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**PUBLICATION**



## **IRF Guidelines to Funds supporting Road Research**



## INTRODUCTION TO THE 2007 EDITION

The **IRF Guidelines to Funds supporting Road Research** have been prepared to help IRF Members and the road community find their way through the wide range of R&D funding opportunities available from international institutions and national funding programme (where the size of the country warrants it). For each programme, information on the fund administrators, its societal objectives, eligibility criteria and bidding procedures is presented.

The 2007 edition of the *IRF Guidelines* also includes a section devoted to national and international public research institutes that coordinate transport research programmes. This section makes it easier for IRF Members to liaise with organisations that are instrumental in building the road research agenda and which often act as intermediaries with the funding programmes administrators.

By means of an introduction, it is also important to recall a number of useful hints:

- Applicants should be perceived by funding organisations as a partner, and as such, it is of extreme relevance to be informed on the general policy framework covering the subject to be funded (consulting annual work programme and latest legislative developments are a must).
- Do not neglect any funding leads. Although your organisation's area of activity may lie within the transport sector, some of the funding programmes might not be managed within the transportation administration.
- Look at home first. Many international funds or the information on those may well be at your disposal at a representative office located in your country or in the relevant national Ministry.
- Cross-national partnership will enhance your chances of obtaining international funds. For some type of funds this would not only be a recommendation but form part of the eligibility criteria.
- If you finally achieve obtaining funding, bear in mind that you will be facing a tedious series of reporting procedures that will be required in several occasions throughout the project implementation schedule. Before, tendering for funds, make sure that you are aware of the administrative requirements that your organisation may need to undertake during the project lifecycle.

The *IRF Guidelines* present you with an updated – but necessarily incomplete – overview of road research funding opportunities. Although great care has been taken to ensure the integrity and quality of this publication, no responsibility is assumed by the authors for the information contained herein. For further detailed information, please refer to the respective official programmes and calls using the contact details provided in this publication. If you would like to see additional research funds figure in the next edition, please mail us their details at [info@irfnet.eu](mailto:info@irfnet.eu).

Brussels, October 2007

# **GUIDELINES AT A GLANCE**

This publication has been divided into the following sections.

## **1. European Union & Neighbouring Regions**

- EU-1a Seventh Framework Programme for Research and Technological Development
- EU-2a Annual work programme LIFE + (Financial Instrument for the Environment)
- EU-3a MARCO POLO II (2007-2013)
- EU-4a 2007-2013 Competitiveness & Innovation Framework Programme (CIP)
- EU-5a Transport Grants
- EU-6a European Cooperation in the field of Scientific and Technical Research (COST)
- EU-7a European Research Fund for Coal and Steel (RFCS)
- EU-8a Leonardo da Vinci Programme
- EU-9a Eureka Programme
- EU-10a European Research Council Grants

## **2. North America**

- NA-1a Transportation Pooled Fund Program (TPF)
- NA-2a National Cooperative Highway Research Program (NCHRP)
- NA-3a Transit Cooperative Research Program (TCRP)
- NA-4a National Cooperative Freight Research Program (NCFRP)
- NA-5a Highway Research and Development Program
- NA-6a Strategic Highway Research Program (SHRP2)
- NA-7a National Science Foundation funding
- NA-8a Freight Technology Demonstration Programme (FTDP)
- NA-9a Moving On Sustainable Transportation (MOST program)
- NA-10a Strategic Highway Infrastructure Program

## **3. Asia Pacific**

- AP-1a Express Highway Research Foundation of Japan (EHRF)
- AP-2a Japan Society for the Promotion of Science
- AP-3a Japan Institute of Construction Engineering (JICE)
- AP-4a Regional Technical Assistance (RETA)
- AP-5a Australian Road Safety Research Grants
- AP-6a Australian National Competitive Grant Programme (NCGP)

## **4. Rest of world**

- RW-1a Indian Council of Scientific and Industrial Research Grants (CSIR)
- RW-2a Grant of financial Assistance for administering road safety programmes
- RW-3a The Public-Private Infrastructure Advisory Facility (PPIAF)
- RW-4a African Roads Maintenance Funds Association (ARMFA)

## **5. Databases of research programmes**

- RD-1b Transport Research Knowledge Centre (TRKC)
- RD-2b Research In Progress (RiP) Database
- RD-3b Transportation Research Information Services (TRIS)
- RD-4b Canadian Surface Transport Research
- RD-5b Global Transport Knowledge Partnership
- RD-6b World Interchange Network (WIN)
- RD-7b International Transport Research Documentation (ITRD)

## 6. Research Organisations

- RO-1c Joint Transport Research Center (TRC)
- RO-2c Forum of European Highway Research Laboratories (FEHRL)
- RO-3c European Conference of Transport Research Institutes (ECTRI)
- RO-4c European Road Transport Research Advisory Council (ERTRAC)
- RO-5c The South East European Transport Forum (SETREF)
- RO-6c Transport Canada (TDC)
- RO-7c Indian Central Road Research Institute (CRR)
- RO-8c Asian Institute of Transport Development
- RO-9c Chinese Institute of Transportation (IOT)

