and other documents and initiatives. It addresses the issue by consolidating and synthesizing the results of Maritime Transport research in the past two FPs, and by exposing and analyzing the so called Transport related items of the Green Paper of the EC on Maritime Policy. For these elements the project will present the Transport research results as produced by a number of Maritime Transport research projects in FP 5&6.</p> <p>EU contribution: EUR 479 820</p>	CENTRE FOR RESEARCH AND TECHNOLOGY HELLAS, Greece	X	
BME CLEAN SKY 027	<p>The aim of this project is the replacement of traditional mineral oil based plastics with innovative bio-based resin systems for aeronautical applications. Due to the high quality requirements of this field this challenge is much larger than in other industrial segments, therefore the use of functionalized plant oils alone as bio-components of matrices in aeronautical composites is not enough. According to our concept flame retarded special hybrid thermosetting polymer system has to be prepared using bio-based components. Innovative combination of new ideas of resin synthesis including click chemistry and sol gel reactions, patented environmentally friendly reactive flame retardant components and modification of natural fibre by (patented) organic chemical and/or enzymatic method will result in bio-based epoxy composites of highly enhanced performance.</p> <p>EU contribution: EUR 262 499</p>	BUDAPESTI MUSZAKI ES GAZDASAGTUDO MANYI EGYETEM		X (Air)
KLEAN	<p>The MAIN OBJECTIVE of the KLEAN project is to develop a custom knowledge-based EFB (Electronic Flight Bag) with SW packages implementing Advanced Weather Radar Post-processor (AWRP) and QAI (Quasi-Artificial Intelligence) agent algorithms, provided by Selex Galileo, for green trajectory optimization (reduction of CO2 and NOX emissions as well as noise pollution). The EFB is also customized to include an ad hoc Graphical User Interface (GUI) for output presentation and pilot interaction and custom I/O interfaces to radar processor, external sensors/systems/database and the Mission/Flight simulator.</p> <p>EU contribution: EUR 559 491</p>	CONSORZIO NAZIONALE INTERUNIVERSITARIO PER LE TELECOMUNICAZIONI		X (Air)



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<p>FRARS</p>	<p>A study to investigate and assess the requirements associated with future Regional Aircraft in terms of future 'green' and other operational 'scenarios' and constraints, as seen by the Regional Airlines. The aim of the study lies in the identification, analysis, assessment and trade-off of the identified requirements in order to define the most 'optimum' combinations of these, overall. The results of the study will 'feed' the related design and technologies' development efforts under the CSJU GRA ITD. Representatives from various European Regional Aircraft Operators will be interviewed so as to establish the benchmark for the related study.</p> <p>EU contribution: EUR 37 395</p>	<p>ANONYMI ETAIRIA SYSTIMATON ORGANOSIS LEITOURGIAS KAI EPIKOINONIAS EPICHEIRISEON</p>			<p>X (Air)</p>
<p>SANDRA</p>	<p>Air traffic in Europe is expected to double by 2025 according to the last forecast of Eurocontrol. Future passenger and freight fleets will bring better efficiency and improved environmental performance, and will allow people to benefit from the connections that only air transport can deliver. In this context, an integrated aircraft communication system is of paramount importance to improve efficiency and cost-effectiveness by ensuring flexibility, scalability, modularity and reconfigurability. The SANDRA project will design, implement and validate through in-flight trials an integrated aeronautical communications system based on an open architecture, a common set of interfaces and on well-proven industry standards.</p> <p>EU contribution: EUR 15 617 318</p>	<p>SELEX SPA ELSAG</p>			<p>X (Air)</p>
<p>INTRASME</p>	<p>INTRASME focuses on the changing role, which SMEs have on innovation in the transport sector. SMEs employ approximately 55% of the EU workforce in transport, and their important role in the value chain is expected to increase and change, especially in the emerging Low Carbon Transport (particularly road and air transport) sector, where reduced fuel consumption, reduced emissions and alternative power sources require innovation in a wide range of technology. The rigid value chain of the transport sector is stifling the introduction of innovation by SMEs into new vehicles and transport-related products. SMEs (usually Tier 2 suppliers) find it difficult to interact with vehicle manufacturers, as they generally have short-term supply contracts to Tier 1 companies, who are strongly linked to specific large volume OEMs. Tier 2 SMEs have no collective voice or influence at European level and the EU is not taking advantage of or supporting directly the thriving innovative companies in this sector. INTRASME will address this market failure and focus on the opportunities that new markets offer to innovative and dynamic businesses.</p> <p>EU contribution: EUR 1 442 019</p>	<p>COVENTRY UNIVERSITY ENTERPRISES LIMITED</p>			<p>X (Road & Air)</p>
<p>MOWE-IT</p>	<p>The MOWE-IT project shall assess factors that prerequisite cross-modal transferability between the air and surface-based European transport systems in order to protect the passengers, shippers, European institutions and citizens against travel delays, cancellations and/or stoppages in freight transfer caused by extreme weather and/or other natural disasters. The on-going WEATHER and EWENT- projects have established how the different extreme weather events harm the safety and security of passengers and drivers, reduce the inter-urban and regional accessibility, disrupt logistics chains, delay cargo delivery, inflate supply costs for operators and consignees, and immobilise public infrastructure. However, there is still a need to find out how the air and surface transport systems may improve operational resilience by substituting each others services when suffering from traffic curtailment, infrastructure shutdowns, and/or capacity shortages caused by emergencies.</p>	<p>TEKNOLOGIAN TUTKIMUSKESKU S VTT</p>			<p>X (Air)</p>



