



TIPS

TRANSPORT R&D
FOR INNOVATION

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METHODOLOGY AND IDENTIFICATION OF PROJECTS

ENHANCING THE CAPACITY OF
EU TRANSPORT PROJECTS TO

TRANSFORM RESEARCH
RESULTS INTO
**INNOVATIVE PRODUCTS
AND SERVICES**



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**Author/s: Ronald J Pohoryles, Alice Vadrot,
Kyrill Lapin & Patrick Glaser
ICCR FOUNDATION**

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1 Introduction

The purpose of this deliverable is to report on the methodology to be used for the fieldwork and for the identification of the projects to be dealt with in the subsequent Workpackages WP2 and WP4. The content of this deliverable is hence a report on the methodological framework for:

- the (technical) review of the different types of transport projects and,
- the identification of projects for the field study and for the tasks to be performed in WP2 and WP 4.

The report on the results of the questionnaire survey will be delivered in the final deliverable of WP1, due at the end of Month 12 of the TIPS project. It will contain an analysis of the execution of the transport projects as well as an assessment of the exploitation practices.

This deliverable is hence of a technical nature. It reports on the basic assumptions, the activities carried out so far and the outcome of the work during this preparatory phase of WP1.

So far, WP1 has, thanks to the fruitful collaboration with the Project Officer at the European Commission and with the project partners reached its goals:

- The European Commission has provided a full list of the FP7 transport projects containing all relevant information on a total of 516 projects.
- The project partners were among the group that has participated in the preliminary testing of the electronic version of the questionnaire and have delivered contact details for the national projects.

Deliverable 1.1 reports on the activities so far and on the next steps to be undertaken. It contains an analysis of the challenges in the next phase and the way to tackle these.

On the whole, Work Package 1 will clearly be completed without any major problems. This is all the more so as in the next phase of the project, the work will be supervised by an advisory board that will comment on the work accomplished.

2 The aims of the project and the role of WP1

2.1 *The role of transport projects in the European Framework Programme*

The overall structure of FP7 contains five major fields of activities:

- Cooperation – to foster collaborative research across Europe through the projects carried out by transnational consortia of industry and academia;
- Ideas – to support frontier research on the basis of scientific excellence;
- People – to provide support for researchers' mobility and career development;
- Capacities – to strengthen the research capacities in Europe, thus enabling a prompt response to present and future challenges;
- Nuclear research – divided in two areas: fusion nuclear research and JRC.

Transport-related research in the 7th Framework Programme is undertaken within the “Cooperation” area. For the first time it has been separated into a distinct group “Transport (including aeronautics)” with corresponding funding amounting to 4.16 billion euro. It covers all four modes as well as intermodality:

- aeronautics and air transport
- road
- rail
- waterborne transport and,
- multimodal.

Emphasis is given to different themes in each mode and the multimodal component in order ‘to develop safer, greener and smarter pan-European transport systems that will benefit all citizens, respect the environment, and increase the competitiveness of European industries in global market’.¹

This organisation of the research programme has been chosen in order to achieve a more user-friendly and clearer structure, where the research areas are easy to identify and it is therefore easier to apply under the appropriate call for the most suitable funding scheme. However the overall coverage of the transport programme has not changed; neither has its general objective.

Concerning the funding schemes, the current three funding schemes that now include all five former instruments. Collaborative project (CP) includes Small or Medium Scale focused research actions (STREP), Large Scale Integrating Projects (IP), and Network of Excellence (NoE). Coordination and Support Actions (CSA) includes Coordination or networking actions (CA) and Support Actions (SA).

Up until now European research programmes have accumulated a significant amount of information generated by the many completed research projects. The assessment of the impact of this mass of information has become extremely important in order to find ways to further improve the FP's structure and find new directions for the development of the European research area.

¹http://ec.europa.eu/transport/themes/research/fp7/index_en.htm

2.2 *The aims of the project*

The vision of the TIPS project is to produce better innovation in the transport sector by enhancing the capacity of EU-funded FP projects in the field of transport to be a source of innovation and to help them transform research results into products and services.