# **Part 1 – Research Programmes**

<b>EU-1a</b>	<b>Seventh Framework Programme for Research and Technological Development (FP7) – 2007-2013</b> <b>Cooperation programme – Transport theme</b>
<p><b>The Seventh Framework Programme for Research and Technological Development is the EU's main instrument for funding research in Europe. FP7 is also designed to respond to Europe's employment needs, competitiveness and quality of life.</b></p> <p>Its programmes have been grouped into 4 categories:</p> <ul style="list-style-type: none"> <li>• Cooperation (provides support for cooperative translational research projects)</li> <li>• Ideas (supports high-risk, innovative research carried out by individual teams)</li> <li>• People (supports individual researchers)</li> <li>• Capacities (supports infrastructure, regions, etc)</li> </ul> <p>Research on Energy and Transport will be funded under the specific programme '<b>Cooperation</b>'. The overall objective is 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 the global market.</p> <p>Research priorities under the Cooperation – Transport programme are:</p> <ul style="list-style-type: none"> <li>• Aeronautics and air transport</li> <li>• Sustainable surface transport - rail, road and waterborne</li> <li>• Support to the European global satellite navigation system</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> DG RTD, European Commission</p> <p><b>Budget:</b> FP7 total budget of over €50 billion. Transport theme: €4.1 billion over the duration of FP7.</p> <p><b>Frequency and/or deadline:</b> Annual calls.</p>
<b>Eligibility</b>	<p>Any legal entities or individuals can apply, particularly research centres and universities are eligible.</p> <p>As a general principle, FP7 is open to participation from any country in the world, but more specifically to Members States, associated countries (those which contributed to funding of the research budget – Israel and Switzerland), candidate countries, other countries under certain conditions. The procedures for participation and funding possibilities vary for different groups of countries.</p>
<b>Application process</b>	<p>The concrete plans for implementing the Specific Programmes are announced by the European Commission in annual 'Work Programmes' that include the schedule of 'Calls for Proposals' to be published during the year. Each Call usually covers specific research areas, and applicants may have to wait until the publication of a Call which covers the exact area of interest.</p> <p>All Calls are announced in the EU's Official Journal. The annual work programmes and the full texts of the Calls are published on the FP7 section of CORDIS, the web site dedicated to EU-supported research.</p> <p>Proposals may be submitted at any time after a Call opens, until the deadline. A Web-based electronic online tool called EPSS ('Electronic Proposal Submission Service') is the obligatory channel for submission of proposals.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://ec.europa.eu/research/fp7/">http://ec.europa.eu/research/fp7/</a></li> <li>• <a href="http://www.cordis.lu/fp7/">www.cordis.lu/fp7/</a></li> <li>• In all EU Member States, in the countries associated with FP7 and in several other countries, National Contact Points ("NCPs") have been set up to give personalized help and advice to researchers and organisations intending to participate. <a href="http://cordis.europa.eu/fp7/ncp_en.html">http://cordis.europa.eu/fp7/ncp_en.html</a></li> </ul>	

<b>EU-2a</b>	<b>Annual work programme LIFE + (Financial Instrument for the Environment)</b> <b>Budget line 07 03 07 of the EU New Financial Perspective 2007-2013</b>
<p><b>LIFE+ covers the implementation, updating and development of Community environmental policy, and the integration of the environment into other policies.</b> The main aims of the environment policy are:</p> <ul style="list-style-type: none"> <li>• Achieving a level of pollution which does not lead to harm of human health</li> <li>• Stabilising greenhouse gas concentrations in the atmosphere to avoid dangerous climate change</li> <li>• Promoting biodiversity</li> <li>• Better management of natural resources and waste</li> </ul> <p>Specific budget allocation for the transport-related projects within this programme may be found under headings: "Urban environment"</p> <p>Activities under the programme will include:</p> <ul style="list-style-type: none"> <li>• Studies, surveys, modelling</li> <li>• Monitoring</li> <li>• Training, workshops and meetings, and best practice exchanges</li> <li>• Support for networks, stakeholders and environmental NGOs; capacity building assistance and some operational support</li> <li>• Information and communication actions</li> <li>• Demonstration of innovative approaches and methods</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> DG ENV, European Commission  <b>Budget:</b> €2.143 billion  <b>Frequency and/or deadline:</b> Annual calls. First calls for proposals were issued on 15 September 2007.</p>
<b>Eligibility</b>	<p>Only EU27 countries are eligible at present, although the participation of third countries is possible if additional Community funding is made available.</p> <p>Open to all 'legal persons'. Projects financed by LIFE+ have to meet the following general criteria:</p> <ul style="list-style-type: none"> <li>• Correspond to the priorities established at Community level and contribute to the EC environmental objectives;</li> <li>• Be submitted by technically and financially sound participants;</li> <li>• Be feasible in terms of technical content, timetable and budget - and offer good value for money</li> </ul>
<b>Application process</b>	<ul style="list-style-type: none"> <li>• Proposal will be submitted on CD-rom, in pdf-format only.</li> <li>• Where signatures, individual forms or obligatory annexes will be missing, the applicants will be given the possibility to resubmit these missing documents/forms within a short-deadline.</li> <li>• One award procedure with similar criteria for all proposals submitted under the 3 LIFE+ components</li> <li>• The short list of proposals submitted to the LIFE+ Committee must take into account the 50% threshold for LIFE+ +Nature and Biodiversity, as well as the indicative national allocations per Member State</li> </ul>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• DG Environment – Unit 4 BU-9 02/1 B-1049 Brussels, Belgium Tel: +32 2 296 5562</li> <li>• <a href="http://ec.europa.eu/environment/life/funding/lifeplus.htm">http://ec.europa.eu/environment/life/funding/lifeplus.htm</a></li> </ul>	