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	EU contribution: EUR 1 641 564			
EXCROSS	<p>EXCROSS is a Supporting Action (SA) to enhance cross-fertilization and synergies between research initiatives dealing with safety in the different transport modes (e.g. road transportation, aviation, etc.), reducing the fragmentation that exists in Europe between these initiatives. In particular, the objectives of this SA are:</p> <ol style="list-style-type: none"> 1) Identify synergies and opportunities for cross fertilization between different transport modes; 2) Identify potential cross cutting researches between different transport modes, strategic research domains where the research efforts need to be emphasized to exploit synergies, remove discrepancies and address research gaps; 3) Establish a collaboration on this subject with organisations from other technologically advanced countries and with regulator and safety agencies; 4) Disseminate the results to all the potential stakeholders. <p>EU contribution: EUR 932 782</p>	DEEP BLUE SRL		X (Road, Sea, Rail, Air)
MAAT	<p>The MAAT project aims to investigate aerial transportation possibility by airship based cruiser-feeder system. MAAT is composed by tree modules :</p> <ul style="list-style-type: none"> - the cruiser, named PTAH, (acronym of Photovoltaic Transport Aerial High altitude system); - the feeder, named ATEN (Aerial Transport Elevator Network feeder), is a VTOL system (Vertical Take Off and Landing) which ensure the connection between the cruiser and the ground; - the vertical airport hub, named AHA (Airport Hub for Airship feeders). <p>The feeder can lift up and down by the control of buoyancy force and displace horizontally to join to cruiser.</p> <p>EU contribution: EUR 3 767 000</p>	UNIVERSITA DEGLI STUDI DI MODENA E REGGIO EMILIA		X (Air)
SESAR	<p>The Air Cargo technology Roadmap proposal focuses on the future role of air freight and the definition of a technology roadmap for future cargo aircraft responding to end user requirements and environmental needs. In order to improve seamless flow of goods, Inter-and Co-modality approaches will be considered within the SESAR operational concept.</p> <p>EU contribution: EUR 321 077</p>	SLOT CONSULTING LTD		X (Air)
REACT4C	<p>The collaborative project REACT4C (Reducing Emissions from Aviation by Changing Trajectories for the benefit of Climate) has the objectives: (1) to explore the feasibility of adopting flight altitudes and flight routes that lead to reduced fuel consumption and emissions, and lessen the environmental impact; (2) to estimate the overall global effect of such ATM measures in terms of climate change.</p> <p>EU contribution: EUR 3 195 555</p>	DEUTSCHES ZENTRUM FUER LUFT - UND RAUMFAHRT EV		X (Air)
ACARE	<p>Future demands on the air transport systems dictate that aircraft should be less polluting, less noisy and more fuel efficient. Also, in the long term alternative fuels like bio-fuels and hydrogen will replace the traditional jet fuel. The ACARE in Europe has identified that CO2 emission and perceived noise levels should be reduced by half and NOx emission be reduced by 80% by 2020. However recent ACARE studies indicate that these targets</p>	TECHNISCHE UNIVERSITEIT DELFT		X (Air)