Indeed the transport sector faces major challenges. Demand for transport will grow by 50% for passengers and 80% for freight (EU 2000–2030). At the same time the call for energy savings, renewable resources and less CO₂ consumption is putting pressure on the sector. Transport is a main factor for economic sustainability and growth, but this sector needs to be pro-active to get more innovative solutions into the market quicker. A lot of funding goes into transport RTD, but RTD results do not reach the market correspondingly. What is needed are good practices in the different transport modes, to see which exploitation channels are working, where to find financing and first users, and how to access new markets.

Based on sound fieldwork, TIPS will analyse successful exploitation strategies in completed RTD projects and derive exploitation approaches and good practices from these. Highly innovative transport RTD projects will receive help to improve their ability to exploit R&D results in such a way that they gain competitive advantages and improved market shares. Road, rail, maritime and air plus intermodal transport will be covered.

The results from the fieldwork and the experience from one-to-one assistance to highly innovative projects will be gathered in a set of recommendations and best practice guidelines for transport RTD project partners.

Organisations that are experienced in fieldwork, impact analysis, and innovation and exploitation strategies will collaborate in TIPS. The TIPS project ensures a good geographic coverage of the EU.

In order to realise the overall vision of the project, the following five key objectives are being proposed:

- Analysing the research framework of completed and ongoing national and EU-funded projects;
- Developing best practice guidelines and innovation methodologies;
- Promoting the exploitation of R&D results and market uptake of innovative products and services to transport project partners;
- Supporting completed and ongoing EU-funded research projects to develop sound action plans for the use and dissemination of results;
- Creating a supporting project environment and tools that are sustainable.

The following notes will report on the progress of WP1, which relates to the first of the key objectives mentioned above.

2.3 The role of WP1 in the overall project

2.3.1 Objective of WP1

WP1 provides the starting ground of the project: fieldwork will be carried out to analyse the research framework. Research and development projects in the transport sector will be identified and their key results summarised. The main task will be to analyse to what extent the results of these research and development projects have led to innovative products and services.

WP1 comprises two different tasks:

- **Fieldwork (survey study):** The purpose is to gather information on the research framework and the current practices of research and dissemination/valorisation.
- **Deskwork:** Identify projects to be dealt with in the subsequent workpackages

