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## POSMETRANS

**P**olicy measures for innovation in **T**RANSport sector with special focus  
on **S**mall- and **M**edium sized **E**nterprises  
- factors and recommendations for success and sustainability -

### Deliverable 1.3

List of policy measures on EU and National level

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<b>PU</b>	Public	<b>X</b>
<b>PP</b>	Restricted to other program participants (including the Commission Services)	
<b>RE</b>	Restricted to a group specified by the consortium (including the Commission Services)	
<b>CO</b>	Confidential, only for members of the consortium (including the Commission Services)	

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# POSMETTRANS

## List of policy measures on EU and National level

### 1. Introduction

#### 1.1. Objectives

The POSMETTRANS project aims at analysing policy measures in the surface transport sector both on EU and national level, in order to find out how these measures can influence the market take-up of innovative technologies and processes. At the end of the project, recommendations for innovation policy strategies – with a special focus on SMEs – will be elaborated and a handbook will be prepared.

In the data collection phase of the project (first phase), relevant innovative technologies and policy measures are identified and stored in the form of two lists corresponding to deliverables D1.2 (innovative technologies) and D1.3 (policy measures). This initial data collection aims at acquiring the necessary background knowledge on the current situation in the surface transport to prepare well focused questionnaires for stakeholders in the surface transport sector. The feedback of stakeholders will provide us with the necessary material to identify innovation processes and the impact of policy measures.

#### 1.2. Description

In the present deliverable, the focus is on identifying the relevant policy measures both on EU and national level. The work is divided into two steps:

- Data collection of EU and national policies in Europe
- Analysis of the data, using criteria for the evaluation of each policy with conclusions about the most relevant policies on which we should focus in the project and on the relationship between EU and national policies. In particular, we should distinguish how EU policies are implemented on national level.

The results of the Analysis must be discussed by the Experts on the panel meetings, which will be organized in the frame of the transport & logistic fair in Munich in Mai 2011.

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## 2. Data Collection

The data collection was realized by all partners. As for national policies, the responsibility of each partner was defined as follows:

Partner	Countries
SEZ	Belgium (BE), Luxembourg (LU), Netherlands (NL), France (FR), Switzerland (CH)
ACCIONA	Spain (ES), Portugal (PT), United Kingdom (GB), Ireland (IE), Nord Africa
EGE	Turkey (TR), Greece (GR), Cyprus (CY), Bulgaria (BG), Romania (RO)
IVT	Germany (DE), Austria (AT), Sweden (SE), Finland (FI), Denmark (DK), Norway, Iceland
CUT	Poland (PL), Czech Republic (CZ), Slovakia (SZ), Estonia (EE), Lithuania (LT), Latvia (LV)
URCC	Italy (IT), Slovenia (SI), Hungary (HU), Malta (MT), Croatia, Macedonia, Albania, Bosnia and Herzegovina, Montenegro, Serbia

Table 1: Country allocation for the collection of national policy measures

As can be seen in Table 1, all EU countries were considered in the first instance. Being aware of the fact that the identification of policies in foreign countries (i.e. countries which are not represented among the POSMETRANS partners) is not necessarily easy for simple language consideration, it was decided to concentrate on the partner countries and to try to extend our study to further countries as far as documents could be found in English or in a language understood by one of the partners (e.g. German, French). For instance, countries such as Greece, Cyprus, Bulgaria and Romania that were first considered to be included in the study were excluded at a later stage of the data collection. The reason is that the responsible partner could not find the necessary information (in English) to evaluate any of the criteria for the corresponding policy measures. All policy measures previously identified for those countries were therefore deleted in the final version of the deliverables since they could not be taken into account in any comparison and ranking of policies based on the POSMETRANS criteria.

Since it is impossible to collect any European or national policy (laws, orders, regulations, Programs etc.) dealing with transport and logistics themes/issues the partners decided to collect mainly those to which they have direct links due to their daily business or vocational education. The latter is important since the required evaluation and ranking of policies can be done more precisely the better the respective policy is known.

The results of the data collection can be found in the table placed in ANNEX 1 (List of policy measures on EU and national level). Policies are listed in the left section of the table, where they are arranged in the following tree structure (consisting of four distinct levels and sublevels):

- EU
  - o EU funding programmes
  - o EU laws and / or regulations
  - o EU white papers, action plans, guidelines
- National
  - o All countries listed as in Table 1.
- Other (regional or multi-national)
  - o e.g. Nordic countries, Baltic States, Alpine countries, France/Germany
- Global
  - o e.g. convention (if they have a direct influence on EU policies)

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In the columns 5 to 16 of ANNEX 1 transport and technology keywords are given as defined in the original structure of the POSMETRANS project shown in the figure below (from the DoW):



Figure 1: Structure of the POSMETRANS project

These transport and technology key words are used to identify the extent of each policy measure, as well as to link them to the technology field in which they foster innovation.

In the coloured columns of the table a series of criteria defined in Task 1.4 of this project are listed and presented in Deliverable D1.4. The table below includes a detailed description of each criterion as well as further specifications to allow all partners to evaluate technologies against those criteria. This analysis is the object of the second step of Task 1.3, as defined above.

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Criterion	Description	Group of criteria	Unit	Values of the criterion to be used in the evaluation of policies
Ease of enforcement/bureaucracy burden	This criterion indicates the level of complexity in implementing a policy measure / accessing a funding programme. Is the process easy to understand and follow, transparent, time-consuming or not, requires taking into account many non-technical aspects such as social and environmental aspects, requires specifically trained personal...	Functional	[-]	Please, put values from 1 to 5, where: 1- very difficult to implement, 2 - difficult to implement, 3- medium-difficult to implement, 4 - easy to implement, 5 - very easy to implement
Mandatory level	Level of obligatory nature of policy measures. For example, recommendations, opinions, communications (low level); regulations, decisions or directives (high level).		[-]	Please, put values from 1 to 5, where: 1 - policy have no obligatory nature, 2- low obligatory level, 3- medium, 4 - high, 5 - very high
Level of support to R&D activities	The criterion means the policy measure (both EU funding programmes and regulations) supports R&D activities (the biggest the support is - for example grants allocated to R&D activities- the highest the rank is) in different ways .		[-]	Please put values from 1 to 5, where 1- policy do not mention any R&D support, 3- policy foresees some funding , 5- policy gives some grants
Consumer oriented	This criterion indicates in which extent the interest of consumers / end-users of a technology is taken into account (high: policy directly intended at improving the consumer well-being - low: consumer well-being not considered or only indirectly).	Social	[-]	Please, put values from 1 to 5, where: 1 - policy does not consider the consumers' well-being , 3- considers indirectly, 5 - directly intended at improving consumers' well-being
Total allocated budget	High of the total allocated budget (only applicable to funding programmes).	Economical	€	Please, put amount
SME participation	Percentage of funding allocated to SME partners (Rank 1: 0-10%, 2: 11-20%, 3: 21-30%, 4: 31-40%, 5: 41-50%, 6: >51%).		[%]	Please, put values from 1 to 6, where: 1: 0-10%, 2: 11-20%, 3: 21-30%, 4: 31-40%, 5: 41-50%, 6: >51%
Incentive taxes system	This criterion indicates if the use of incentive taxes is planned either to penalise those who do not follow a policy measure (e.g. CO2 tax) or to help/simplify/encourage investments/the implementation of policy measures.		[-]	Please, put values from 1 to 3, where: 1- policy does not consider any incentive tax system, 2 - policy recommends an incentive tax system , 3 - policy demands an incentive tax system
Environmental commitment	Criterion indicates the degree of commitment with environmental sustainability of policy measure.	Environmental	[-]	Please, put values from 1 to 5, where: 1- policy does not consider environmental issues , 2 - low degree of commitment with environmental sustainability, 3 - medium degree, 4 - high degree, 5- very high degree

Table 2: Description of criteria used for the evaluation of policy measures (as defined in D 1.4)

The columns 16-23 of the List of policy measures (Annex I) simply contains complementary comments.

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### 3. Data Analysis

#### 3.1. Introduction

The list of policy measures was analysed in two steps. Primarily the funding programs, laws and action plans on European level were compared to those on national level with respect to the following 11 measures situated in columns 5-15 of the list of policy measures (chapter 3.2):

Title	Transport					Related technologies					
Subtitle	Mode			Type		Vehicle			Infrastructure		
Number of column	5	6	7	8	9	10	11	12	13	14	15
11 categories	Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT

Table 3: 11 Categories – columns 5-15 of ANNEX 1

Thereafter the degree of impact on innovation was analysed with respect to the following measures, which are situated on the columns 16-23 of the POSMETRANS policy measures list (chapter 3.3):

criterion *							
Functional			Social	Economical			Environmental
Ease of enforcement/ bureaucracy burden	Mandatory Level	Level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment
(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)

Table 4: Functional, Social, Economical and Environmental Categories – columns 16-23 of ANNEX 1



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## **3.2. Deviations between European and National Level 11 Categories**

The main objective of this task is to examine the deviation of the national funding programmes, laws and regulations, as well as action plans in comparison to the Europeans. In the list of policy measures the presence of the following 11 Categories is shown: Road, Rail, Water (Mode), Passenger Transport, Freight & Logistics (Type), “Greening”, New Materials, ICT (Vehicle), Co-Modality, Safety & Security, ICT (Infrastructure). In the fields of funding programmes, laws and regulations as well as action plans, the list contains information on which of the categories are respected (marked by x) or not. Primarily the detailed country results are displayed; in a second step, the list of policy measures was analysed globally.