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	<p>cannot be achieved using current incremental technological improvements. As the new ACARE environmental and efficiency targets for 2050 will be even more demanding, there is an urgent need for breakthrough technologies.</p> <p>EU contribution: EUR 2 153 668</p>				
GRAIN	<p>Aerochina1&2 have been networking projects co-funded by FP7 and AVIC (China) and coordinated by CIMNE. Many of the GRAIN partners have participated in them. These collaborative projects gathered experts on the two Europe (13) and China (17) sides to foster cooperation and debate future trends in the field of integrated multi physics modelling, computer simulations and code validation, experimental testing and design methods for the solution of multi physics problems of interest to the aeronautic sector. The outcomes of these two projects provided specific and mature RTD activities and teams for FP7 EU-China Coordinated calls. The main objectives of GRAIN are to identify and assess the future development of large scale simulation methods and tools needed for greener technologies reaching the Vision 2020 environmental goals.</p> <p>EU contribution: EUR 427 392</p>	CENTRE INTERNACIONAL DE METODES NUMERICAS EN ENGINYERIA			X (Air)
SAT-RDMP	<p>The Small Air Transport (SAT) focuses on the new mode affordable, accessible, energy effective component of Air Transport System. It fills niche between Surface and Scheduled Air Transport. This future SAT system will provide a wide choice of transportation mode - and the wider use of small aircraft, served by small airports, to create access to more communities in less time. The goal of the proposal is to demonstrate contributing to an improved understanding of the role that small-size aircraft operating on scheduled or non-scheduled flights can play as a component of the Air Transport System to satisfy the needs of transportation in regions where transport networks are underdeveloped.</p> <p>EU contribution: EUR 369 377</p>	INSTYTUT LOTNICTWA			X (Air)
Innovation Platform	<p>The aim of the proposed project is to develop a software-based innovation management platform founded on structured and precise innovation management processes in order to: generate, assess, define and schedule industrial innovation projects which will lead to step changes in aeronautics. To continuously capture and maintain knowledge output of innovation processes, a regularly accessible database will be integrated into the platform. The platform will be web- and work-flow based and developed by the latest Microsoft.NET and SQL Server technologies. The project consortium consists of innovation and aviation experts from Altran (co-ordinator), Altran NEO, ABB, Carl Zeiss, and EADS. Upon reaching the innovation process chain and the corresponding IT platform development milestones, a real-case process will be launched to apply the IT platform to current challenges of the aeronautics sector in order to generate, assess, track, and 'in long-term' implement resulting step changes, leading to increased competitiveness of the European aeronautics industry. Hence, the project target is to keep innovation leadership in Europe by enhancing sustainable innovation - based on a mix of incremental and breakthrough changes - enabled by the newly developed innovation platform and modern, systematic innovation management methods.</p> <p>EU contribution: EUR 449 576</p>	ALTRAN AG			X (Air)



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<p>MODAIR</p>	<p>The ModAir project aims at designing and setting up a mode-overlapping forum, where representatives from the air, rail and urban transport as well as any other relevant actor will contribute to the development and improvement of co-modality and inter-modality for passengers in European airports. The interconnectivity at European airports is often still limited to urban transport, with in particular very few high-speed train stations. Some of the existing intermodal links do not fully meet the passengers expectations, leading to low usage. ModAir will build on the projects already funded by the European Commission to give a clear view of the current state of inter-modality and co-modality in the Euro-pean airports, deliver a roadmap for future research and provide the European Un-ion with a structured group of experts able to help choose the best ways of implementing the connectivity of airports with other transport modes. Through cooperation between air and rail stakeholders, as well as inter-modality and transport specialists, ModAir will be able to contribute to the preparation of future EU research and technological development policy.</p> <p>EU contribution: EUR 599 747</p>	<p>EUROPEAN AERONAUTIC DEFENCE AND SPACE COMPANY EADS FRANCE SAS</p>			<p>X (Air)</p>
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Table 8: Transport Related Projects in the Seventh Framework Programme (FP7) Programme 2007-2013



Project part-financed
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3.7 Trans-European Transport Network (TEN-T) Programme 2007-2013

The Trans-European Transport Network is a major element for economic growth and job creation in Europe because the existence of an integrated, technology-led and user-friendly transport system is regarded as a key factor for the competitiveness of the Union. The TEN-T is essential to facilitate the mobility of persons, goods and services and thus to the establishment of the internal market and the economic and social cohesion of the Union.