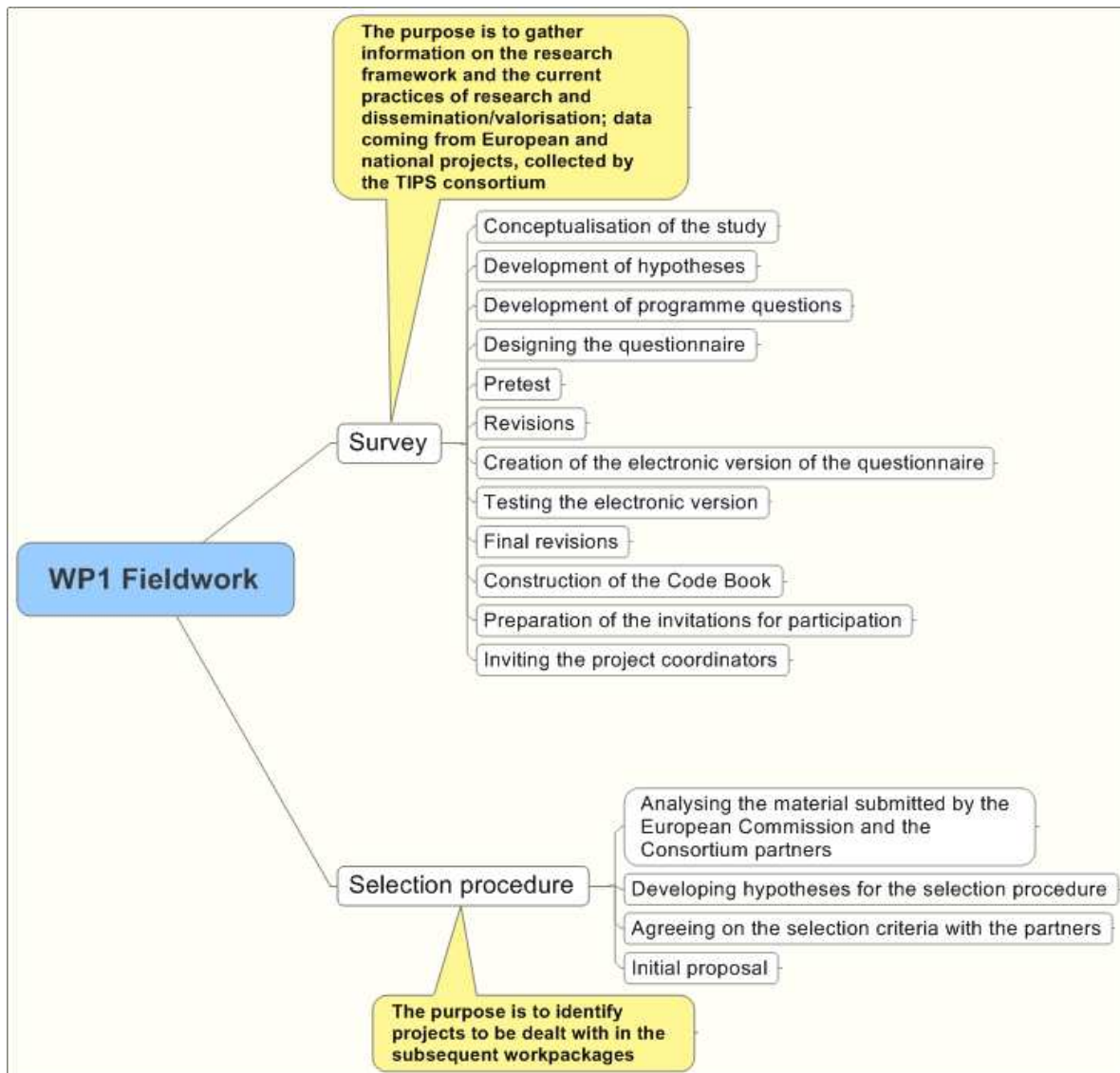


Figure 1: Objective of WP1;
(Data provided by the EC and by the TIPS consortium)

The analysis of the research framework of completed and ongoing national and EU-funded R&D projects – with regard to the exploitation of their R&D results – will take into consideration the following socio-economic challenges:

- eco-innovation through decarbonisation and efficient use of natural resources;
- safe and seamless mobility and,
- competitiveness through innovation.

2.3.2 Relevant definition: What is an impact?

To define what an impact can be is a challenging endeavour. This relates to the many different ways in which knowledge is used throughout the policy-making process and to the manifold role of science in society. Even though the contribution of knowledge and science in specific contexts might follow a linear process, this observation does not apply to most cases where new scientific insight, knowledge generation and technological innovation impact on existing structures, systems, and procedures. As Nico Stehr (2007) has underlined, ‘knowledge travels’ and it is not always easy to reconstruct the pathways of the respective impact.

Maselli et al (2006) identified 3 ‘domains of impact’, as follows:

- New knowledge and changes in attitudes of researchers (e.g. perception of the usefulness of participatory research, collaboration with possible end-users, communication with academic and non-academic actors, etc.)
- Benefits for end-users
 - at the policy level (decision makers, public administrations, etc.)
 - for end-users at societal level (Civil Society Organisation, local populations, etc.)
 - for commercial users (for the TIPS project purposes, this would mean transport equipment manufacturers; transport infrastructure providers; consultants); and
- Individual and institutional capacity building (career pathways; structural changes; etc.)