<b>EU-3a</b>	<b>MARCO POLO II (2007-2013)</b>
<p>On 15th July 2004 the Commission presented a proposal to establish a second "Marco Polo" programme from 2007 onwards. <b>Marco Polo II includes new actions such as motorways of the sea and traffic avoidance measures. It proposes to support actions to reduce congestion, to improve the environmental performance of the transport system and to enhance intermodal transport.</b> The Commission estimates that every €1 in grants to Marco Polo will generate at least €6 in social and environmental benefits.</p> <p>Five distinct types of action are supported:</p> <ul style="list-style-type: none"> <li>• Modal shift actions</li> <li>• Catalyst actions change the way non-road freight transport is conducted in the Community.</li> <li>• Motorways of the sea actions achieving a door-to-door service</li> <li>• Traffic avoidance actions integrate transport into production logistics</li> <li>• Common learning actions</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> DG TREN, European Commission  <b>Budget:</b> €400 million for 2007-2013  <b>Frequency and/or deadline:</b> Yearly calls for project proposals. In principle, each call will be published in the last quarter of every year and be closed in the first quarter of the following year.</p>
<b>Eligibility</b>	<p>EU 27, all Candidate States and EFTA Countries are eligible.</p> <p>Only projects concerning freight transport services may be supported by the Marco Polo programme. Infrastructure projects, RTD or study projects are not eligible for support. However, ancillary (necessary, but subordinate, to achieve the goals of modal shift or catalyst actions), infrastructure measures are eligible to a maximum of intensity of not more than 20% of the total subsidy requested.</p> <p>The EC-subsidy may be given in addition to other public funding, as long as this does not constitute illegal state aid, and as long as the combined public subsidy does not surpass the maximum subsidy rate of eligible costs. This rate is action type dependent: 30% for modal shift actions, 35% for catalyst actions, and 50% for common learning action.</p>
<b>Application process</b>	<p>A complete proposal consists of the following parts in A4-format:</p> <ul style="list-style-type: none"> <li>• A one-page project overview form followed by a declaration of the applicant form, an acknowledgement of receipt form (completed by the applicant in boxes (a) and (b), and the Joint Letter intent between the partners (I.4)</li> <li>• Up to ten single-sided pages of main text</li> <li>• The annexes to support the claims made in the main text</li> </ul> <p>The applicants must demonstrate the credibility and viability of their proposal in describing their capacity (financial, human, technical, commercial...) to maintain the proposed activities throughout the project period, and beyond.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• Marco Polo Helpdesk tren-marco-polo@ec.europa.eu Tel : +32.2.299.64.48</li> <li>• <a href="http://ec.europa.eu/transport/marcopolo/highlights/doc/2007_06_18_brussels/succeed_en.pdf">http://ec.europa.eu/transport/marcopolo/highlights/doc/2007_06_18_brussels/succeed_en.pdf</a></li> <li>• <a href="http://ec.europa.eu/transport/marcopolo/index_en.htm">http://ec.europa.eu/transport/marcopolo/index_en.htm</a></li> </ul>	

<b>EU-4a</b>	<b>2007-2013 Competitiveness and Innovation Framework Programme (CIP)</b>
<p>The new EU Competitiveness and Innovation Framework Programme (CIP) which aims to encourage the competitiveness of European enterprises, is structured around 3 multi-annual specific programmes:</p> <ul style="list-style-type: none"> <li>• <b>Entrepreneurship and Innovation Programme (EIP).</b> The European Commission seeks to support innovation and SMEs in the EU. EIP provides equity and loans guarantees and develops innovation projects.</li> <li>• <b>Information and Communication Technologies Policy Support Programme (ICT PSP).</b> The ICT PSP aims at stimulating innovation and competitiveness through the wider uptake and best use of ICT by citizens, governments and businesses.</li> <li>• <b>Intelligent Energy-Europe Programme (IEEP).</b> The programme aims at accelerating action in relation to the agreed EU strategy and targets in the field of sustainable energy, increasing the share of renewable energy and further reducing our final energy consumption. The STEER group is dedicated to energy in transport.</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> European Commission, EIP: DG Enterprise and Industry, IEEP: DG Energy and Transport, ICT PSP: DG Information Society.  <b>Budget:</b> €3.621 bn in total 2007-2013  EIP: €2,170 million, including €430 million for eco-innovation  ICT PSP: €730 million  IEEP: €730 million, approximately €55 million will be made available in the 2007 call (Up to 75% of the eligible project costs will be supported).  <b>Frequency and/or deadline:</b> Yearly calls for project proposals. In principle, each call will be published in the last quarter of every year and be closed in the first quarter of the following year.</p>
<b>Eligibility</b>	<p>Member States of the European Union, EFTA countries which are members of the EEA, candidate countries benefiting from a pre-accession strategy, countries of the Western Balkans and other third countries when agreements so allow, participate in the CIP.</p> <p>Eligible activities: Projects should be designed to contribute to enabling policies, market transformation, behavioural change, access to capital, and training.</p>
<b>Application process</b>	<p>The application form consists of two parts:</p> <ul style="list-style-type: none"> <li>• Part I – Proposal summary and budgetary / administrative data: It must be completed by the co-ordinator based on information from each proposer.</li> <li>• Part II – Detailed description of the proposed action.</li> </ul>
<p><b>Information/Contact/ Website</b></p> <ul style="list-style-type: none"> <li>• <a href="mailto:entr-international-affairs@ec.europa.eu">entr-international-affairs@ec.europa.eu</a></li> <li>• <a href="http://ec.europa.eu/cip/index_en.htm">http://ec.europa.eu/cip/index_en.htm</a></li> <li>• <a href="http://ec.europa.eu/energy/intelligent/call_for_proposals/index_en.htm">http://ec.europa.eu/energy/intelligent/call_for_proposals/index_en.htm</a></li> </ul>	