### **3.2.1. Methodology for the analysis of deviations**

#### **3.2.1.1. Analysis Procedure**

Primarily, it has to be mentioned, that only results of the list with three or more examples of funding programmes, laws and regulations, and action plans were considered for each of the analysis. The analysis was arranged in two main procedures:

1.) Calculation of deviations between the EU level and the national level in each field (funding programmes, laws and regulations, action plans) and each country;

- Calculation of deviations between each EU funding programme and each national funding programme (as mentioned above only countries with three or more examples for funding programmes were considered)

Average deviations of funding programmes between

- EU and Spain
- EU and the United Kingdom
- EU and Ireland
- EU and Turkey
- EU and Germany
- EU and Austria
- EU and Poland
- EU and Lithuania

- Calculation of deviations between each EU laws and regulation and each national laws and regulation (as mentioned above only countries with three or more examples for funding programmes were considered)

Average deviations of laws and regulations between

- EU and Spain
- EU and Ireland
- EU and Turkey
- EU and Germany
- EU and Italy

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- Calculation of deviations between each EU action plan and each national action plan (as mentioned above only countries with three or more examples for funding programmes were considered)
  - Average deviation of action plans between
    - EU and France
    - EU and Spain
    - EU and the United Kingdom
    - EU and Ireland
    - EU and Turkey
    - EU and Germany
    - EU and Poland
    - EU and Italy

2.) Calculation of the arithmetic average of the deviations of each country in the three fields (funding programmes, laws and regulations, action plans). The average of the countries was summed up in the global analysis:

- Calculation of the average deviations of the funding programmes between EU level and national level (The countries which have less than three examples of laws and regulations were not respected in the analysis). Therefore the average deviations between all funding programmes and all national funding programmes (Spain, United Kingdom, Ireland, Turkey, Germany, Austria, Poland and Lithuania) were calculated.
- Calculation of the average deviations of the laws and regulations between EU level and national level (The countries which have less than three examples of laws and regulations were not respected in the analysis). Therefore the average was calculated of all national laws and regulations deviations of Spain, Ireland, Turkey, Germany and Italy.
- Calculation of the average deviations of action plans between EU level and national level (The countries which have less than three examples of laws and regulations were not respected in the analysis). Therefore the average deviations of action plans between EU and France, Spain, United Kingdom, Ireland, Turkey, Germany, Poland and Italy were calculated.

### **3.2.1.2. Calculation of Deviation**

For the calculation of the deviations between EU level and national level the following methodology, illustrated by two examples, was used (examples on the basis of funding programmes on EU level FP7 ICT; on the national level in the United Kingdom: Department for Transport (DfT) Research programme; programme ESPRC Funding Programmes). Only the negative deviations were counted. Each national funding programme was compared with each EU funding programme. Finally the arithmetic average was calculated.

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**a) Example one:**

- I. Comparison between the categories of the EU funding programme FP7 ICT and the categories of UK "Department for Transport (DfT) Research programme":

Title	Transport					Related technologies					
Subtitle	Mode			Type		Vehicle			Infrastructure		
Number of column	5	6	7	8	9	10	11	12	13	14	15
11 categories	Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT
EU level: FP7 ICT	X	X	X	X	X			X			X
National level: UK Department for Transport (DfT)	X	X	X	X	X	X					

**Example 1:** deviation between the EU funding programme FP7 ICT and the UK funding programme "Department for Transport" (DfT)

II. Calculation of the deviation in numbers

The deviation of the national programme from the European programme would correspond in this example to 2, as the two crosses of FP7 ICT in vehicle technologies, as well as in infrastructure, are missing (column 12 Vehicle ICT and column 15 Infrastructure ICT) (only the negative deviations were counted)

III. Calculation of the deviation in percent

The total number of crosses in our reference row (in this case EU level: FP7 ICT) is equivalent to 100%. Therefore, as 2 crosses are missing on national level: UK Department for Transport (DfT), we have a deviation of 28.57 %, calculated as follows:

$$\begin{array}{llll}
 \text{Basis (FP7 ICT)} & 7 \text{ crosses} & \Leftrightarrow & 100 \% \\
 \text{Deviation (DfT)} & 2 \text{ crosses} & \Leftrightarrow & \frac{100 \cdot 2}{7} \% = 28.57 \%
 \end{array}$$

Formula for calculating the deviation between EU level and national level in percent :

$$\text{Deviation \%} \quad \Leftrightarrow \quad \frac{100 * \text{number of deviation crosses national level}}{\text{number of crosses EU level}}$$

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**b) Example two:**

- I. Comparison of the categories of the EU funding programme FP7 ICT with the categories of each national funding programme, for example the UK funding programme ESPRC Funding Programmes:

Title	Transport					Related technologies					
Subtitle	Mode			Type		Vehicle			Infrastructure		
Number of column	5	6	7	8	9	10	11	12	13	14	15
11 categories	Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT
EU level: FP7 ICT	X	X	X	X	X			X			X
National level: UK ESPRC Funding Programmes	X	X	X	X	X	X	X	X	X	X	X

**Example 2: deviation between the EU funding programme FP7 ICT and the UK funding programme ESPRC**

II. Calculation of the deviation in numbers

In this example, we have a deviation of 0, as all crosses of our reference row on EU level are also included in the national level. The crosses in columns 10, 11, 13 and 14 have no consequence on the calculations, due to the fact that only the negative deviations were counted.

III. Calculation of the deviation in percent

Basis (FP7 ICT)	7 crosses	⇔	100 %
Deviation (ESPRC)	0 crosses	⇔	$\frac{100 \cdot 0}{7} \% = 0 \%$

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### 3.2.2. Details on National Level

a) The analysis of the deviations between EU and national level of **funding programmes** shows high differences between the particular countries. Spain, Ireland and Turkey have no deviations compared to EU funding programmes, therefore it can be said that they coincide in all categories. In comparison, Germany and Austria have high deviations of approximately 50%. The reasons for these differences must be examined by the experts at the expert panel meetings taking place in the course of the POSMETRANS project.

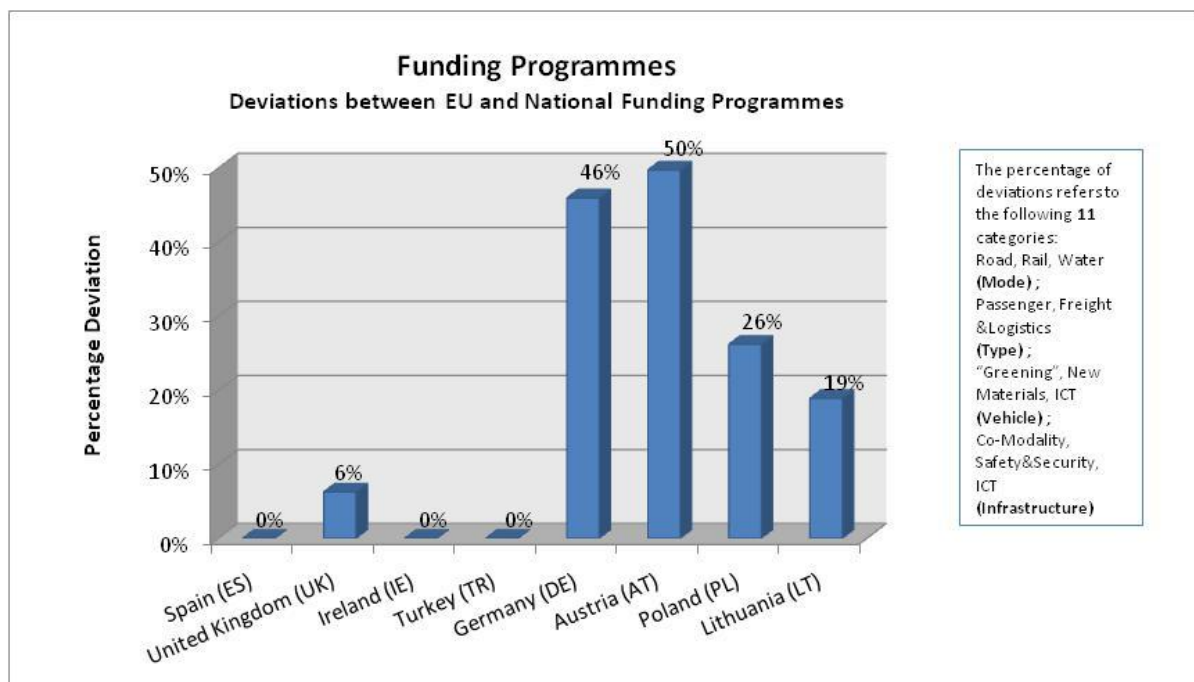


Figure 2: Funding Programmes – Deviations between EU and National Level

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b) The following diagram of **Laws and regulations** on national level shows differences between several countries; whereas Spain, Ireland and Germany have deviations above 50%, Turkey and Italy have lower deviations with only approximately 30% and 10%. Similarly to the above mentioned funding programmes, Turkey's laws and regulations reflect the same measures and differ only slightly to the European laws and regulations.

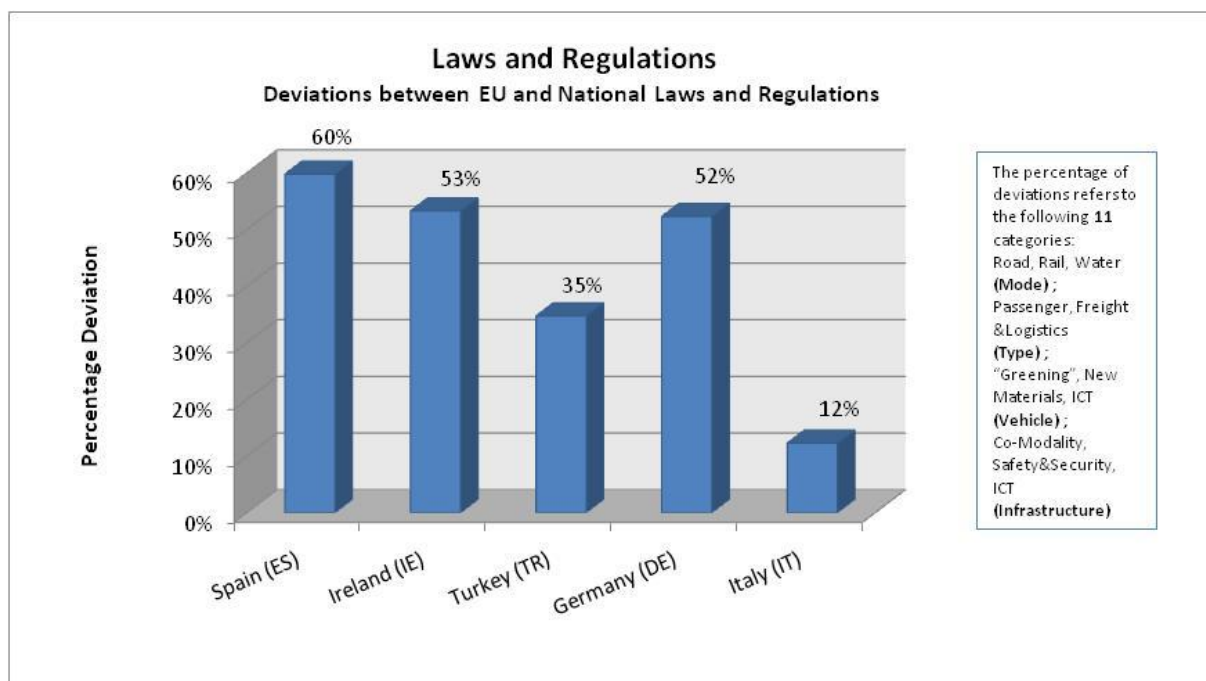


Figure 3: Laws and Regulations – Deviation between EU and National Level

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c) As one can see from the following diagram, France, Turkey and Germany have high deviations of above 40% between the **action plans** on national and EU level. On the other hand, Italy, the United Kingdom, Spain, Ireland and Poland have low deviations of beneath 30%. Turkey has the highest deviation of 50%.

