

## What are the main recommendations elaborated in the Guidebook?

Reviewing the results of the research undertaken, we grouped our recommendations into three broad 'levels'.

### Strategic Level:

- Implement a specific strategic framework
- National strategic priorities should be complementary to, or synergistic with, EU or global objectives

### Programme Level

- Create programmes that specifically allow transnational cooperation (funded or unfunded)
- Include selection criteria that encourage cooperation
- The programme should be designed to address more than country-specific issues

### Operational Level

- Changing the legal framework to allow payments to non-residents
- Integrate transnational cooperation activities within the current policy maker/ programme manager

In the Guidebook, we give **some final thoughts** if you are a seeking to become a partner to a transnational cooperation effort, including preparing strategically for transnational cooperation, and what to do when the opportunity for transnational cooperation becomes present.

Where can you find the full Guidebook and more information about the ETNA Plus project?

<http://www.transport-ncps.net/>



## Recommendations for transnational cooperation within European Union Transport Research and Innovation (R&I)

### What have we done?

We have produced a Guidebook, dedicated to National Contact Points (NCPs) and other stakeholders (especially EU13 Member States) aiming to develop their own efforts through transnational cooperation in Transport R&I, and/or looking to reshaping and developing national Transport Research Strategies.

### Why was ETNA Plus involved?

The ETNA Plus objective was to foster innovation in transnational cooperation in Transport and investigate innovation strategies implemented in industrialised countries in the EU and around the world, with a view to learning about their different approaches.

This information is now compiled into a Guidebook with recommendations to assist transnational cooperation in Transport R&I, available on the ETNA Plus project website since the end of January 2015. Here, we give an insight into the 'top level' findings of the research conducted and a summary of the recommendations contained within the Guidebook.

For the full Guidebook, please visit the ETNA Plus website

[www.transport-ncps.net](http://www.transport-ncps.net)



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## Why develop a Guidebook?

As a world leader of research and innovation (R&I), the European Union (EU) is responsible for almost a quarter of world expenditure on research, while representing only 7% of the population. As part of this research, the EU has identified the need to continually strengthen dialogue between Member States and Associated Countries, as well as international partners, to build a 'critical mass' for tackling the evolving societal challenges thrown before it. The field of Transport is no exception, and is integral to the European Research Area (ERA) - aimed at overcoming the fragmentation of research in Europe that prevents European Member States from fulfilling their R&I potential.

The EU has identified that it needs to strengthen dialogue between current Member States and Associated Countries, as well as with international partners, to build the critical mass for tackling challenges thrown before it. Cooperation activities need to be consistent and complement each other whilst deepening and strengthening the partnership between the European Commission, Member States and Associated Countries.

The White Paper on Transport (2011) sets out the case for transforming the European transport system into a sustainable and competitive system that will further increase mobility and thus continue to support economic growth and employment. With its ambitious objectives, the White Paper will require research and innovation capacities to be mobilised to support the transport policy objectives and societal goals.

Our mission was to identify barriers to transnational cooperation in transport R&I in specific countries, highlight areas of good practice found, generate some recommendations that could assist in overcoming these barriers and set the stage, especially within EU new actors and regions, to capitalise from our results and enhance their transport R&I capabilities. **In this way, ETNA Plus is assisting in facilitating the operational coherence of research activities and helping to overcome barriers to further integration of Transport R&I.**

## What did the research show?

We discovered a variety of interesting **characteristics of transnational cooperation in Transport R&I** in both EU and non-EU countries:

- Cooperation that is encouraged 'by design'
- Governmental, policy-driven, sustained transnational cooperation
- Correlation of R&I Policy with Transport Policy
- Use of ICT to augment the commercialising of R&I
- Involvement of SMEs within policy elaboration
- Funding considerations, including private sector interventions
- Dedicated Innovation Agencies driving R&I
- Sharing of expertise internationally, technology transfer
- Multi-faceted policy approach, and also a focused policy approach

**One feature common** to all of the countries researched was the difficulty they experience in completing the innovation cycle.

Regarding **barriers to transnational cooperation in Transport R&I**, we found the following 10 discrete barriers from 27 issues identified across the 17 countries researched:

- A lack of a dedicated transport R&I Policy
- A lack of Transport R&I Programmes that allow or enable trans-national cooperation
- Insufficient representation of SME as advisors in the policy building process
- Difficulties arising from partners being funded by different agencies
- Physical distances between cooperating countries
- Governments' spending priorities for their national research budgets
- Eligibility of certain organisations to receive particular funding
- Reductions in public spending
- Complexity due to decentralised Governments
- Endemic political, social and cultural values restricting cooperation