<b>EU-5a</b>	<b>Transport Grants</b>
<p><b>Transport grants are managed as EC DG TREN administrative expenses</b> and may relate to two main types of grants:</p> <ul style="list-style-type: none"> <li>• Grants with a prior call for proposal where there is no basic act.</li> <li>• Grants, which are not based on a call for proposals, the award of which will be covered by a subsequent decision. They must be directly negotiated with DG TREN officials.</li> </ul> <p>This financial aid ranges from technical studies to the organisation of cross sectorial and dissemination events, the organisation of small thematic networks, etc.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> DG TREN, European Commission</p> <p><b>Budget:</b> Varies greatly from call to call, but are never major projects. The co-financing rate will generally vary from 30%-50%.</p> <p><b>Frequency and/or deadline:</b> Yearly calls for project proposals. In principle, each call will be published in the last quarter of every year and be closed in the first quarter of the following year.</p>
<b>Eligibility</b>	<ul style="list-style-type: none"> <li>• Legal persons who are citizens of a Member State of the EU. A company from another country may be partner in a consortium led by an EU company but the costs incurred by non-EU partners will not be eligible for reimbursement.</li> <li>• Usually only require one contracting organisation from a EU MS.</li> <li>• The applicant should demonstrate both its technical and financial capacity for the delivery of the services to be contracted.</li> </ul>
<b>Application process</b>	<p>The proposal will be selected on the basis of:</p> <ul style="list-style-type: none"> <li>• The quality of the approach.</li> <li>• Its European dimension.</li> <li>• The added value that it would generate to the European transport arena.</li> <li>• Its innovative character.</li> <li>• Price competitiveness, etc.</li> </ul> <p>The selection process may take from 1 to 2 months.</p> <p>All administrative and legal aspects concerning the resulting project of the call are dealt with on a much less standardized manner than in projects framed within a specific programme. Special emphasis should be put in understanding the views and objectives of the EC project officer in question on regards to the project.</p>
<p><b>Information/Contact/ Website</b></p> <ul style="list-style-type: none"> <li>• <a href="http://ec.europa.eu/dgs/energy_transport/grants/proposal_en.htm">http://ec.europa.eu/dgs/energy_transport/grants/proposal_en.htm</a></li> </ul>	

<b>EU-6a</b>	<b>European Cooperation in the field of Scientific and Technical Research (COST)</b>
<p>Since 1971 COST brings together research teams in different countries working on specific topics. It finances networking of nationally funded activities in supporting meetings, conferences, short term scientific exchanges and outreach activities. COST supports the networking of specific research themes. Currently more than 200 Actions are supported. Every year approximately 50 new Actions will be approved.</p> <p>COST is organised in 9 broad domains among which Transport and Urban Development (TUD), Health System Science and Environmental Management. It proposes an open call process for new COST actions.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> COST is supported by the EU RTD Framework Programme</p> <p><b>Budget:</b> On average financial support in the range of €90,000 p.a. for normally 4 years can be expected.</p> <p><b>Frequency and/or deadline:</b> Continuous call</p>
<b>Eligibility</b>	Proposals should include researchers from a minimum of five COST countries.
<b>Application process</b>	<p>Preliminary Proposals (maximum 1500 words/3 pages), submitted using the on-line template at <a href="http://www.cost.esf.org/opencall">www.cost.esf.org/opencall</a> should provide a brief overview of the proposal and its intended impact. Proposals not conforming to the eligibility criteria of COST (e.g. requesting research funding) will be excluded. Eligible Proposals will be assessed by the relevant Domain Committees in accordance with the published criteria at <a href="http://www.cost.esf.org">www.cost.esf.org</a>. The top ranked Preliminary Proposals will each be invited to submit a Full Proposal.</p> <p>Full Proposals will be peer reviewed according to the assessment criteria at <a href="http://www.cost.esf.org/opencall">www.cost.esf.org/opencall</a>. The decision will normally be taken within six months of the collection date and the Actions should expect to start within three months thereafter.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.cost.esf.org">www.cost.esf.org</a></li> <li>• <a href="mailto:opencall@cost.esf.org">opencall@cost.esf.org</a></li> <li>• <a href="http://www.cost.esf.org/fileadmin/cost_documents/guidelines/Financial_Instruments/FinancialInstruments.pdf">http://www.cost.esf.org/fileadmin/cost_documents/guidelines/Financial_Instruments/FinancialInstruments.pdf</a></li> </ul>	

<b>EU-7a</b>	<b>European Research Fund for Coal and Steel (RFCS)</b>
<p><b>The RFCS programme is implemented in the line of former European Coal and Steel Community (ECSC) steel programmes.</b></p> <p>With the general aim of increasing competitiveness and contributing to sustainable development, the main emphasis of this steel research programme is on the development of new or improved technologies to guarantee the economic, clean and safe production of steel and steel products characterized by steadily increasing performance, suitability to use, customer satisfaction, prolonged service life, easy recovery and recycling.</p> <p>The RFCS will contribute financially to the following actions: research, pilot and demonstration (RTD) projects, accompanying measures, support and preparatory actions.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> DG RTD, European Commission</p> <p><b>Budget:</b> —</p> <p><b>Frequency and/or deadline:</b> The programme foresees an open invitation with 15 September of each year being the cut-off date for the submission of all types of proposals.</p>
<b>Eligibility</b>	<ul style="list-style-type: none"> <li>• Research institute or natural person established in any of the Member States is entitled to participate in the programme and to submit proposals. The applicant does not necessarily have to be directly connected with the coal, iron or steel industry but the RTD proposals, for which support is requested, have to be within the scope of the programme.</li> <li>• Participants from Applicant States are entitled to participate, but without receiving any financial contribution under the programme until their States of origin have joined the European Union.</li> <li>• Participants from third countries are entitled to participate on the basis of individual projects. Their participation is subject to discussion during the evaluation procedure. The Commission shall examine whether their participation conforms to the interest of the European Community and brings substantial added value in accordance with the objectives of the programme. They are not entitled to receive any financial contribution under the programme.</li> </ul>
<b>Application process</b>	<p>General timeline and technical description of the proposal are proposed in the information package available on the dedicated website.</p> <p>The length of a proposal is an eligibility criterion: the maximum number of pages for each section must be respected.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• Research Fund for Coal and Steel Unit Rue Montoyer, 75 02/42 B- 1049 Brussels Tel.: +32 2 295 85 87 rtd-steel-coal@ec.europa.eu</li> <li>• <a href="http://cordis.europa.eu/coal-steel-rtd/">http://cordis.europa.eu/coal-steel-rtd/</a></li> </ul>	