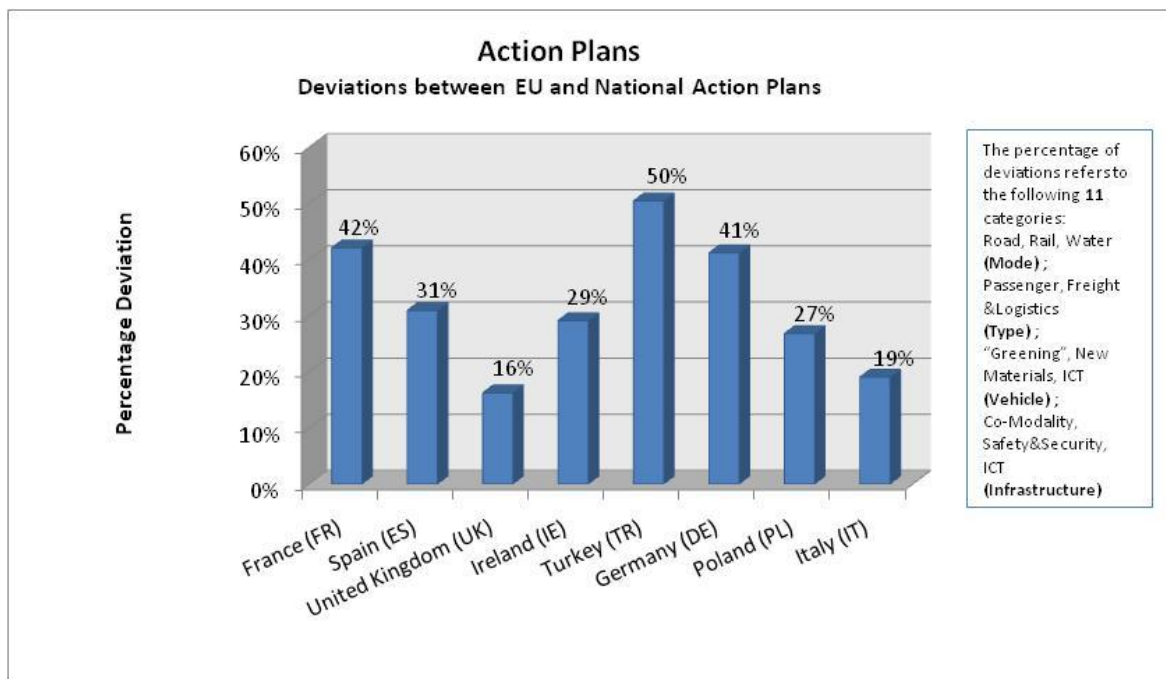


Figure 4: Action Plans - Deviations between EU and National Level

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### 3.2.3. Global Analysis

The average deviations of the national funding programmes, laws and regulation, as well as action plans in comparison to the European programmes with respect to the above mentioned eleven categories is shown in the diagram below. The results are based on the results of the national level. Laws and regulations have approximately 40% deviation, which is a lot higher than the deviation of funding programmes with an average of nearly 20%, as well as, action plans with an average deviation of about 30%.

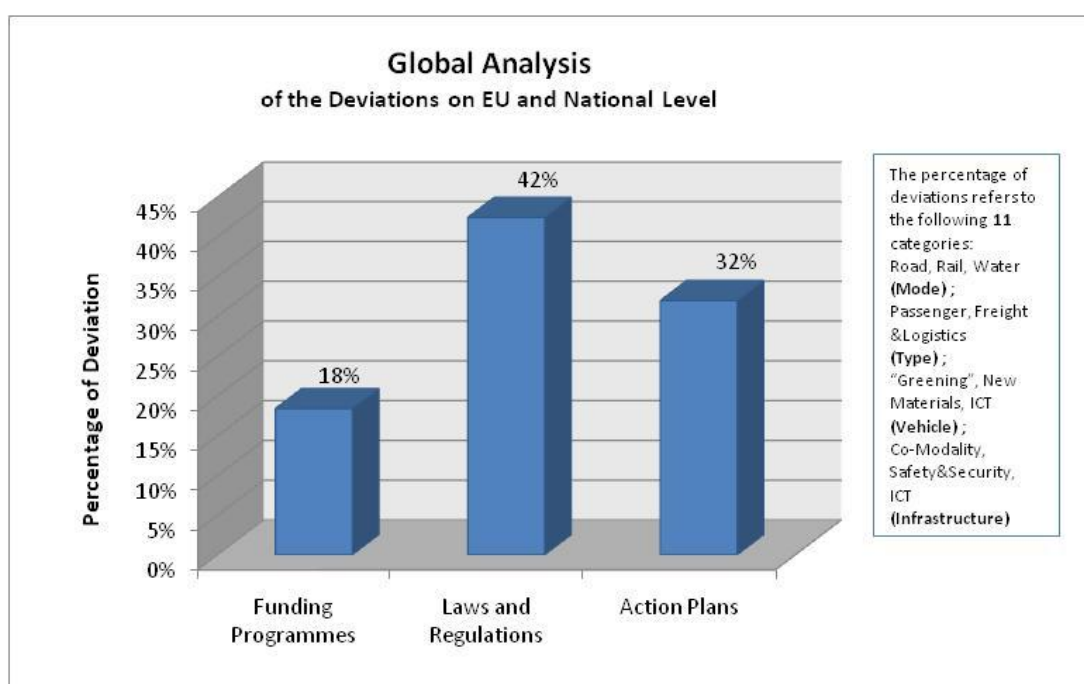


Figure 5: Global Analysis of the Deviations on EU and National Level



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### **3.3. Analysis of Functional, Social, Economical and Environmental Categories**

#### **3.3.1. European Level**

##### **3.3.1.1. The Degree of Impact on Innovation**

12% of all law and regulation policies on European level concern all transport modes (Rail, Road, and Water); this equals to 5 out of the 42 collected policies. Moreover, 64% of the total of 25 EU action plans which were collected by POSMETTRANS, concern all transport modes. Lastly, 93% of all EU Funding programmes collected by POSMETTRANS partners concern all transport modes, this corresponds to 13 of the 14 gathered policies.

##### **3.3.1.2. The Specific Impact of Policies related to the Respective Criterion**

**EU Laws and Regulations** have the most impact on the mandatory level and on the Environmental Commitment, whereas it has less impact on consumer orientation and SME participation.

Similarly, **EU Action Plans** have a strong impact on the criteria relating to the mandatory level, environmental commitment, as well as on the consumer oriented criteria. Conversely, the EU action plans have little impact on SME participation.

Furthermore, **EU Funding Programmes** have a strong impact on the environmental commitment, while it has less impact on the consumer oriented criteria, level of support to R&D activities and SME participation.

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### 3.3.1.3. SME Participation – European Level

a) EU Funding programmes have the following degree of participation of SMEs:

percentage	Criterion	EU funding programmes
>51%	6	Eco-innovation (CIP)
41-50%	5	Eurostars, EUREKA, ERA-NET
31-40%	4	-
21-30%	3	Civitas, COST, Deufrako Nordic countries (Sweden, Denmark, Norway, Finland, Iceland), Marco Polo
11-20%	2	FP7 (Transport), FP7 (ITC), FP7 (Security)
0-10%	1	Galileo, INTERREG

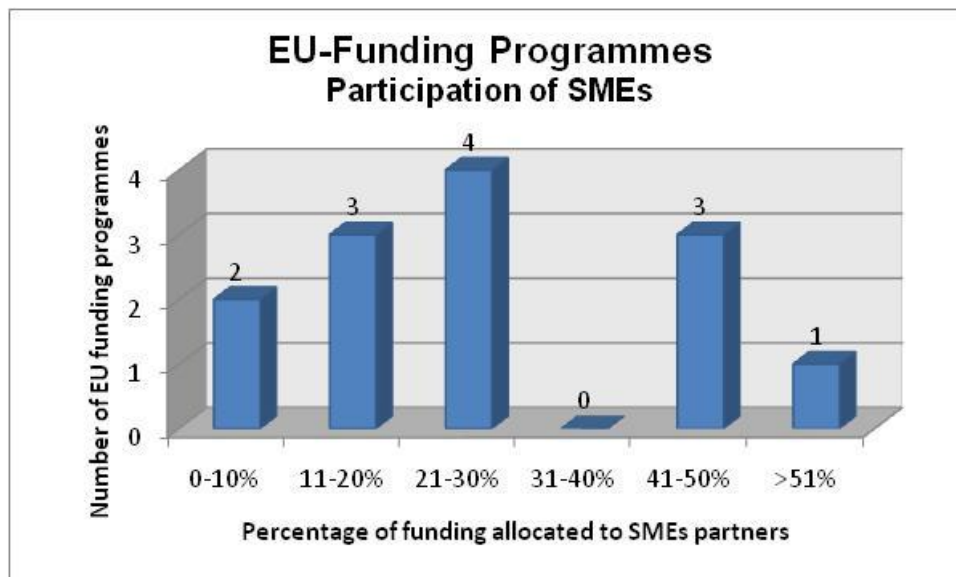


Figure 6: Funding Programmes - Participation of SMES

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**b) EU laws and regulation:**

Only one EU law has 31-40% (Criterion 3) of funding allocated to SME partners: DIRECTIVE 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles. 40 of all EU laws and regulations have 21-30% Participation of SMEs (Criterion 3). Only one EU law - ISPS Code - has 0-10% Participation of SMES (Criterion 1).