Further, they elaborate the notion of an ‘Impact Chain’ (originally proposed by Herweg and Steiner, 2002), or ‘Impact pathways’, with overlapping links. The Impact Chain starts with the generation of research results, which are then formulated into research outputs. When research outputs are put to use, an initial effect is to generate an outcome (**‘direct impact’**). Achieving that outcome then has the effect of stimulating a learning process, which subsequently leads to people’s attitudes and perceptions changing, and perhaps to the triggering of further **‘indirect impacts’**.

Based on these domains of impact and on their notion of the ‘Impact Chain’, Maselli et al (2006, p.13ff) set up a matrix of indicators. This followed from a clarification by Herweg and Steiner (2002) who explained the pathway as follows: possible output → utilisation of output → effects in form of benefits and/or drawbacks → series of impacts.

It is evident that the whole impact chain will be difficult to analyse during the lifespan of this project. The transition from research outcomes to the generation of services and products might take some time. The project’s ambition, however, is to deliver information about: who does TIPS address, who might be the users, etc.

The matrix based on the results of the survey (indicators were generated by the survey questions) is shown in Table 1 below.

Table 1: Indicator matrix based on survey questions

Impact Pathway/ Stakeholders	possible output	utilisation of output	effects in form of benefits and/or drawbacks	series of impacts.
General societal level: New knowledge	Increased knowledge New forms of research Outreach to societal actors etc.	Generation of knowledge with societal relevance; Publications in non-scientific media; etc.	Usability of knowledge, etc.	New forms of knowledge production; Stability of networks; etc.
End-users	Applied knowledge production; Policy- relevant research; etc.	Involvement of end-users; Licensing; Patents; etc. Relevant reports; recommendations; etc.	Use of research results by the end-users; etc. Implementation of policies	Contribution to overall goals (eco-innovation, congestion reduction; etc.)
Research organisations: capacity building	Sustainable knowledge network (scientific) publications	New research methods; Standardisation of research work; Model building; etc.	Improved infrastructure; Researchers' career path (e.g. Ph.D. theses; etc.)	Maintenance of networks Joint publications; etc.

The list of indicators is not intended to be exhaustive and is rather of illustrative value; most of these indicators are, however, covered by the questionnaire (see Appendix). It will be completed during the analysis of the results. Some proxy indicators² will have to be constructed.

As the study does not address end-users but only knowledge producers (researchers) the indicators chosen simply inform the reader about the researchers' perceptions. A survey among end-users is not part of the contract.

²Proxy indicators are indicators that are constructed from one or more indicators gained from the survey questions.

2.3.3 Activities

The three main types of activities in this project are presented below.

- 1) Identifying research and development projects in the transport sector funded by the EU Framework Programmes as well as by national programmes in selected EU Member States that are completed or still running.

Essentially the methodology can be broken down into five elements:

- analysis of databases (information on 516 EU projects provided by the Commission, information on around 200 national projects provided by the TIPS partners);
- project sampling to be dealt with in the subsequent workpackages, based upon the databases;
- interviews with Commission officials and selected national authority officials on the sample selected to be dealt with in WP2 and WP4;
- internet questionnaire;
- (if necessary) extension of the projects dealt with in WP2 and WP4;
- analysis of projects' impact pathways.

The database of European projects will undergo a preliminary analysis in order to group the projects according to different characteristics (e.g. size, instrument, topics addressed); these will provide the basis for the sampling procedure and the further steps of the project. Expert interviews will additionally help to identify projects that should be part of the sample.

- 2) Summarising the key results produced by the identified completed EU and national projects. The approach is defined in this deliverable but the final results will be reported on later (D2.2).
- 3) Analysing to what extent the results of these research and development projects have led to innovative products, services and processes available on the market. The approach is defined in this deliverable too, but the final results will be reported on later (D2.2).