<b>EU-8a</b>	<b>The Leonardo Da Vinci programme</b>
<p><b>The Leonardo da Vinci programme is part of the European Commission's new Lifelong Learning Programme and is designed to build a skilled workforce through European partnerships. Leonardo funds transnational work placement, exchanges and the development of training methods, materials and contents with the objective of improving the provision of Vocational Education and Training (VET) across Europe.</b></p> <p>Leonardo da Vinci programme specifically focuses on 3 main objectives:</p> <ul style="list-style-type: none"> <li>• To support participants in training and further training activities in the acquisition and the use of knowledge, skills and qualifications to facilitate personal development</li> <li>• To support improvements in quality and innovation in vocational education and training systems, institutions and practices</li> <li>• To enhance the attractiveness of vocational education and training and mobility for employers and individuals and to facilitate the mobility of working trainees</li> </ul> <p>Transport-research related projects can benefit from mobility of individuals, partnerships focusing on themes of mutual interest to the participating organisations and multilateral projects.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> DG Education and training, European Commission</p> <p><b>Budget:</b></p> <ul style="list-style-type: none"> <li>• Multilateral projects for the transfer of innovation in VET: co-financing of up to 75 % of the eligible project costs, but not more than 150.000 euro / year.</li> <li>• Multilateral projects for the development of innovation in VET: The duration of the Development of Innovation projects is 18 - 24 months. The European Commission can provide co-financing of up to 75 % of the eligible project costs, but not more than 250.000 euro / year.</li> </ul> <p><b>Frequency and/or deadline:</b> —</p>
<b>Eligibility</b>	<p>Legal persons who are in EU 27, Iceland, Liechtenstein, Norway, or Turkey are eligible.</p> <p>One of the participating organisations should act as co-ordinator for the consortium. The co-ordinating organisation will represent the consortium (presents an application, signs the contract, etc.). The consortium should comprise of at least 3 partners from 3 different participating countries (one of which one must be a Member State of the European Union).</p>
<b>Application process</b>	<ul style="list-style-type: none"> <li>• Multilateral projects for the transfer of innovation in VET: The project proposals should be submitted to the National Agency of the co-ordinating organisation. Also the management of the selected projects is carried out by the same National Agency.</li> <li>• Multilateral projects for the development of innovation in VET: The project proposals should be submitted to the Education, Audiovisual and Culture Executive Agency. Also the management of the selected projects is carried out by the Executive Agency.</li> </ul>
<p><b>Information/Contact/ Website</b></p> <ul style="list-style-type: none"> <li>• <a href="http://ec.europa.eu/education/programmes/llp/leonardo/index_en.html">http://ec.europa.eu/education/programmes/llp/leonardo/index_en.html</a></li> </ul>	

<b>EU-9a</b>	<b>EUREKA</b>
<p><b>EUREKA is a pan-European network for market-oriented, industrial R&amp;D that was created in 1985. This intergovernmental initiative aims to enhance European competitiveness through its support to businesses, research centres and universities who carry out pan-European projects to develop innovative products, processes and services. EUREKA currently counts 38 full members.</b></p> <p>Specific technology area (such as the technological area of transport) or business sector are tackled under the thematic networks called “umbrellas”.</p> <p>Example of EUREKA projects in transport: LOGCHAIN+ (2006-2011); in environment: EUROENVIRON (1989-2010); in new materials: EUREKABUILD (2006-2009)</p>	

<b>Funds available</b>	<b>Administrator:</b> EUREKA <b>Budget:</b> 700 running projects for a budget of €1.7 billion <b>Frequency and/or deadline:</b> —
<b>Eligibility</b>	—
<b>Application process</b>	<ol style="list-style-type: none"> <li>1. Contact Eureka national project coordinator (NPC)</li> <li>2. Set up a project partnership</li> <li>3. Secure financing from each participant (public/private financing) and signing of a consortium agreement</li> <li>4. Application form of the project of the consortium is submitted to the NPC</li> </ol> <p>To obtain EUREKA status, the form must be co-signed by at least two participants from different EUREKA member countries, before the meeting of the EUREKA High Level Group in which the assignment of EUREKA status to the project will be discussed.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.eureka.be">www.eureka.be</a></li> </ul>	

<b>EU-10a</b>	<b>European Research Council Starting Independent Research Grant &amp; Advanced Investigator Grant</b>
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**The European Research Council (ERC) is a pan-European funding organisation whose purpose is to stimulate scientific excellence by supporting and encouraging the very best scientists, engineers and scholars in their research.**

Applications may be made in any field of research with particular emphasis on the frontier of science and scholarship. In particular, proposals of an interdisciplinary nature which cross the boundaries between different fields of research, proposals in new and emerging fields and "high-risk, high-gain" proposals are encouraged.