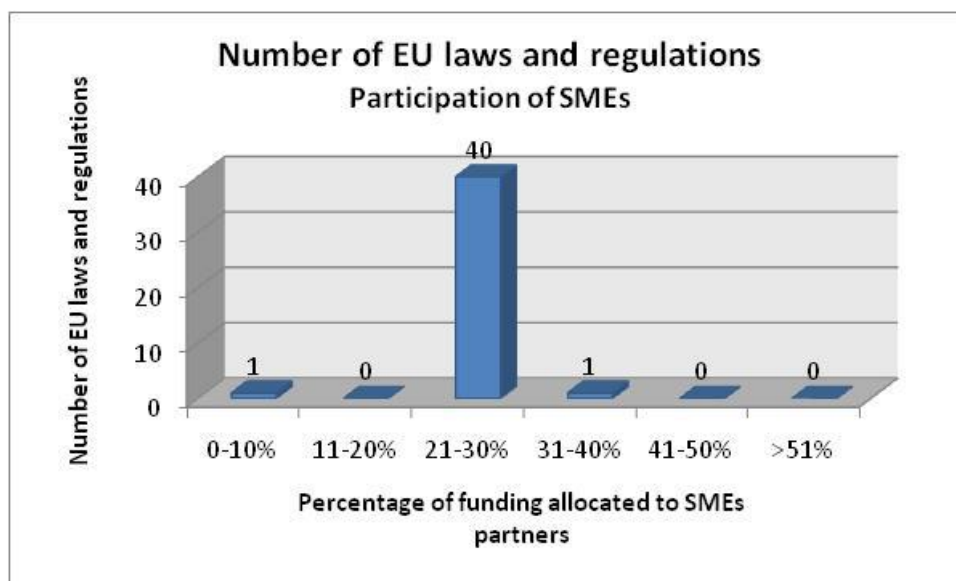


Figure 7: EU laws and regulations - Participation of SMEs

c) 23 of EU **Action plans** have the fulfilment level of this criterion = 3 (21-30%), 1 of them has the fulfilment level of this criterion = 2 (11-20%) and 11 of them have the fulfilment level of this criterion = 1 (0-10%).

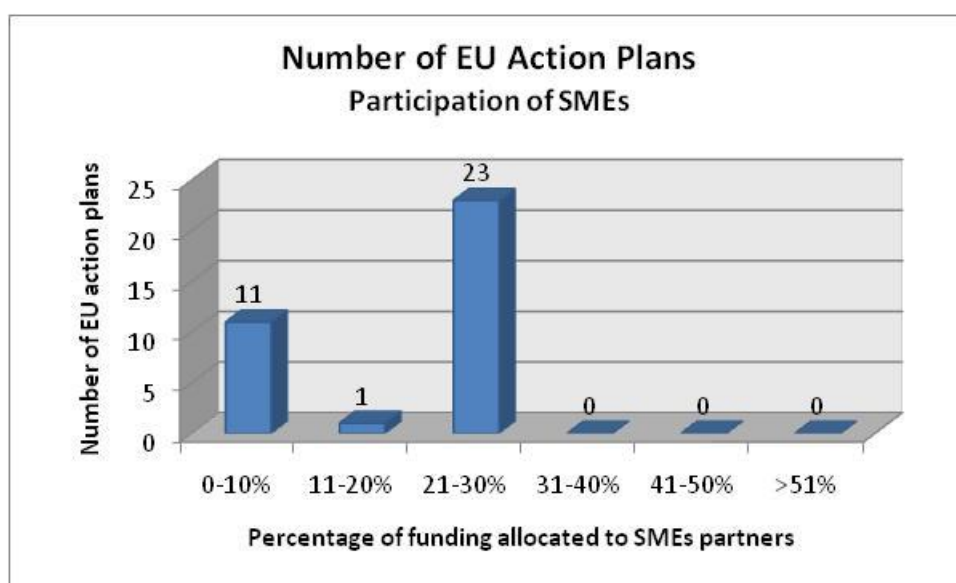


Figure 8: Number of EU Action Plans – Participation of SMEs

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### **3.3.2. National Level**

#### **3.3.2.1. The Degree of Impact on Innovation**

National level policies which concern all transport modes with division to three groups:

- Laws and regulations
- action plans
- funding programmes

**a) National laws and regulations concerning all transport modes:**

These policies have a high impact on innovation. They make 31% of all national law and regulations collected by POSMETRANS. (The number of national laws and regulations collected by us is 16. (3 of them come from Italy and 2 of them – from Spain).

**b) National action plans concerning all transport modes:**

These policies have a high impact on innovation. They make 60% of all national action planes & guidelines collected by POSMETRANS. (The number of national action planes & guidelines collected by us is 35).

**c) National funding programmes concerning all transport modes:**

These policies have a high impact on innovation. They make 88% of all national funding programmes collected by POSMETRANS. (The number of national funding programmes collected by us is 25).

#### **3.3.2.2. The specific Impact of Policies related to the Respective Criterion**

**a) National laws and regulation have the most impact on the following criteria:**

- Mandatory Level,
- Ease of enforcement/ bureaucracy burden,
- Consumer oriented

**b) National action plans and guidelines have a strong impact on following criteria:**

- Ease of enforcement/ bureaucracy burden,
- Consumer oriented

**c) National funding programmes have a strong impact on following criteria:**

- SME participation,
- Level of support to R&D activities

Then (less impact) on:

- Consumer Oriented,
- Ease of enforcement/ bureaucracy burden,
- Environmental Commitment

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### 3.3.2.3. SME Participation – National Level

The degree of impact on SMEs (the strong impact on criterion: SME participation which means the percentage of funding allocated to SME partners). The scale of fulfilment level for this criterion was established as: 1: 0-10%, 2: 11-20%, 3: 21-30%, 4: 31-40%, 5: 41-50%, 6: >51%.

**a) National funding programmes** with the individual fulfilment level of the criterion  
Participation of SMEs are presented below:

National Funding programmes	Country	fulfilment level of criterion (Participation of SMEs)
Small Business Research Initiative (BIS)	United Kingdom (UK)	6 (>51%)
Regional Development Programme	Turkey (TR)	
SME Funding Programme	Turkey (TR)	
The Support Programme for the Initiative to Build Scientific and Technological Cooperation Networks and Platforms	Turkey (TR)	
East Anatolia Development Programme	Turkey (TR)	
Industrial R&D Funding Program	Turkey (TR)	
Technology Development Project Supports	Turkey (TR)	
Commercialization Project Supports	Turkey (TR)	
Department for Business, Innovation and Skills (BIS)	UK	5 (41-50%)
UK Innovation Investment Fund	UK	
R&D National Plan	Spain (ES)	
ESPRC Funding Programmes	UK	
INGENIO 2010	Spain (ES)	
INNOVACIÓN 2010	Spain (ES)	
Techno-entrepreneurship Funding Programme	Turkey (TR)	5 (41-50%)
R&D, Innovation and Industrial application Funding Programme	Turkey (TR)	
Cross- Border Cooperation with Bulgaria- Joint Small Project Fund Grant Scheme	Turkey (TR)	
London development Agency	UK	4 (31-40%)
Department for Transport (DfT) Research Programmes	UK	
PREDIT 4 - Research and innovation Programme in	France	

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Surface Transport	(FR)	
National Strategic Frames of References 2007-1013 - programme document	Poland (PL)	
Regional Operational Programmes 2007-2013 (one Regional Programme for each province of Poland)	Poland (PL)	
Operational Programme: Development of East Poland 2007-2013	Poland (PL)	

Table 5: National Funding programmes - Participation of SMEs

1 of them have the fulfilment level of this criterion = 3 (21-30%) and 1 of them have the fulfilment level of this criterion = 2 (11-20%)

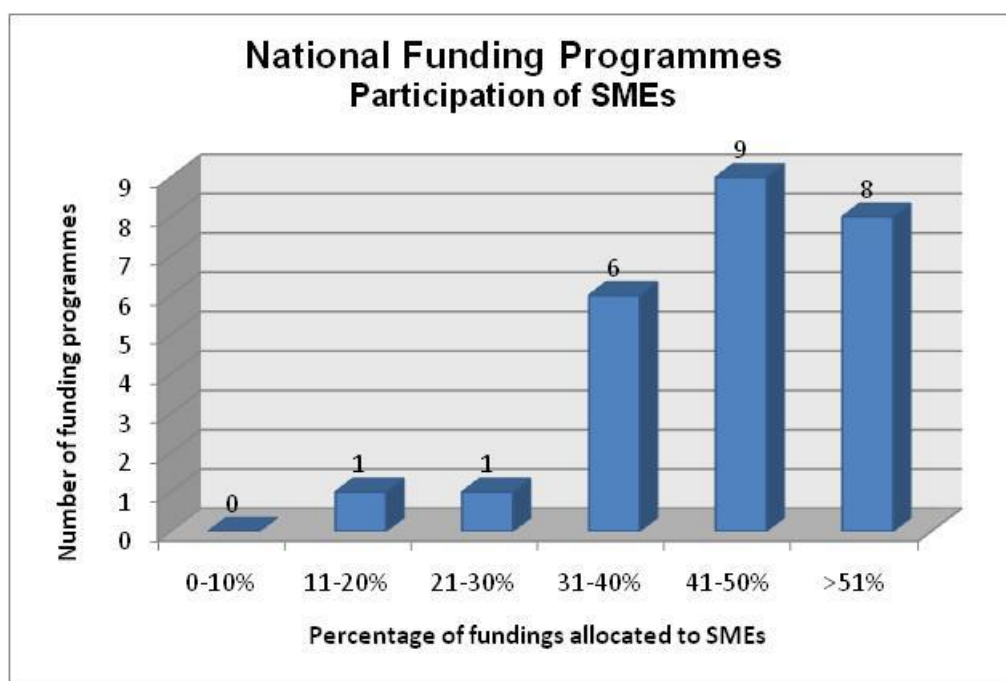


Figure 9: Number of National Funding Programmes - Participation of SMEs

**Grant Agreement Number:** 234200 **Document type:** *Policy measures*  
**Project start date:** 01/01/2010 **Project end date:** 31/12/2011

b) **National laws and regulations** with the fulfilment level of this criterion = 3 (21-30%):

National laws & regulations	Country
Le Grenelle Environment Legislation	France (FR)
Industria 2015 - "Decreto di legge" (Bill) dated 12nd September 2006 included in the Financial Act of the year 2007	Italy (IT)
National Law nr. 443 dated 2001, known as "Legge Obiettivo"	Italy (IT)
Agreement between Government, Regions and Local Independent bodies on the infomobility - Dated 31st May 2007	Italy (IT)
Road Transport Regulation	Turkey (TR)
Road Transport Law	Turkey (TR)

Table 6: National laws and regulations - SME-Participation of 21-30%

1 of all national laws and regulations have the fulfilment level of this criterion = 2 (11-20%) and 9 of them have the fulfilment level of this criterion = 1 (0-10%).