3 Methodology

3.1 The survey study

The European Commission's funding proposal has outlined the objectives of the exercise at hand (p.14f.):

- *Following the development of a sound methodology, TIPS will carry out a field study based on a questionnaire to analyse to what extent the results of the completed research and development projects have led to innovative products, services and processes available on the market.*
- *The field study is the key analysis to be performed in TIPS, as it will deliver the data (quantitative and qualitative) for the other project activities, notably in WP2. The field work will identify the R&D projects and analyse to what extent the results of the completed research and development projects have led to innovative products, services and processes available on the market.*

The objectives formulated in the proposal are quite general and need some specifying. Furthermore, in order not to overlook any important information, the field study cannot confine itself solely to completed projects as most FP7 projects are still ongoing. Hence, ongoing projects will be examined as well with respect to their expected outcomes.

In order to define more specific objectives, we have to address the following questions:

- What determines the production and the use of knowledge?
- What influences the characteristics of the leading research organisations, what influences the type of research networks they are part of, what influences the type of projects they carry out?
- What is the impact of the projects, whether direct or indirect impact? For instance, purely technical projects might have an indirect impact on policies, whilst policy-relevant projects might have an impact on technology development.

In order to develop the questionnaire for the fieldwork, first the main hypotheses were formulated out of the concretion of the abovementioned questions. Then so-called programme questions³ were deduced from those hypotheses. Finally those programme questions resulted in the final questionnaire that provides the basis for the fieldwork and the analysis.

3.1.1 Main hypotheses

- H1: The characteristics of the *organisations* participating in research programmes have an impact on the dissemination and utilisation of the projects' outcomes.
- H2: It is likely that projects led by *experienced coordinators* have a clearer vision of the use of the outcomes of their research.
- H3: *Sustainable consortia* produce more impact than ad-hoc consortia, provided that they do not create 'closed shops' but allow new partners according to specific tasks required by new calls.

³Programme questions stem from the hypotheses (what is the information we need to gather?) and prepare the operationalisation, i.e. the phrasing of the questions in the survey questionnaire. They are quite general in nature, but are necessary for a sound operationalisation. Out of the six programme questions, 41 survey questions and 202 indicators have been derived.

- H4: The impact of research is greater if projects are not only conducted for the *EU*, but for *national research programmes* as well.
- H5: It is likely that the *different characteristics of the project* have different pathways to the utilisation of the projects' results. Hence it is pertinent to distinguish between the stakeholders of the projects and the project's objectives.
- H6: Although some projects might be mostly of a technical nature they still might have *policy impacts*: the use of their results might depend on regulations and/or financial aids related to innovation.

3.1.2 The related programme questions

In order to develop a questionnaire addressing all the hypotheses mentioned above a set of 'programme questions' has been developed. These are:

- P1: Main characteristics of the organisation
- P2: Main characteristics of the project
- P3: Dissemination methods
- P4: Stakeholders and users of the outcomes of the project (commercial users, policy-makers, civil society)
- P5: Outcomes of the project
- P6: Policy relevance