<b>Funds available</b>	<p><b>Administrator:</b> European Research Council</p> <p><b>Budget:</b></p> <ul style="list-style-type: none"> <li>• ERC Starting Independent Research Grant: between €100,000 (minimum) and €400,000 (maximum) per year for a period of up to five years.</li> <li>• ERC Advanced Investigator Grant: between €100,000 and €500,000 per year for a period of up to five years</li> </ul> <p><b>Frequency and/or deadline:</b> ERC grant applications can be submitted only in response to a "call for proposals". Calls are published on the ERC website, the CORDIS website and in the Official Journal of the European Union (see web links below).</p>
<b>Eligibility</b>	<p>Candidates of any country or origin may apply</p> <ul style="list-style-type: none"> <li>• ERC Starting Independent Research Grant: it supports young, up-and-coming researchers who are about to establish or consolidate an independent research team or to start conducting independent research in Europe. Candidates must be engaged or going to be engaged by a legally-established public or private research organisation situated in the EU or associated countries</li> <li>• ERC Advanced Investigator Grant concerns established top research leaders. Candidates must be sponsored by a legally-recognised public or private research organisation situated in the EU or associated countries</li> </ul>
<b>Application process</b>	<p>The application procedure consists of two stages. In stage 1, an outline proposal should be submitted. Successful candidates in stage 1 are invited to submit a more detailed proposal by the deadline of stage 2.</p> <p>Proposals and pre-registrations must be submitted electronically via the web-based Electronic Proposal Submission Service (EPSS).</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://erc.europa.eu/">http://erc.europa.eu/</a></li> <li>• <a href="http://erc.europa.eu/pdf/erc_guide-for-applicants_stg.pdf">http://erc.europa.eu/pdf/erc_guide-for-applicants_stg.pdf</a></li> <li>• <a href="http://cordis.europa.eu/fp7/home_en.html">http://cordis.europa.eu/fp7/home_en.html</a></li> <li>• <a href="http://europa.eu.int/eur-lex/en/oj">http://europa.eu.int/eur-lex/en/oj</a></li> </ul>	

<b>NA-1a</b>	<b>Transportation Pooled Fund Program (TPF)</b>
<p><b>The Transportation Pooled Fund Program allows federal, state, and local agencies and other organizations to combine resources to support transportation research studies.</b></p> <p>To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity. If a subject has been studied previously, the new study should provide new information that will complement or advance previous investigations of the subject matter.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> USA department of Transportation, Federal Highway Administration (FHWA)  <b>Budget:</b> —  <b>Frequency and/or deadline:</b> The programme foresees an open invitation with 15 September of each year being the cut-off date for the submission of all types of proposals.</p>
<b>Eligibility</b>	<p>A federal, state, regional, or local transportation agency may initiate pooled fund studies. Private companies, foundations, and colleges/universities may partner with any or all of the sponsoring agencies to conduct pooled fund projects.</p>
<b>Application process</b>	<p>A proposal must describe the following:</p> <ul style="list-style-type: none"> <li>• The theme of the study</li> <li>• The planned process</li> <li>• The estimated costs</li> <li>• The estimated period of performance</li> <li>• A study contribution for each participating State</li> </ul> <p>The proposal should indicate who would lead the study (a State or the FHWA) and the lead organization's financial contribution.</p> <ul style="list-style-type: none"> <li>• State-led: the proposal must be submitted to the local FHWA Division office. The division office will submit the request to William Zaccagnino, FHWA, along with its endorsement of the proposal.</li> <li>• FHWA-led: the proposal must be submitted via e-mail to William Zaccagnino. (<a href="mailto:William.Zaccagnino@fhwa.dot.gov">William.Zaccagnino@fhwa.dot.gov</a>).</li> </ul> <p>The process to approve the proposed study and use of 100% SP&amp;R funding typically takes 3-4 weeks.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.tfsrc.gov/site/active.htm">http://www.tfsrc.gov/site/active.htm</a></li> <li>• <a href="http://www.pooledfund.org/">http://www.pooledfund.org/</a></li> </ul>	

<b>NA-2a</b>	<b>National Cooperative Highway Research Program (NCHRP)</b>
<p><b>The National Cooperative Highway Research Program (NCHRP) was created in 1962 as a means to conduct research in acute problem areas that affect highway planning, design, construction, operation, and maintenance nationwide.</b></p> <p>The member departments (i.e., individual state departments of transportation) of the American Association of State Highway and Transportation Officials (AASHTO), in cooperation with the Federal Highway Administration (FHWA), sponsor the NCHRP.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> Cooperative Research Programs of the Transportation research Board (TRB)  <b>Budget:</b> 2006, \$750,000  <b>Frequency and/or deadline:</b> The programme foresees an open invitation with 15 September of each year being the cut-off date for the submission of all types of proposals.</p>
<b>Eligibility</b>	<p>Each year in early July, the AASHTO Standing Committee on Research (SCOR) solicits problems from three authorized sources: (1) AASHTO member transportation departments, (2) the chairs of AASHTO's committees and subcommittees, and (3) the Federal Highway Administrator. The NCHRP also uses evaluation panels to assess problem statements in some of the more popular subject areas, such as bridges, materials, and traffic and safety.</p> <p>In response to NCHRP project statements, any interested agency or individual may submit a proposal following a self-appraisal of qualifications to determine whether or not the respondent possesses, either singly or through a joint venture with others, the requisites of capability and experience necessary to ensure successful completion of the research project.</p> <p>NCHRP research may be conducted by colleges, universities, industry, research institutions and foundations, engineering consultants, or others who possess extensive, demonstrated capability coupled with a proven experience record in the project area. Overseas agencies may, but are not encouraged to, submit proposals.</p>
<b>Application process</b>	<p>Proposals are invited only in response to the issuance of NCHRP project statements. The NCHRP is an applied research program that does not operate on a grant basis and has no funds available to support unsolicited proposals.</p> <p>Submitters are strongly encouraged to do a literature search, before submitting, to make sure the problem hasn't already been solved or isn't being studied.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• Crawford Jencks, Manager Tel: 202-334-2379 <a href="mailto:cjencks@nas.edu">cjencks@nas.edu</a></li> <li>• <a href="http://www.trb.org/CRP/NCHRP/NCHRP.asp">http://www.trb.org/CRP/NCHRP/NCHRP.asp</a></li> </ul>	