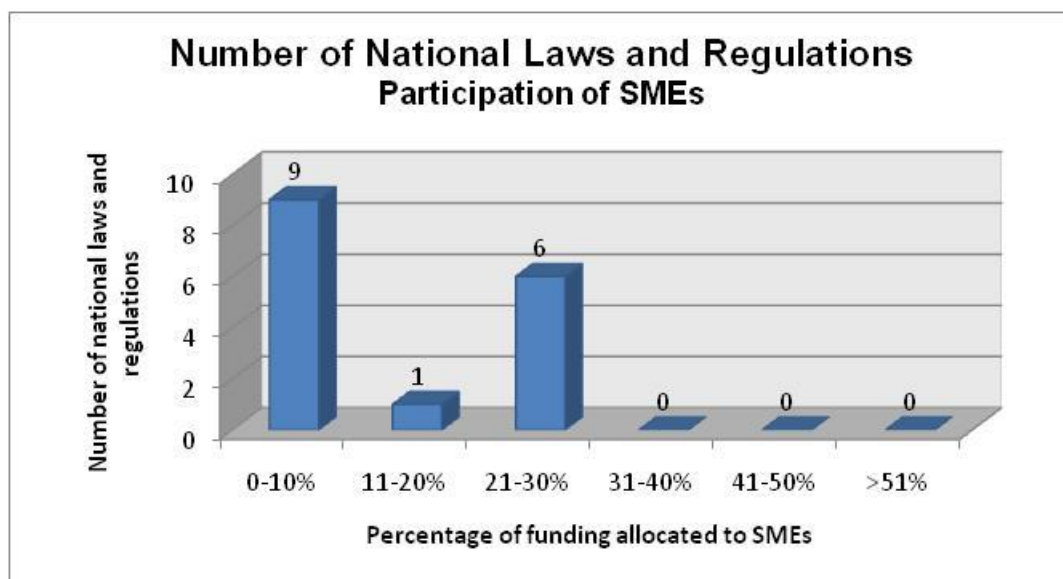


Figure 10: Number of National Laws and Regulations - Participation of SMEs

**Grant Agreement Number:** 234200 **Document type:** Policy measures  
**Project start date:** 01/01/2010 **Project end date:** 31/12/2011

c) **National action plans** with the individual fulfilment level of this criterion are presented below:

Action plans	Country	fulfilment level of criterion Participation of SME
Strategic Plan (2007 - 2013) - Republic of Turkey Ministry of Transport & Communication	Turkey (TR)	5 (41-50%)
MEDIUM-TERM PROGRAMME (2008-2010)	Turkey (TR)	4 (31-40%)
ROAD TRANSPORT REGULATING AND ENFORCEMENT BODIES	Turkey (TR)	
EU Road Transport Acquires in Turkey	Turkey (TR)	
Twinning Project	Turkey (TR)	
Assistance to the Turkish Road Transport Sector Project	Turkey (TR)	
Plan national d'action contre le bruit (2003) (noise reduction action plan)	France (FR)	3 (21-30%)
Le Grenelle Environment Transport Round Table	France (FR)	
Plan biocarburants 2003-2010 (biofuel action plan)	France (FR)	
Italian National Programme for Research 2010-2012	Italy (IT)	
L'Engagement national pour le fret ferroviaire (action plan for rail freight transport) - 2009	France (FR)	
General plan on Transport and Logistic	Italy (IT)	
2009_Annual_Programme	Turkey (TR)	
Innovamar Strategic Agenda	Spain (ES)	
Technical Assistance to Transportation Infrastructure Needs Assessment	Turkey (TR)	
Transportation and Communication policy commission report	Turkey (TR)	
Maritime Technology Platform Strategic Agenda	Spain (ES)	
National Strategy of Science and Technology	Spain (ES)	
9th Transportation Forum Statement of Conclusion	Turkey (TR)	
e-gov 2012 Plan	Italy (IT)	

Table 7: National action plans - participation of SMEs



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3 of them have 11-20% and 12 of them have 0-11% SME participation.

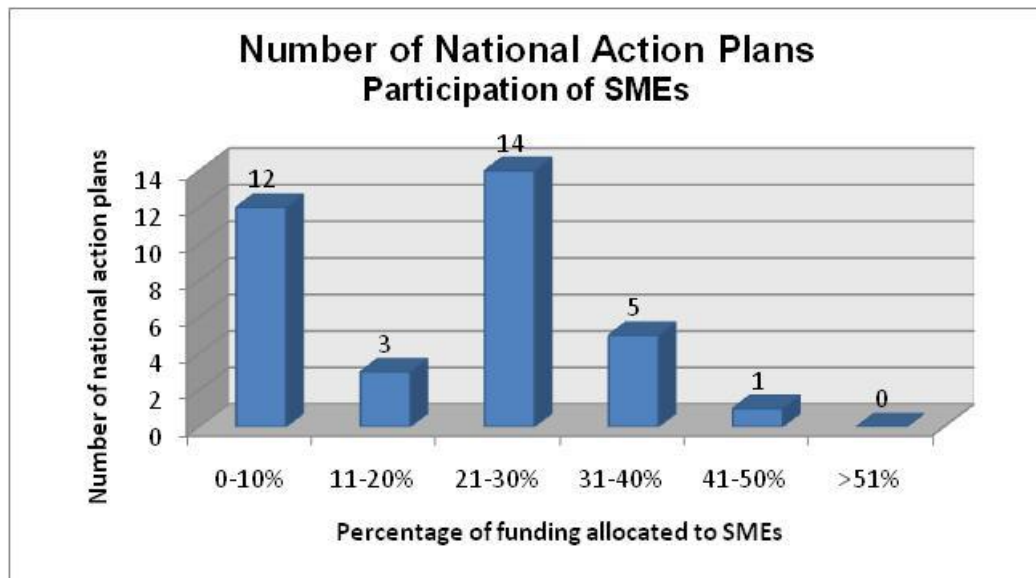


Figure 11: Number of National Action Plans and its Impact on SMEs

## 4. Conclusion

In the present deliverable (D1.3), policy measures were identified both at national and EU level, as far as the project partners could find sufficient information on those measures to assess them in a reliable way. The aim is to give an overview of the situation, enabling a comparative analysis of EU and national levels at a later stage of the project. In particular, the present list of policy measures and its preliminary analysis will be used for the analysis performed in WP3-4-5 together with the list of innovative technologies & trends (D1.2) established at the same time by the project partners. In addition, it is planned to collect the feedback of innovation stakeholders via electronic survey and interviews (D1.5 & D2.4). The elaboration of D1.3, in particular the criteria introduced there, shall serve as a basis to develop questions for stakeholders (for instance, questions dealing with the “impact of European and national policies”). In this way, the results of the data collection and those of the POSMETRANS survey will be comparable and can be analysed together in WP3-4-5. The conclusions drawn in WP3-4-5 will in turn lead to the elaboration of recommendations at the final stage of the project (WP6). Those recommendations - with a special focus on SMEs - will be presented in the form of a handbook and widely disseminated to stakeholders in the transport, in particular, networks and public bodies, so as to fulfil the POSMETRANS objectives:

- Provide a frame for the impact assessment and evaluation of EU measures aiming at innovation in the transport sector;
- Drawing recommendations for policy measures in order to accelerate the market take-up of innovative technologies and processes.

The recommendations and real cases published in the POSMETRANS handbook should enable policy makers to draw better policy measures to reach the ten goals for a competitive and resource efficient transport sector presented in the last Transport White Paper, released by the European Commission in March 2011 ([http://ec.europa.eu/transport/strategies/2011\\_white\\_paper\\_en.htm](http://ec.europa.eu/transport/strategies/2011_white_paper_en.htm)).

**Grant Agreement Number:** 234200      **Document type:** *Policy measures*  
**Project start date:** 01/01/2010      **Project end date:** 31/12/2011

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*The content of the publication herein is the sole responsibility of the publishers and it does not necessarily represent the views expressed by the European Commission or its services.*

# ANNEX: List of policy measures on EU and National level

Level 1	Level 2	Level 3	Level 4	Transport				Related technologies				criterion *																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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				Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Ease of enforcement/ bureaucracy/burden	Mandatory Level	Level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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EU	EU funding programme (company related)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