Envisioning such a network, the European Commission's TEN-T programme dedicates financial support towards the realisation of important transport infrastructure projects - in line with the overarching goal of European competitiveness, job creation and cohesion.

With these ambitions in mind, the Brussels-based TEN-T Executive Agency was created by the European Commission in 2006. The Agency is in charge of all open TEN-T projects under the 2000-2006 and 2007-2013 funding schemes. The projects represent all transport modes – air, rail, road, and maritime/inland waterway – plus logistics and intelligent transport systems, and involve all EU Member States.

The Trans-European Transport Network Executive Agency (TEN-T EA), established by the European Commission, is responsible for managing the technical and financial implementation of the Trans-European Transport Network (TEN-T) Programme, one of the most important means of infrastructure funding.

Its mission is to support the European Commission and TEN-T project managers and promoters, by ensuring the technical and financial management of the projects and the successful implementation of the TEN-T Programme.

The TEN-T Programme consists of hundreds of projects – defined as studies or works – whose ultimate purpose is to ensure the cohesion, interconnection and interoperability of the trans-European transport network, as well as access to it. TEN-T projects, which are located in every EU Member State, include all modes of transport:

- road
- rail
- maritime
- inland waterways
- air
- logistics
- co-modality
- innovation

30 Priority Projects (or Axes) and other horizontal priorities have also been established to concentrate on pan-European integration and development.

As a whole, TEN-T projects aim to:

- Establish and develop the key links and interconnections needed to eliminate existing bottlenecks to mobility
- Fill in missing sections and complete the main routes - especially their cross-border sections
- Cross natural barriers
- Improve interoperability on major routes

The following table is a compilation of transport related projects in the TEN-T programme which may be of interest for the BSR Transport Cluster.



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Project name	Project description	Lead Beneficiary	Transport Mode		
			Sea	Inland water-way	Multi-modal
GARneT	<p>In this Action, Gas Natural Fenosa and Ham Criogénica will undertake a study to determine the required steps to integrate state of the art Liquid Natural Gas (LNG) refuelling technologies to demonstrate, promote and accelerate the wide scale use of LNG as an alternative environmentally friendly and cost effective transport fuel for heavy goods vehicle (HGV) transport within a Clean Transport System. This Action will then contribute to achieving a future 'low carbon' transport solution desired in the EU.</p> <p>The Action will specifically include:</p> <ul style="list-style-type: none"> • Implement seven LNG refuelling stations trials, including three mobile units, on some of the prioritised trans-European transport network routes to validate four different state of the art LNG refuelling plant designs; • Investigate the logistics to supply LNG to the stations. This will also include evaluating the use of existing infrastructure of natural gas pipelines to supply the LNG; • Define business models based on the experience of this project to supply LNG across Europe at an economically attractive price; • Identify requirements in regulatory standards across the Member States and propose recommendations to achieve cohesion and consistency across the European Union. <p>EU contribution: €1,936,000</p>	Natural Gas Fenosa, Spain			X (Road)
Blue Corridors enhance through the application of natural gas energy	<p>The Action is part of a Global Project i.e. a Nantes-Saint Nazaire and Gijón Port Authorities coordinated initiative to develop the energy efficient and environmentally sustainable Atlantic Corridor (Nº 7). It aims at providing high capacity infrastructure on LNG (road, rail and intermodal nodes) linking Nantes/Paris along the French stretch of Atlantic Corridor with Gijon/Valladolid along the Spanish stretch of the corridor, together with promoting environmentally-friendly fuels. The Action studies will include:</p> <ul style="list-style-type: none"> • Study of standards, regulations and legal issues • Technical design studies: vessel interaction with dock LNG supply infrastructure • Impact studies of introducing LNG in the Port: on port traffic, shipping industry, emissions, and business opportunities • User requirements • Recommendations for LNG-use introduction • Implementation plan, including a business plan and an environmental study <p>EU contribution: €1,108,000</p>	Port Authority of Gijón, Spain	X	X	X