<b>NA-3a</b>	<b>Transit Cooperative Research Program (TCRP)</b>
<p><b>The Transit Cooperative Research Program (TCRP) was established under Federal Transit Administration (FTA) sponsorship in July 1992.</b> Proposed by the U.S. Department of Transportation, TCRP was authorized as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and reauthorized in 1998 by the Transportation Equity Act for the 21st Century (TEA-21). On May 13, 1992, a memorandum agreement outlining TCRP operating procedures was executed by the three cooperating organizations: FTA; the National Academies, acting through the Transportation Research Board (TRB); and the Transit Development Corporation, Inc. (TDC).</p> <p>The TCRP focuses on research that is consistent with, and supportive of, FTA's strategic research goals and TCRP strategic priorities, e.i:</p> <ul style="list-style-type: none"> <li>• Increasing Ridership</li> <li>• Improving Capital and Operating Efficiencies</li> <li>• Protecting the Environment and Promoting Energy Independence</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> Cooperative Research Programs of the Transportation Research Board</p> <p><b>Budget:</b> Under SAFETEA-LU, \$9 million was appropriated for TCRP in 2006. An additional \$9.3 million is anticipated in 2007.</p> <p><b>Frequency and/or deadline:</b> —</p>
<b>Eligibility</b>	—
<b>Application process</b>	<p>Research problem statements for TCRP are solicited periodically but may be submitted to TRB by anyone at anytime. It is the responsibility of the TOPS Committee to formulate the research program by identifying the highest priority projects. As part of the evaluation, the TOPS Committee defines funding levels and expected products.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• Christopher W. Jenks, Manager Transit Cooperative Research Program Transportation Research Board, Washington, D.C. 20001 tel: (202)334-3089 <a href="mailto:cjenks@nas.edu">cjenks@nas.edu</a></li> <li>• <a href="http://trb.org/tcrp">http://trb.org/tcrp</a></li> <li>• <a href="http://www.tcrponline.org">http://www.tcrponline.org</a></li> </ul>	

<b>NA-4a</b>	<b>National Cooperative Freight Research Program (NCFRP)</b>
<p><b>The National Cooperative Freight Research Program (NCFRP) was authorized in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).</b></p> <p>The NCFRP is sponsored by the US Department of Transportation's Research and Innovative Technology Administration (RITA) and managed by the National Academies, acting through its Transportation Research Board (TRB), with program governance provided by an Oversight Committee including a representative cross section of freight stakeholders. A contract to begin work on the NCFRP has been executed between RITA and the National Academies and became effective on September 6, 2006.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> Cooperative Research Programs of the Transportation research Board</p> <p><b>Budget:</b> SAFETEA-LU authorized \$3.75 million per year for the NCFRP in Fiscal Years 2006 through 2009. The annual federal appropriation process determines NCFRP funding. The total available in 2006 was approximately \$2.65 million.</p> <p><b>Frequency and/or deadline:</b> Research problem statements, recommending research needs for consideration by the Oversight Committee, will be solicited periodically but may be submitted to TRB at any time.</p>
<b>Eligibility</b>	<p>The NCFRP Oversight Committee will formulate the research program by identifying the highest priority projects and defining funding levels and expected products.</p>
<b>Application process</b>	<p>Problem statements, describing research needs, may be submitted to NCFRP by anyone at any time. Research needs should be submitted for consideration in accordance with the NCFRP's Problem Statement Outline.</p>
<p><b>Information/Contact/ Website</b></p> <ul style="list-style-type: none"> <li>• Crawford F. Jencks, Manager National Cooperative Freight Research Program Transportation Research Board, Washington, DC 20001 tel: (202) 334-2379 <a href="mailto:cjencks@nas.edu">cjencks@nas.edu</a></li> <li>• <a href="http://www.trb.org/CRP/NCFRP/NCFRP.asp">http://www.trb.org/CRP/NCFRP/NCFRP.asp</a></li> </ul>	

<b>NA-5a</b>	<b>Highway Research and Development Program</b>
<p><b>In line with SAFETEA-LU, the Highway Research and Development/Intelligent Transport Systems Program carries out research relating to the construction and management of the nation's highway system.</b> Research focuses on pavements, safety, and structures among others. The program conducts direct research and sponsors work by other bodies.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> USA Department of Transportation, Federal Highway Administration (FHWA)  <b>Budget:</b> 2008, \$430 million  <b>Frequency and/or deadline:</b> Varies by project. See individual project Request for Applications (RFAs) for details. (RFAs issued at <a href="http://www.Grants.gov">www.Grants.gov</a>.)</p>
<b>Eligibility</b>	<p>Eligible beneficiaries: Varies by project. See individual project Request for Applications (RFAs) for details. (RFAs issued at <a href="http://www.Grants.gov">www.Grants.gov</a>.)</p> <p>Eligible activities and allowable costs will be determined in accordance with SAFETEA-LU and the OMB cost principles applicable to the recipient/sub-recipient.</p>
<b>Application process</b>	<p>Problem statements, describing research needs, may be submitted to NCFRP by anyone at any time. Research needs should be submitted for consideration in accordance with the NCFRP's Problem Statement Outline.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• State-level division offices of the FHWA Federal Highway Administration, Office of Acquisition Management (HAAM), Washington</li> <li>• <a href="http://www.fhwa.dot.gov">http://www.fhwa.dot.gov</a></li> <li>• <a href="http://www.federalgrantswire.com/highway-research-and-development-program.html">http://www.federalgrantswire.com/highway-research-and-development-program.html</a></li> </ul>	