3.1.3 Relationship between the hypotheses and the programme questions

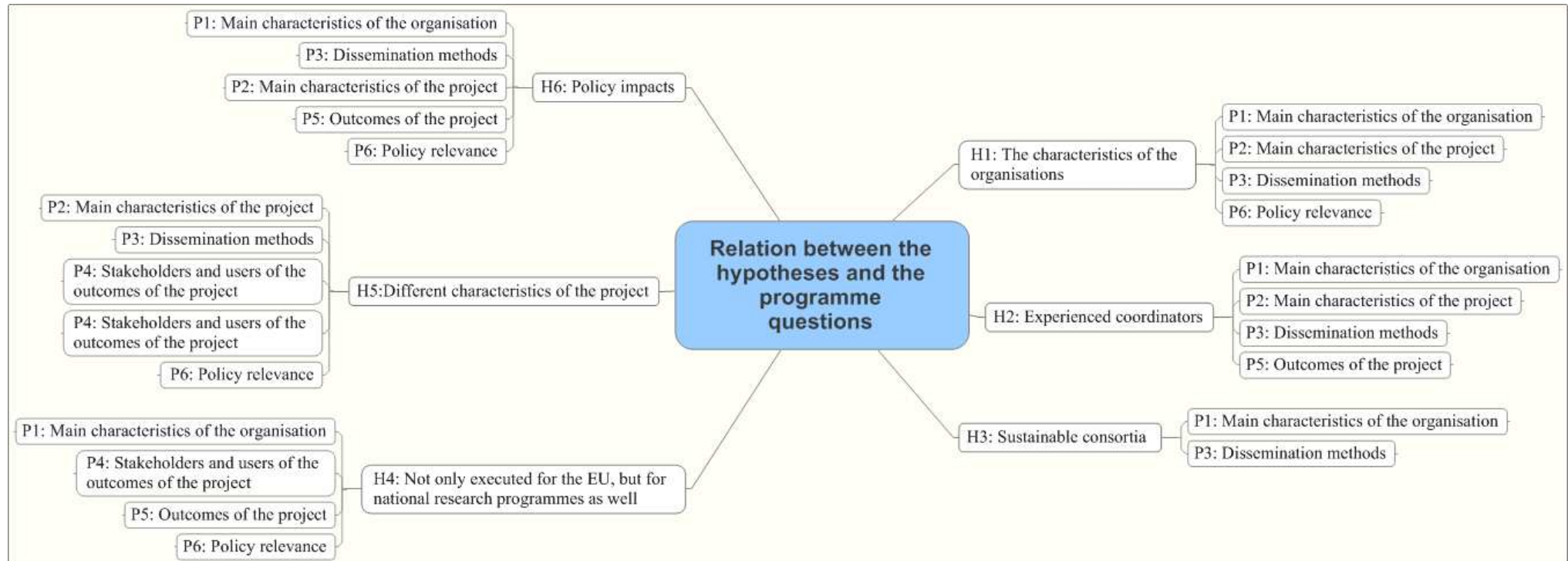


Figure 2: Relationship between the hypotheses and the programme questions

3.1.4 The questionnaire

As mentioned before, the programme questions lead to a careful operationalisation that materialises in the related questionnaire. The first version of the questionnaire was issued in a paper-and-pencil version and was tested on scholars in the field familiar with similar projects; it was then revised according to the results of the test. The database was set-up and the questionnaire was converted into an electronic format. Two different preliminary tests were carried out to finalise the questionnaire. The persons who were testing the questionnaire were former research partners in European projects, current and former staff members of the ICCR Foundation, and partners from the consortium.

The project has used the experience gained in a former EU project (Matthew et. al., 2010), but adapted to the aims of the TIPS project. The results of the field study were satisfying (Giorgi et al., 2010).

The questionnaire is annexed to this document.

3.1.5 The fieldwork

The questionnaire was sent out to the coordinators of all FP7 projects that were provided by the European Commission. The project list is mostly an administrative document; hence it has happened that the contact person mentioned was not necessarily the person who was actually in charge of the project and its dissemination. In this case, we contacted the administrator to get some information about the responsible person.

Sometimes this person was no longer a staff member of the institution that was responsible for the coordination of the respective project. When this was the case we contacted both someone who knew about the project and tried to get in touch with the responsible researcher at his/her new place of employment. Whenever we have received answers from both, we will avoid double-counting by eliminating the responses where answers were incomplete.

The questionnaire was developed by using the SurveyMonkey software. This software allows for a controlled return by sending out individual links. SurveyMonkey, however, does not allow inviting persons more than once, even if the respondent is in charge of more than one project. In such a situation the person is invited to answer the questionnaire through a general link and we will identify the questionnaires by the project title.

National project managers will be contacted later on in the course of the WP1 field study because the list of national projects is still incomplete for some countries and the number of projects provided by some partners until now is not sufficient for quantitative analysis. The reason for that might be that in some countries there are simply not enough national projects to allow a quantitative analysis. In this case, the consortium will consider coping strategies (see Section 4 of this document).

Overall, some 200 national projects were identified by the partners in the TIPS consortium. National variation⁴ is, however, considerable. Given the great variety of national research frameworks it does not make sense to put the national projects together in one group.