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<p>On Shore Power Supply - an integrated North Sea network</p>	<p>The project objective is to establish onshore power supply (OPS) at three DFDS freight ferry terminals for three freight ferries (ro-ro vessels) that frequently call the terminals. The terminals and ships form part of DFDS' freight shipping network in the North Sea.</p> <p>As a result, the high frequency short sea-routes (Motorways of the Sea) across the North Sea will be more attractive to companies that have an ambition to reduce their carbon footprint and emissions from transport. It will furthermore contribute to a greener image of the short-sea sector.</p> <p>Finally, the project will aim to give guidance to policymakers to help create a standard 50 Hz solution for OPS so that new facilities could be widely installed and extended to a 60Hz solution.</p> <p>EU contribution: €1,007,950</p>	<p>DFDS Seaways</p>	<p>X</p>		
<p>LNG in Baltic Sea Ports</p>	<p>The aim of the proposed action is to develop a harmonised approach towards LNG bunker filling infrastructure in the Baltic Sea region. By sharing knowledge between 7 Baltic partner ports (Aarhus, Helsingborg, Helsinki, Malmö-Copenhagen, Tallinn, Turku, Stockholm), a more standardised process for planning and constructing LNG infrastructure shall be achieved.</p> <p>The proposed action builds on previous activities and foresees pre-investment studies directly preparing for investments in LNG bunkering infrastructure in the ports. The actual infrastructure investments will be made at a later stage.</p> <p>The project is expected to contribute significantly to the implementation of the Baltic Sea Strategy (COM(2009)248) which underlines that the Baltic Sea region should turn into a model region for 'clean shipping' and a range of measures should be aimed at reducing the environmental impact of maritime transport.</p> <p>EU contribution: €1,697,020</p>	<p>Ports of Aarhus, Helsingborg, Helsinki, Malmö-Copenhagen, Tallinn, Turku, Stockholm</p>	<p>X</p>		
<p>Green Bridge on Nordic Corridor</p>	<p>The Action is built around the piloting equipment of two large, multi-engine RoPax ships with exhaust gas cleaning technologies, in form of wet-scrubbers and the preparation of the corridor for operating next Baltic RoRo/RoPax ship generation.</p> <p>To allow efficient future handling of the modified ferries and to ensure most flexible and smooth port operations, ferry berths in all three ports have to be re-constructed.</p> <p>Embedded in the wider development framework, the Action's port and intermodal terminal works will contribute to the elimination of future transport bottlenecks, the enhancement of modal shift towards combined rail-sea transport solutions and the reduction of road congestion along the Nordic corridor.</p> <p>The Action will deliver technical and environmental benchmarks for other ports and RoRo shipping lines not only in the Baltic, but also elsewhere. Disseminations of the experiences with the green technology will be shared with the industry and society.</p> <p>EU contribution: €19,829,297</p>	<p>Trelleborg Hamn AB Hafen-Entwicklungsgesellschaft Rostock mbH Lübecker Hafen-Gesellschaft mbH TT-Line GmbH & Co. KG</p>	<p>X</p>		



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<p>MonaLisa</p>	<p>This Action is fully in line with the Strategy for the Baltic Sea region and will address and implement its concrete needs and flagship projects. This project builds on the experiences and results of previous Motorway of the Sea (MoS) actions in the Baltic Sea and contains studies taking form of pilot actions that are of wider benefit.</p> <p>The Action aims at improving quality of maritime transport, safety at sea, exchange of maritime data and facilitation of environmental performance of shipping and implementation of e-Maritime relevant applications. The project is expected to deliver:</p> <ul style="list-style-type: none"> • A new methodology in maritime route planning, similar to air navigation. • A new pilot system of automated verification of ship crew certificates. • Re-surveys of HELCOM fairways in the Baltic Sea leading to harmonised distribution of survey data and water level information. • A pilot system for sharing maritime data at a global scale. • ... <p>The Action will be implemented by Sweden, Finland and Denmark, but it remains open to other potential participants in the Baltic Sea region or participating in already established MoS projects.</p> <p>EU contribution: €11,234,003</p>	<p>Swedish Maritime Administration</p> <p>Finnish Transport Agency</p> <p>Danish Maritime Safety Administration</p> <p>SAAB TransponderTech AB</p> <p>SSPA Sweden AB</p> <p>Chalmers tekniska högskola AB</p> <p>GateHouse A/S</p>	<p>X</p>		
<p>LNG infrastructure of filling stations and deployment in ships</p>	<p>The project consists of feasibility studies on LNG (Liquefied Natural Gas) filling station infrastructure as well as a full scale pilot action. The study part of project will create a strategic decision paper relevant for central stakeholders, aiming at developing framework conditions for the use of LNG for ships and will validate a full scale pilot action aiming at demonstrating the LNG option as competitive fuel from shipping and an LNG supply chain points of view. The project further aims at harvesting positive environmental and climate effects.</p> <p>The aim of the full scale pilot project is to modify the design of two new build vessels to a LNG propulsion system, which is in line with the requirements of the revised Annex VI of MARPOL 73/78 adopted by The International Maritime Organization (IMO) in 2008.</p> <p>The lessons learnt from the project are foreseen to have a wider benefit also for other geographical areas within the EU, demonstrating that LNG propulsion is achievable for a larger ro-pax vessel and could play an important role in further implementation of LNG in similar vessels throughout Europe on short international routes, as well as for domestic traffic.</p> <p>EU contribution: €9,569,500</p>	<p>Danish Maritime Authority</p> <p>Flemish Ministry of Mobility and Public Works</p> <p>Fjord Line Danmark A/S</p>	<p>X</p>		
<p>Baltic Transport Outlook 2030</p>	<p>Baltic Transport Outlook 2030 is a study of transport within the Baltic Sea Region with reference to goods, passengers and infrastructure - at the present point in time and scenarios until 2030 – and SWOT analysis and recommendations for an efficient future transport system in the Baltic Sea Region. The overall aim is to achieve better prerequisites for national long term infrastructure planning in the Baltic Sea region to make the region more accessible and competitive. Baltic Transport Outlook 2030 is a strategic priority in the Baltic Sea Strategy. EU contribution: €500,000</p>	<p>Member States involved: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Sweden</p>			