					Transport					Related technologies					criterion *								
					Mode			Type	Vehicle			Infrastructure		Functional			Social	Economic			Environmental		
					5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
					Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Base of enforcement/ bureaucracy burden	Mandatory level	level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords											(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)	
	EU decrees and/or regulations (public and company related)																						
		Regulation	REGULATION (EC) No 417/2002 on the accelerated phasing-in of double hull or equivalent design requirements for single hull oil tankers (Amending acts Regulations Regulation (EC) No 1726/2003, Regulation (EC) No 457/2007)			x		x					x		3	5	1	5	x	3	1	5	
			DIRECTIVE 2005/35/EC on ship-source pollution and on the introduction of penalties for infringements			x	x	x					x		3	5	1	5	x	3	1	5	
			REGULATION (EC) No 782/2003 on the prohibition of organotin compounds on ships			x	x	x	x	x			x		3	5	1	5	x	3	1	5	
			DIRECTIVE 2008/89/EC concerning the installation of lighting and light-signalling devices on motor vehicles and their trailers	x				x	x		x		x		3	5	1	5		3	1	5	
			Regulation No 49 (UN/ECE) — Uniform provisions concerning the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles	x				x	x	x					3	5	1	3	x	3	1	5	
			Regulations (UN/ECE) No. 108 & No. 109 production if retreaded pneumatic tyres for motor vehicles, commercial vehicles and their trailers	x				x	x		x		x		3	5	1	3	x	3	1	2	
			Regulation No. 30 & No. 54 (UN ECE) Uniform provisions concerning the approval of pneumatic tyres for motor and commercial vehicles and their trailers.	x				x	x		x		x		3	5	1	3	x	3	1	2	
			Regulation No. 117 (UN ECE) Uniform provisions concerning the approval of tyres with regard to rolling sound emissions and to adhesion on wet surfaces.	x				x	x		x		x		3	5	1	3	x	3	1	4	
			Regulation No. 13 (UN ECE) Braking on vehicles of categories M, N and O (asbestos free)	x				x	x		x		x		3	5	1	3	x	3	1	3	
			Regulation No. 13H Braking of passenger cars (asbestos free)	x				x	x				x		3	5	1	3	x	3	1	3	
			Regulation No. 111 (UN ECE) on the approval of tank vehicles [...] with regard to rollover stability	x	x				x				x		3	5	1	5	x	3	1	5	
			Regulation No. 66 (UN ECE) [...] technical prescriptions concerning the approval of large passenger vehicles with regard to the strength of their superstructure	x	x			x			x		x		3	5	1	5	x	3	1	1	
			Regulation No. 94 & 95 (UN ECE) Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants in the even of frontal and lateral collision	x				x	x				x		3	5	1	5	x	3	1	1	
			Electrical Safety: Low Voltage Directive (LVD)	x	x	x		x	x				x		3	5	1	3	x	3	1	1	
			DIRECTIVE 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles	x				x	x	x					3	5	1	3	x	4	1	5	
			DIRECTIVE 2005/33/EC Sulphur content in Marine fuels				x	x	x	x	x				3	5	1	3	x	3	1	5	
		Decision																					
			Harmonization of Frontier Controls of Goods		x			x			x		x		3	5	1	5	x	3	1	4	
			DECISION 2006/861/EC of 28 July 2006 concerning the technical specification of interoperability (TSI) relating to the subsystem 'rolling stock —freight wagons' of the trans-European conventional rail system		x			x	x				x	x	3	5	1	3	x	3	1	3	
			2009/107/EC amending Decisions 2006/861/EC and 2006/920/EC concerning technical specifications of interoperability relating to subsystems of the trans-European conventional rail system		x			x	x				x		2	4	1	3	x	3	1	2	

				Transport							Related technologies					criterion *								
				Mode			Type	Vehicle			Infrastructure		Functional			Social	Economical			Environmental				
				5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
				Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Ease of enforcement/ bureaucracy burden	Mandatory Level	Level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment		
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords											(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)		
	EU decrees and/or regulations (public and company related)	Decision	DECISION 2004/446/EC of 29 April 2004 specifying the basic parameters of the "Noise", "Freight Wagons" and "Telematic applications for freight" Technical Specifications for Interoperability referred to in Directive 2001/16/EC																					
			DECISION 2006/66/EC of 23 December 2005 concerning the technical specification for interoperability relating to the subsystem 'rolling stock— noise' of the trans-European conventional rail system																					
			Interbus Agreement Interbus Agreement: the international occasional carriage of passengers by coach and bus (Decision 2010/308/EU)																					
			Decision 2009/750/EC on the definition of the European Electronic Toll Service and ist technical elements																					
	EU white papers, action plans & guidelines																							
			Guideline AEO (authorized economic operator)																					
		Transport white paper	White paper – "European transport policy for 2010: time to decide"																					
			Keep Europe moving - Sustainable mobility for our continent Mid-term review of the European Commission's 2001 Transport White Paper																					
		Freight transport Agenda																						
			The EU's freight transport agenda: Boosting the efficiency, integration and sustainability of freight transport in Europe																					
			Freight Transport Logistics Action Plan																					
			Towards a rail network giving priority to freight																					
			Communication on a European Ports Policy																					
			EU Strategy for Biofuels																					
		Greening Transport																						
			Greening Transport . New Commission package to drive the market towards sustainability																					
			Greening Transport																					
			Greening Transport Inventory																					
			Strategy for the internalisation of external costs																					
		Maritime Transport Strategy 2018																						
			Strategic goals and recommendations for the EU's maritime transport policy until 2018																					
	TEN-T Guidelines	TEN-T Guidelines																						
	Future of Transport 2009																							
			Position Paper on the European strategies and priorities for railway noise abatement																					
			A sustainable future for transport: Towards an integrated, technology-led and user friendly system																					
	Communication																							
			European Road Safety Action Plan (COM/2003/311)																					
			Action Plan on e-signatures and e-identification (COM/2008/079)																					
			Thematic Strategy on Air Pollution - COM(2005) 446																					
			Biomass Action Plan - COM(2005) 628																					
			EU Strategy for Bio fuels																					
			The Clean Air for Europe (CAFE) Programme - COM(2001) 245																					
			Rail noise abatement measures addressing the existing fleet - COM(2008) 432																					
			Assessment and management of environmental noise - COM(2004) 160																					
			Intelligent Transport Systems (COM (2008) 886)																					
			Towards a European road safety area: policy orientations on road safety 2011-2020																					
			European Strategy on clean and energy efficient vehicles																					
			Trans-European networks: toward an integrated approach COM(2007) 135																					

				Transport					Related technologies					criterion *									
				Mode		Type	Vehicle					Infrastructure			Functional			Social	Economic			Environmental	
				5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
				Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Ease of enforcement/ bureaucracy burden	Mandatory level	Level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	incentive taxes system	Environmental Commitment	
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords											(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)	
	EU white papers, action plans & g	Communication	Facilitating the movement of locomotives across the European Union COM(2006) 782		x		x	x				x	x		4	1	1	3		3	1	4	
			Freight Transport Logistics Action Plan COM (2007)	x	x	x		x	x		x	x	x	x	3	3	1	3		3	1	4	
			Communication and action plan towards the establishing of a European maritime transport space without barriers COM(2009) 10				x	x	x			x	x	x	4	1	1	5		3	1	3	
			LeaderSHIP 2015			x		x	x	x	x	x	x	x	3	1	2	3		3	1	2	
			COM (2003) 123 final, Brussels, 19 March 2003. Integration of the EGNOS Programme in the Galileo programme	x	x	x	x	x			x		x	x	3	1	3	4		3	3	2	
		COM (2007) 96. Brussels, 15 March 2007. Radio Frequency Identification (RFID) in Europe: steps towards a policy framework	x	x	x	x	x			x		x	x	3	1	1	4		3	3	3		
		Recommendation																					
				Commission Recommendation of 4 July 2001 on the development of a legal and business framework for participation of the private sector in deploying telematics-based Traffic and Travel Information (TTI) services in Europe	x			x	x			x		x	x	2	2	1	4		3	3	4
			International Group for Improving the Quality of Rail Transport in the North-South Corridor - IQ- C																				
				Programme for the Promotion of Short Sea Shipping COM(2003) 155				x	x	x				x	x	x	3	2	2*	3		3	x
	IQ-C Action plan 2006-2008-2012 for rail freight corridor Rotterdam-Genoa			x			x	x	x				x	x	x	3	3	1	3		3	1	2
Other (Regional, Bi-national programmes, standards, regulations etc.)																							
	Alpine Countries (Germany, Switzerland, France, Austria, Slovenia, Lichtenstein and Italy)																						
		Action plans & guidelines																					
			Alpine convention Transport and Mobility on the Alps	x	x		x	x	x		x	x	x	x	3	5	4	5		3	3	5	
			Cooperation on Alpine Railway Corridors		x			x		x	x	x		x	2	4	1	5		3	3	5	
	Switzerland/ EU																						
		Agreement																					
			Abkommen zwischen der Schweizerischen Eidgenossenschaft und der Europäischen Gemeinschaft über den Güter- und Personenverkehr auf Schiene und Strasse	x	x		x	x				x	x		3	5	1	5		3	1	4	
	France/Germany																						
		Funding programme																					
			Deufrako	x	x	x	x	x	x	x	x	x	x	x	3	1	1	5		3	1	5	
	Nordic countries (Sweden, Denmark, Norway, Finland, Iceland)																						
		Funding programme																					
			NordFoU Nordic Cooperation on R&D	x						x	x			x		2	2	3	3	?	3	2	3
Global (not only EU)																							
	Convention	International Maritime Organization																					
				ISPS Code			x	x	x				x		3	5	1	5		1	1	2	
				International Convention on the Control of Harmful Anti-Fouling Systems on Ships (IMO 2001)			x	x	x						3	4	1	1		3	1	5	
				MARPOL - marine pollution			x	x	x					x	3	5	1	3		3	1	5	
				SOLAS - safety of life at sea (regulation governs shipbuilding)			x	x	x					x	3	5	1	3		3	1	5	
	Belgium (BE)																						
		Action plans, guidelines																					
			Transport Report November 2006	x	x	x	x	x							3	1	1	1		3	1	1	
			Liberalisation, privatisation and regulation in the Belgian local public transport sector	x	x		x						x		2	1	1	5		1	1	1	