⁴Variation in this context means, that it is crucial to have at least 100 national projects from each country. Otherwise the results of the analysis for each country will be biased which in other words mean that no statistical significance can be determined.

The questionnaire will be online until the end of April 2013 to allow enough time for the data analysis. To increase the response rate we will send out two reminders. Information on coping strategies is provided in Section 4.

3.1.6 Preparing the analysis

The data will be processed by using SPSS⁵. The final report (due end of September 2013) will contain a frequency analysis and cross tabs following the definitions given in Section 2.3.2.

The codebook for the data analysis is given in the Appendix. The codebook is a technical instrument that allows for statistical analysis. It defines the type of each specific variable (numeric, text, etc.), the valid range of values to avoid the use of unlikely values in the statistical analysis, etc. In other words: it presents information about the variables and their formats.

3.2 The database analysis: Selecting the transport projects to be dealt with in the subsequent Workpackages

3.2.1 Main criteria for the selection process

Under the proposal and the description of work, it is evident that not all FP7 transport projects can get assistance from the TIPS project. Rather there has to be a careful selection procedure. The selection criteria for WP2 and WP4 have to be developed in a way that respects WP2 and WP4 requirements.⁶ Given that the final results of the questionnaire are not due when WP2 and WP4 are planned to start, we will use preliminary data from the survey as well as the database provided by the European Commission.

One of the tasks of WP2 is as follows:

The objective of WP 2 is to assess the results of the analysis of completed transport research projects in view of identifying good practice approaches to the exploitation of RTD in transport.

The objective of WP4 is as follows:

The objective of WP4 is to assist EU-funded research projects with a high innovation potential with developing a sound plan for the use and dissemination of results. This will include working with the previously selected EU-funded research projects that have a high innovation potential through training academies and then, face-to-face, to develop a sound market deployment plan. Interested projects with a low innovation potential will be offered the exploitation support measures from WP3.

It is clear that the two work packages are inter-related. In this respect the selection process does not vary greatly. Both workpackages allow, however, to increase, or decrease, the sample.

⁵ IBM SPSS Software for Predictive Analysis

⁶See: Proposal of the TIPS consortium.

The degree of dissemination and exploitation of the European projects depends on several factors:

- The capacity of EU-funded FP projects in the field of transport to become a more efficient source of innovation is lower the smaller the participating organisations are. TIPS should therefore focus on SMEs and help these projects to transform their research results into products and services.
 - It is likely that Coordination and Support Actions were selected by the European Commission according to the impact expected and will not necessitate support from the TIPS consortium. TIPS will focus on smaller cooperation projects.

- The impact pathways (impact chains) follow different logics according to the different transport modes and the different stakeholders addressed by the projects. The selection of the projects that will be assisted with developing a sound plan for the use and dissemination of results will hence be made according to the following criteria:
 - Size of the project
 - Size and character of the coordinators' organisation
 - Transport mode
 - Stakeholders
 - Region.

This project proposes to offer individual support activities to up to 50 selected transport projects. As collaboration with, and support from, TIPS will not necessarily be welcome by all the projects, we will have to sample about 150 projects according to the criteria mentioned above.

The final selection will be based upon the preliminary sampling and the advice by external experts and the Commission.

4 Risks and coping strategies

Risks	Coping strategies
<i>Survey</i>	
The database provided by the EC contains administrative data. The contact person named is not always the researcher in charge, or the person responsible for dissemination and exploitation. valorisation. The same applies to national projects.	Contact the administrative secretary/executive individually and ask for the person in charge of research and/or dissemination.
Low answering rate (European projects)	Additional wave to non-respondents with a covering letter of the Commission
Low answering rate (national projects)	Qualitative approach (examples of best practice). It might be necessary to do a small amount of case studies at the national level. Case studies will be selected to represent a variety of different types of research and will be analysed in relation to a number of characteristics relevant to impact. The data for the case studies will be drawn from relevant project documentation and from a set of semi-structured interviews with research partners.
Bias (as compared to the full project list)	Weighting procedures
<i>Selection procedure for the projects to be dealt with in the subsequent workpackages</i>	
Selection criteria not suitable	Replace the sample with projects selected through a new set of criteria
Not enough projects interested in collaboration with TIPS	Replace the original sample with structurally similar projects

5 References

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6 Annexes

6.1 List of identified European and national projects for the field study

The following table is not intended to be exhaustive. It rather gives a very brief overview of the EU- as well as national transport research projects that have been identified. These lists still need to be analysed in terms of the relevance of the projects regarding further regard under WP2 and WP4.