Table 9: Transport Related Projects in the Trans-European Transport Network (TEN-T) Programme 2007-2013



Project part-financed
by the European Union
(European Regional Development Fund)

4 Summary

The ERDF European Transnational Cooperation Programme has a total ERDF contribution of €1.8 billion and adds an important dimension to regional development in Europe. It aims at establishing and developing transnational cooperation through the financing of networks and actions.

The 7th Framework Programme for research has two main strategic objectives: to strengthen the scientific and technological base of the European industry and to encourage its international competitiveness, while promoting research that supports EU policies. Transport related activities envisaged to be addressed during the lifetime of FP7 are aeronautics and air transport, sustainable surface transport – rail, road and waterborne – and support to the European global satellite navigation system – Galileo and EGNOS.

The Marco Polo II Work programme is focusing on modal shift to ease road congestion. The programme proposes to support actions to reduce congestion, to improve the environmental performance of the transport system and to enhance intermodal transport, thereby contributing to a more efficient and sustainable transport system.

The European Commission's TEN-T programme dedicates financial support towards the realisation of important transport infrastructure projects - in line with the overarching goal of European competitiveness, job creation and cohesion. Within the multi-annual programme different calls were published regarding: the TEN-T priority projects, Galileo, European Rail Traffic Management System (ERTMS), River Information Services (RIS), Motorways of the Sea (MoS), Air traffic management systems - Functional airspace blocks (ATM/FABs) as well as Intelligent Transport Systems for Roads (ITS).

The identified transport related projects in the different funding programmes offer various potential synergies to the Baltic Sea Region Transport Cluster cooperation. However, the analysis also showed that the projects are strongly determined by the concept of the funding programme they are approved in. Within the TEN-T Programme and some of the CBC Programmes for example are a lot of projects deal with infrastructure investments, -maintenance and –extensions. These projects are not in the focus of our activities and have not been considered in our compilations. In addition, regional aspects play an important role in some of the funding programmes and their transport related projects funded. In these cases where the transferability of results to other European funding areas was limited we decided to not consider these projects.

Another fact is that all transport related projects in the analysed programme cover a wide range of topics in the area of transport. To name some, this includes multimodal transport, seaport development, and hinterlands, sustainable development, furthering education, modal shift, logistics/supply chains, improving competitiveness, reducing impacts of peripherality, ICT development, regional economic development and policy making.

Depending on the outline of the future cluster and its aims we recommend to have a closer look at the compiled maritime transport related projects per funding programme. A specific recommendation of transport projects to be considered by the Baltic Transport Cluster cannot be given in this stage due to the diversity of possible future cluster outlines.

However, it is of course in the nature of the Baltic Transport Cluster to put a focus on the transport projects funded by the Baltic Sea Region. Additionally the finalised North Sea Region Transport Cluster could act as the contact point concerning funded transport projects in the North Sea Region Programme.



Project part-financed
by the European Union
(European Regional Development Fund)

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