				Transport											Related technologies					criterion *								
				Mode				Type	Vehicle				Infrastructure			Functional			Social	Economical			Environmental					
				5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23						
				Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Ease of enforcement/ bureaucracy burden	Mandatory level	level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment						
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords											(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)						
	Luxembourg (LU)	Law, regulation	partial derogation from Decision 2006/66/EC - 'rolling stock -noise' and Decision 2006/861/EC 'rolling stock- freight wagons'			x		x	x	x					3	5	1	3		3	1	3						
	Netherlands (NL)																											
		Funding programme	Dutch Noise Innovation Programme (Innovatieprogramma Geluid - IPG)	x	x		x	x		x					2	4	5	5		max. 70.5 Mio€	3	1	5					
	France (FR)																											
		Funding programme																										
			PREDIT 4 - Research and innovation Programme in Surface Transport	x	x		x	x	x	x	x	x	x	x	3	1	5	4		400 Mio€	4	1	5					
			Schéma National des Infrastructures de Transport (SNIT) - Avant projet (National Action Plan on Transport Infrastructures - projet draft submitted to evaluation)	x	x	x	x	x	x		x	x	x	x	3	3	3	4		170 billion Euro over 20-30 years	3	1	5					
		Law, regulation	Le Grenelle Environment Legislation	x	x		x	x				x	x	x	3	5	3	4			3	3	5					
		Action plans, guidelines																										
			Le Grenelle Environment Transport Round Table	x	x		x	x				x	x	x	2	3	3	4			3	3	5					
			Plan biocarburants 2003-2010 (biofuel action plan)	x			x	x	x						3	3	2	4			3	3	5					
			Plan national d'action contre le bruit (2003) (noise reduction act)	x	x		x	x		x	x	x	x	x	3	3	4	5			3	3	5					
			L'Engagement national pour le fret ferroviaire (action plan for rail freight transport) - 2009			x		x				x			3	3	3	3		7 billion euros until 2020	3	3	4					
	Switzerland (CH)																											
		Law, regulation																										
			Art. 84 Alpenquerender Transitverkehr (freight transit through t	x	x			x					x		3	5	1	5			3	1	5					
			Art. 85 Schwerkverkehrsabgabe	x	x			x							3	5	1	4			3	1	5					
			Art. 86 Verbrauchssteuer auf Treibstoffen und übrige Verkehrsabgaben (fuel consumption tax)	x			x	x					x		3	5	1	4			3	1	5					
			Bundesgesetz über die Verlagerung des alpenquerenden Güterschwerverkehrs von der Strasse auf die Schiene (Güterverkehrsverlagerungsgesetz, GVG)	x	x			x				x			3	5	1	5			3	1	5					
			CO <sub>2</sub> Gesetz (Bundesgesetz über die Reduktion von CO <sub>2</sub> -Emissionen)	x	x	x	x	x	x						3	5	1	5			3	1	5					
		Action plans, guidelines																										
			Klimarappen	x	x	x	x	x							3	1	1	3			3	1	5					
	Spain (ES)																											
		Funding programme																										
			R&D National Plan	x	x	x	x	x	x	x	x	x	x	x	4	2	5	3			5	3	3					
			INGENIO 2010	x	x	x	x	x	x	x	x	x	x	x	3	2	5	3			5	3	3					
			INNOVACIÓN 2010	x	x	x	x	x	x	x	x	x	x	x	3	2	5	3			5	3	3					
		Law, regulation																										
			RD 640/2007. Digital Tacograph	x				x			x				4	5	2	3			1	1	1					
			RD 551/2006. Dangerous Goods	x	x	x			x						4	5	1	5			1	1	2					
			RD 780/2001. Level crossings	x	x							x			5	5	1	5			1	1	1					
			RD 774/2006. Use of Biodiesel in road transport	x					x						5	5	2	5			1	3	5					
			RD 1566/1999. Safety in road transport	x											4	5	1	5			1	1	2					
			RD 4/ 2004 (Taxes Bonus)	x	x	x	x	x	x	x	x	x	x	x	4	5	2	3			1	3	1					
			RD1671/2007. Safety in ports and maritime facilities.			x	x	x					x		4	5	2	5			1	1	2					
			RD 1428/2003. Safety in passengers transport	x									x		3	5	1	5			1	1	2					
		Action plans, guidelines																										
			LOGISTOP Strategic Agenda	x	x	x		x	x		x	x	x	x	4	2	2	3			2	1	3					
			Innovamar Strategic Agenda			x	x	x	x	x	x	x	x	x	4	3	2	3			3	1	2					
			Maritime Technology Platform Strategic Agenda			x	x	x	x	x	x	x	x	x	3	3	2	3			3	1	2					
			Railway Spanish Platform Strategic Agenda			x		x	x	x	x	x	x	x	3	3	2	3			1	1	2					
			National Strategy of Science and Technology	x	x	x	x	x	x	x	x	x	x	x	2	4	2	3			3	1	2					

				Transport											Related technologies				criterion *								
				Mode				Type	Vehicle				Infrastructure			Functional			Social	Economic			Environmental				
				5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23					
				Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Ease of enforcement/ bureaucracy burden	Mandatory Level	Lead of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment					
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords											(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)					
	Portugal (PT)	Funding programme																									
			The National Strategic Reference Framework (NSRF)	x	x	x	x	x	x	x	x	x	x	x	4	2	5	3		4	3	3					
	UK (GB)	Funding programme																									
			Department for Transport (DfT) Research Programmes	x	x	x	x	x	x	x	x	x	x	x	3	3	5	3		4	3	3					
			ESPRC Funding Programmes	x	x	x	x	x	x						3	3	5	3		5	3	3					
			UK Innovation Investment Fund	x	x	x	x	x	x	x	x	x	x	x	4	2	5	5		5	3	3					
			Small Business Research Initiative (BIS)	x	x	x	x	x	x	x	x	x	x	x	4	2	5	5		6	3	3					
			London development Agency	x	x	x	x	x	x	x	x	x	x	x	3	3	5	5		4	3	3					
			Department for Business, Innovation and Skills (BIS)	x	x	x	x	x	x	x	x	x	x	x	4	3	5	5		5	3	3					
		Action plans, guidelines																									
			Evidence needs & planned research 2009-2010 DfT	x	x	x	x	x	x	x	x	x	x	x	3	3	3	3		1	1	3					
			Unit-level Evidence and Research Strategies (U-ERS) DfT	x	x	x	x	x	x	x	x	x	x	x	4	3	3	3		1	1	3					
			Technology Strategy Board - Transport Interim Strategic Assessment September 2009	x	x	x	x	x	x	x	x	x	x	x	3	3	2	3		1	1	3					
			Transport Act 2000 Railway Scheme	x			x	x			x				3	3	2	3		1	1	3					
			BIS Strategic Agenda	x	x	x	x	x	x	x	x	x	x	x	3	3	2	3		1	1	3					
			Incentive to low carbon vehicles	x	x	x	x	x	x						5	3	3	5		1	2	3					
	Ireland (IE)																										
		Funding programme																									
			IDA Ireland	x	x	x	x	x	x	x	x	x	x	x	3	3	5	3		4	3	3					
			SFI - Science Foundation Ireland	x	x	x	x	x	x	x	x	x	x	x	3	3	5	3		4	3	3					
			EI - Enterprise Ireland	x	x	x	x	x	x	x	x	x	x	x	3	3	5	3		5	3	3					
			NDP - The National Development Plan 2007-2013	x	x	x	x	x	x	x	x	x	x	x	3	3	5	5		3	3	3					
		Law, regulation																									
			Public Transport Regulation Act 2009 (Law 37/2009)	x	x		x	x	x	x	x	x	x		1	5	2	3		1	1	2					
			Statutory Instrument 640/2007 - Merchant Shipping Regulations 2007			x	x	x	x	x	x				1	5	2	3		1	1	2					
			October 2006 - Irish seaport capacity requirements			x	x	x				x	x		2	5	1	5		1	1	2					
		Action plans, guidelines																									
			IMDO Strategic Review of Irish Maritime Transport Sector			x	x	x				x	x		3	3	3	5		1	1	3					
			Smartertravel - A New Transport Policy for Ireland 2009-2020	x	x	x	x	x	x	x					3	3	2	5		1	1	3					
			Ministry of Transport - Guidelines for Accessible Maritime Passenger Transport			x	x	x				x	x		4	3	3	5		1	1	3					
			Horizon 2020 - IDA Ireland Strategy	x	x	x	x	x	x	x	x	x	x	x	3	2	5	3		1	1	3					
			Freight Transport Report for the Island of Ireland	x	x	x		x			x				3	3	3	1		1	1	3					
			2020 Vision - Sustainable travel and transport	x	x	x	x	x	x	x	x	x	x		3	2	5	1		1	1	3					
	Turkey (TR)																										
		Funding programme																									
		DPT																									
			Regional Development Programme	x	x	x	x	x	x	x	x	x	x	x	4	1	5	4		100000/project	6	1	2				
			Cross- Border Cooperation with Bulgaria- Joint Small Project Fund Grant Scheme	x	x	x	x	x	x	x	x	x	x	x	3	1	4	4		450.000	5	1	2				
			East Anatolia Development Programme	x	x	x	x	x	x	x	x	x	x	x	4	1	3	3		15 million	6	1	2				
		TÜBİTAK - TEYDEP																									
			Industrial R&D Funding Program	x	x	x	x	x	x	x	x	x	x	x	4	1	3	3			6	1	2				
			SME Funding Programme	x	x	x	x	x	x	x	x	x	x	x	4	1	5	4			6	1	2				
			Techno-entrepreneurship Funding Programme	x	x	x	x	x	x	x	x	x	x	x	4	1	5	3			5	1	2				
		TUBITAK - İSBAP																									
			The Support Programme for the Initiative to Build Scientific and Technological Cooperation Networks and Platforms	x	x	x	x	x	x	x	x	x	x	x	3	1	4	4			6	1	2				
		KOSGEB																									
			R&D, Innovation and Industrial application Funding Programme	x	x	x	x	x	x	x	x	x	x	x	4	1	4	4			5	1	2				
		TTGV																									
			Technology Development Project Supports	x	x	x	x	x	x	x	x	x	x	x	4	1	3	3			6	1	2				
			Commercialization Project Supports	x	x	x	x	x	x	x	x	x	x	x	4	1	3	3			6	1	2				