Table 2: Extract of the lists for the identified national as well as EU transport research projects.

EU-Transport research projects		
<u>Akronym</u>	<u>Coordinator</u>	<u>Country</u>
INTRASME	COVENTRY UNIVERSITY ENTERPRISES LIMITED	UK
INTERCONNECT	EDINBURGH NAPIER UNIVERSITY	UK
DEMOCRITOS	COMUNE DI GENOVA	IT
MOWE-IT	TEKNOLOGIAN TUTKIMUSKESKUS VTT	FI
E-LIGHT	FUNDACION CIDAUT	ES
EM-SAFETY	STIFTELSEN SINTEF	NO
ITERATE	STATENS VAG- OCH TRANSPORTFORSKNINGSINSTITUT	SE
TURBLOG_WW	TIS PT, CONSULTORES EM TRANSPORTES, INOVACAO E SISTEMAS, SA	PT
National transport research projects		
<u>Akronym</u>	<u>Coordinator</u>	<u>Country</u>
PEDFLOW	The Engineering and Physical Sciences Research Council	UK
MATISS	RENAULT	France
AMACA	Alenia Aeronautica S.p.A.	Italy
NeGSt	DLR	Germany
PAST	Fachhochschule Köln	Germany
simTD	Daimler AG	Germany

6.2 Invitation letter for the participation in the TIPS online questionnaire

Dear colleagues,

The project ‘Enhancing the capacity of EU transport projects to transform research results into innovative products and services (TIPS)’ is a coordination and support action under the European Union’s Seventh Framework Programme for Research (FP7). It aims to enhance the capacity of EU--funded FP projects in the field of transport to become a more efficient source of innovation and to help these projects to transform their research results into products and services.

PLEASE NOTE: IF YOUR INSTITUTION CONDUCTS MORE THAN ONE EUROPEAN AND/OR NATIONAL PROJECT, PLEASE USE A SEPARATE FORM FOR EACH OF YOUR PROJECTS TO ANSWER THE SURVEY. PLEASE GIVE PRIORITY TO YOUR EUROPEAN PROJECT(S).

The first step of the TIPS project is to identify relevant transport research projects, both at the EU and national levels that ought to be included in TIPS activities. To this end, TIPS will carry out a sound field study to deliver the data, history and framework of the successful pathways to the exploitation of transport research results in connection with the different transport modes. The aim is to analyse both ongoing and completed national and EU-funded projects. Particular attention will be given to socio-economic and ecological challenges, such as eco-innovation through decarbonisation and efficient use of natural resources; safe and seamless mobility; and competitiveness through innovation.

The link to the survey is only valid for your own email address. We got the address list from the European Commission and we are aware that you might not have been involved in the project work but were the responsible administrator for your Organisation. In this case we would be grateful if you send the email address of the responsible researcher to r.pohoryles@iccr-foundation.org. In this case the responsible researcher will get a personal Invitation to participate in the Survey.

It will not take more than 15 - 20 minutes of your valuable time to complete this questionnaire. Please note, however, that all questions that are marked with an asterisk (*) are mandatory.

We thank you very much for your collaboration. Your input is much appreciated and will have an impact on the final design of HORIZON 2020.

Yours sincerely

Ronald J Pohoryles on behalf of the TIPS Consortium

<https://de.surveymonkey.com/s.aspx>

Please note: If you don't wish to participate in the Survey you can opt out by clicking the link below.

<https://de.surveymonkey.com/optout.aspx>