					Transport										Related technologies					criterion *										
					Mode			Type	Vehicle					Infrastructure					Functional			Social	Economic			Environmental				
					5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23							
					Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Base of enforcement/ bureaucracy burden	Mandatory level	Level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive base system	Environmental Commitment							
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords															(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)				
	Turkey (TR)	Law, regulation	Council Regulations and Directives transposed to the Turkish Legislation	x	x	x	x	x	x	x	x	x	x	x																
			Traffic Law	x				x	x				x	x	x		3	4	1	2				2	2	2				2
			Technical inspection stations														3	2	1	3				2	2	2				2
			Non-Transposed Legislations	x				x			x			x			3	2	1	3				2	2	2				2
			Ministry of Transportation and task of organisation	x	x	x	x	x									3	2	2	2				2	2	2				2
			Road Transport Regulation	x				x	x					x			3	4	2	2				3	2	2				2
			Road Transport Law	x	x			x	x				x	x		x	3	4	2	2				3	2	2				2
		Action plans, guidelines	Strategic Plan (2007 - 2013) - Republic of Turkey Ministry of Transport&Communication	x	x	x	x	x	x	x	x	x	x	x	x		3	3	3	3					5	3				3
			MEDIUM-TERM PROGRAMME (2008-2010)	x	x	x	x	x									3	2	2	3				4	3				3	
			2009 Annual Programme	x	x	x	x	x									3	2	2	3				3	3				3	
			Technical Assistance to Transportation Infrastructure Needs Assessment	x	x	x			x					x	x		3	1	3	2				3	3				3	
			9th Transportation Forum Statement of Conclusion								x	x					2	1	3	2				3	3				3	
			Transportation and Communication policy commission report	x	x	x	x	x	x				x	x			2	2	3	2				3	3				3	
			EU Road Transport Acquires in Turkey														3	1	3	2				4	3				3	
			Twinning Project		x			x	x				x	x		x	2	1	4	2				4	3				3	
			Assistance to the Turkish Road Transport Sector Project	x				x	x								3	1	3	2				4	3				3	
			ROAD TRANSPORT REGULATING AND ENFORCEMENT BODIES	x													3	2	3	2				4	3				3	
	Greece (GR)																													
	Cyprus (CY)																													
	Bulgaria (BU)																													
	Romania (RO)																													
	Germany (DE)																													
		Funding programme																												
		SME	ZIM (Zentrales Innovationsprogramm Mittelstand)	x	x	x	x	x	x	x	x	x	x	x	x		3	3	3	2				?	2	1				1
			golnno (BMW-i-Innovationsgutscheine zur Förderung von Innovationsmanagement in kleinen Unternehmen" (go-Inno))	x	x	x	x	x									3	2	3	2				?	3	1				3
		Logistics	Intelligente Logistik	x	x	x			x				x	x	x		3	2	3	2				15 m	2	1				4
			founding low-emission lorry buying							x							4	4	3	2				100m	1	1				4
		Earth monitoring	gmes (Global Monitoring for Environment and Security)							x	x	x	x	x			4	4	3	1				2,3mrd	1	1				4
		Law, regulation	EBPG (Energiebetriebene Produkte-Gesetz)	x	x	x	x	x	x	x	x	x		x			3	3	2	1				?	2	1				3
			EMVG (Elektromagnetisches Verträglichkeitsgesetz/ Act concerning the electromagnetic compatibility of equipment)	x	x	x	x	x			x	x			x		3	3	2	1				?	2	1				3
			IMDG Code (The International Maritime Dangerous Goods (IMDG) Code)			x								x			3	3	2	1				?	2	1				3
			Standardisation of electrical mobility	x						x							4	4	2	1				?	2	1				4
		Action plans, guidelines	Realisation service guideline														3	4	3	1				?	2	1				3
			quiet traffic	x	x	x	x	x	x					x			3	4	3	2				?	2	1				4
			Masterplan Güterverkehr und Logistik	x	x	x	x	x	x	x	x	x	x	x	x		2	4	3	2				?	2	1				5
	Austria (AT)																													
		Funding programme																												
			a3plus (Alternative engine systems and fuels)	x	x	x				x	x						2	4	3	2				8m	1	2				5
			i2V (Intermodality and interoperability of mobility systems)	x						x			x				2	4	3	2				?	1	2				5
			ways2go Innovation und Technologie für den Wandel der Mobilitätsbedürfnisse	x	x			x	x	x			x	x		x	2	4	3	2				16m	1	2				5
	Sweden (SE)																													
	Denmark (DK)																													
		Funding programme																												
			Danish road strategy 2006-2014	x						x		x		x	x		3	4	3	3				?	1	2				5
	Finland (FI)																													
	Norway																													
	Iceland																													

				Transport				Related technologies				criterion *										
				Mode		Type	Vehicle		Infrastructure		Functional			Social	Economical			Environmental				
				5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
				Road	Rail	Water	Passenger	Freight & logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Ease of enforcement/ bureaucracy burden	Mandatory Level	Level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords											(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)
	Poland (PL)	Funding programme																				
			National Strategic Frames of References 2007-2013 - pogramme document	x	x	x	x	x	x			x	x	x	3	2	5	3	85,6 mld euro.	4	1	4
			Operational Programme: Infrastructure and Environment 2007-2013	x	x	x	x	x	x	x				x	3	2	4	3	37 565 295 193 euro	2	1	5
			Regional Operational Programmes 2007-2013 (one Regional Programme for each province of Poland)	x	x		x	x	x	x	x	x	x	x	3	2	4	5	16 mld euro	4	1	3
			Operational Programme: Development of East Poland 2007- 2013	x	x		x	x	x		x	x	x	x	3	2	4	5	2 675,05 mln Euro	4	1	3
			The Goal-oriented projects	x					x	x					4	1	5	3			1	3
		Law, regulation																				
			Minister of Infrastructure Directive concerning aid to intermodal transport projects in the framework of Infrastructure and Environment Operational Programme 2007-2013 (7 September 2009)		x	x		x				x			4	4	1	3	-	1	1	1
			Law concerning prevention the sea pollution by ships (16 March 1995)			x	x	x	x						4	5	1	3	-	1	1	5
		Action plans, guidelines																				
			Implementing Document of the National Reform Programme, 2008-2011 for the implementation of the Lisbon Strategy	x	x	x			x		x		x	x	3	5	5	3	-	1		4
			The Concept of special economic zones development	x					x						4	2	4	1	-	1	1	2
			Poland 2030: Development challenges	x	x	x	x	x	x		x	x	x	x	2	2	3	3	-	1	1	3
			Strategy of Country Development 2007-2015	x	x	x	x	x	x		x	x	x	x	3	3	3	3	-	1	1	3
			Strategy of Transport Development 2007-2013	x	x	x	x	x	x		x	x	x	x	4	3	1	3	-	1	1	3
			State Transport Policy 2006-2025	x	x	x	x	x	x		x	x	x	x	3	3	1	3	-	1	1	3
			National Development Plan 2007-2013	x	x	x	x	x	x				x		3	3	2	3	-	1	1	3
			Strategy for Rail Transport to 2013		x		x	x					x		2	3	1	3	-	1	1	1
			Alternative Transport Policy in Poland according to the Ecodevelopment Rules	x	x		x	x	x			x	x	x	4	4	1	5	-	1	1	5
			State Transport Policy 2001-2015 for Sustainable Development	x	x	x	x	x	x			x	x		3	2	1	4	-	1	1	4
			The project of Law about public transport system	x	x	x	x		x		x				2	1	1	3	-	1	1	3
	Czech Republic (CZ)																					
		Action plans, guidelines																				
			Transport Policy of the Czech Republic for 2005 - 2013	x	x	x	x	x	x		x	x	x	x	4	3	2	3	-	1	1	3
	Slovakia (SZ)																					
		Funding programme																				
			Operational Programme Transportation	x	x		x	x					x	x	3	2	4	3	3845719991	3	3	3
		Action plans, guidelines																				
			Transport Policy of the Slovak Republic until 2015	x	x	x	x	x	x		x	x	x	x	3	3	2	3	-	1	1	3
	Estonia (EE)																					
	Lithuania (LT)																					
		Funding programme																				
			Lithuanian National Lisbon Strategy Implementation Programme for 2008-2010	x	x	x	x	x	x	x	x	x	x	x	2	3	5	3	-	3	3	3
			National general strategy: the Lithuanian Strategy for the use of European Union Structural Assistance for 2007-2013	x	x	x	x	x	x		x			x	2	2	4	3	6.775.492.823 eur	3	1	3
			Operational Programme for Economic Growth for 2007-2013	x	x	x	x	x					x		2	2	5	3	3.098.853.525 euro	3	1	1
	Latvia (LV)																					
		Funding programme																				
			National Strategic Reference Framework for 2007-2013	x	x	x	x	x	x	x	x	x	x	x	3	2	5	3	4.530.447.634	2	2	5
			Estonia-Latvia Programme 2007-2013	x	x	x	x	x			x	x		x	3	2	3	5	51,083,917	3	3	4
		Action plans, guidelines																				
			National Development Plan (NDP) of Latvia for 2007-2013	x	x	x	x	x	x	x			x	x	3	2	4	3	-	3	3	4

				Transport					Related technologies					criterion *									
				Mode			Type	Vehicle			Infrastructure		Functional			Social	Economical			Environmental			
				5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
				Road	Rail	Water	Passenger	Freight & Logistic	"Greening"	New materials	ICT	Co-Modality	Safety & Security	ICT	Ease of enforcement/ bureaucracy burden	Mandatory Level	Level of support to R&D activities	Consumer oriented	Total allocated budget	SME participation	Incentive taxes system	Environmental Commitment	
Level 1	Level 2	Level 3	Level 4	Please, indicate the right keywords											(1 to 5)	(1 to 5)	(1 to 5)	(1 to 5)	(amount)	(1 to 6)	(1 to 3)	(1 to 5)	
	Italy (IT)																						
		Law, regulation																					
			Agreement between Government, Regions and Local Independent bodies on the infomobility - Dated 31st May 2007	x	x	x	x	x				x	x	x	x	3	2	1	4	It depends on each single Region which will make projects. There is no general rule.	x	x	3
			Industria 2015 - "Decreto di legge" (Bill) dated 12nd September 2006 included in the Financial Act of the year 2007	x	x	x	x	x	x	x	x	x	x	x	4	5	4	4	32 Industrial Innovation Projects on Sustainable Mobility will be co-funded. The amount of the R&D activities which can be funded can vary from 360 to 905 Millions of Euros.	Nothing is said explicitly but the SMEs are very few.		4	
			National Law nr. 443 dated 2001, known as "Legge Obiettivo"	x	x	x	x	x					x	x	x	3	5	Nothing is said	3	125,8 Billion € in ten year starting from 2001 some of them had still to be found at the time of its approval.	Nothing is said.	Nothing is said.	4
		Action plans, guidelines																					
			e-gov 2012 Plan	x			x					x			x	3	2	1	2	Not known yet	x	x	2
			Italian National Programme for Research 2010-2012	x	x	x	x	x	x	x	x	x	x	x	x	3		5	4	Nothing is said.	Nothing is said.	Nothing is said.	5
			Italian General Plan on Mobility - Guidelines 2007	x	x	x	x	x				x	x	x	x				4	Nothing is said.	Nothing is said.	Nothing is said.	3
			General plan on Transport and Logistic	x	x	x	x	x	x	x	x	x	x	x	x	3	3	2	3	Nothing is said.	Nothing is said.	Nothing is said.	4
	Slovenia (SI)																						
	Hungary (HU)																						
		Action plans, guidelines																					
			HUNGARIAN TRANSPORT POLICY 2003 - 2013	x	x	x	x	x				x	x	x	x	3	3	2	3	Nothing is said.	Nothing is said.	Nothing is said.	3
	Malta (MT)																						
		Action plans, guidelines																					
			National Strategic Plan for research and Innovation 2007-2010			x	x	x	x			x		x	x	4	4	4	3	8430002 € for 4 years	Nothing is said.	Nothing is said.	3
	Croatia																						
	Macedonia																						
	Albania																						
	Bosnia & Herzegovina																						
	Serbia																						
	Montenegro																						

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