<b>NA-6a</b>	<b>Strategic Highway Research Program (SHRP2)</b>
<p>The US Congress established the second strategic highway research program (SHRP 2) in 2006 to investigate the underlying causes of highway crashes and congestion in a short-term program of focused research. To carry out that investigation, SHRP 2 targets goals in four interrelated focus areas:</p> <ul style="list-style-type: none"> <li>• <b>Safety:</b> Significantly improve highway safety by understanding driving behavior in a study of unprecedented scale</li> <li>• <b>Renewal:</b> Develop design and construction methods that cause minimal disruption and produce long-lived facilities to renew the aging highway infrastructure</li> <li>• <b>Reliability:</b> Reduce congestion and improve travel time reliability through incident management, response, and mitigation</li> <li>• <b>Capacity:</b> Integrate mobility, economic, environmental, and community needs into the planning and design of new transportation capacity</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> Transportation Research Board  <b>Budget:</b> USD 205 Million for 2006-2009  <b>Frequency and/or deadline:</b> —</p>
<b>Eligibility</b>	<p>Any interested agency or individual may submit a proposal following a self-appraisal of qualifications to determine whether or not the respondent possesses, either singly or through a joint venture with others, the requisites of capability and experience necessary to ensure successful completion of the research project.</p> <p>SHRP 2 research may be conducted by consultants, academic institutions, industry, research institutions, foundations, or others who possess extensive, demonstrated capability coupled with a proven experience record in the problem area. Non-U.S. agencies may submit proposals.</p>
<b>Application process</b>	<p>Proposals are invited only in response to the issuance of NCHRP project statements. SHRP2 is an applied research program that does not operate on a grant basis and has no funds available to support unsolicited proposals.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.trb.org/shrp2/">http://www.trb.org/shrp2/</a></li> </ul>	

<b>NA-7a</b>	<b>National Science Foundation (NSF) funding</b>
<p><b>The National Science Foundation promotes and advances scientific progress in the United States by competitively awarding grants and cooperative agreements for research and education in the sciences, mathematics, and engineering.</b></p> <p>Funding opportunities for transport research can be found in Engineering programmes. The grants are dedicated to the Universities and Colleges, non-profit, non-academic organizations, for-profit organizations, state and local governments, unaffiliated individuals in the United States.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> National Science Foundation</p> <p><b>Budget:</b> —</p> <p><b>Frequency and/or deadline:</b> Many NSF programs accept proposals at any time. Other programs, however, establish due dates for submission of proposals. Program deadline and target date information can be found on the website.</p>
<b>Eligibility</b>	<p>NSF welcomes proposals on behalf of all qualified scientists, engineers and educators. NSF rarely provides support to foreign organizations.</p>
<b>Application process</b>	<p>Proposals to NSF must be submitted electronically via either the NSF FastLane System (<a href="http://www.fastlane.nsf.gov/fastlane.htm">http://www.fastlane.nsf.gov/fastlane.htm</a>) or <a href="http://www.grants.gov">www.grants.gov</a>.</p> <p>Upon submission of the proposal, the proposing organization will be notified of the required number of paper copies of the proposal that must be submitted to NSF. Proposers should allow up to six months for programmatic review and processing.</p>
<p><b>Information/Contact/Website</b></p> <ul style="list-style-type: none"> <li>• Tel: (703) 292-5111,</li> <li>• <a href="mailto:info@nsf.gov">info@nsf.gov</a></li> <li>• <a href="http://www.nsf.gov/funding/">http://www.nsf.gov/funding/</a></li> </ul>	

<b>NA-8a</b>	<b>Freight Technology Demonstration Programme (FSDP) CanadianecoFREIGHT Program</b>
<p>The Freight Technology Demonstration Fund provides the freight transportation industry with cost shared funding for real world testing of freight transportation technologies that have the potential to reduce the amount of fuel consumed and the emission of air pollutants and greenhouse gases.</p> <p>The FSDP is one of three components under the \$14 million Freight Efficiency and Technology Initiative.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> Transport Canada's Environmental Affairs group in cooperation with Natural Resources Canada's FleetSmart program.</p> <p><b>Budget:</b> Projects may be awarded for up to 50 percent of eligible costs to a maximum of \$250,000 over a two-year period. Funding from all federal department sources cannot exceed 50 percent of the eligible costs.</p> <p><b>Frequency and/or deadline:</b> —</p>
<b>Eligibility</b>	<p>Eligible applicants are organizations who are engaged directly in the project delivery, and have an interest in the freight transportation sector in Canada, including :</p> <ul style="list-style-type: none"> <li>• freight carriers</li> <li>• technology providers</li> <li>• facility operators</li> <li>• freight forwarders</li> <li>• shippers</li> <li>• educational and academic institutions</li> <li>• industry associations</li> <li>• profit and not-for profit organizations</li> </ul> <p>Non-Canadian organizations are also eligible for funding if the demonstration would generate benefits for Canadians.</p> <p>Demonstration projects have to target freight transportation. Freight transportation refers to the movement of goods within and/or between cities, provinces and countries; within one mode and/or across modes (i.e. intermodal activities in rail yards, ports and airports).</p>
<b>Application process</b>	<p>Applications must include a completed typed application form (see Annex A on the website) and a signed application by an individual authorized to apply for funding on behalf of the applicant organization.</p> <p>Applications should be submitted by courier, regular mail or via e-mail or CD by November 1, 2007. Applications will be accepted through a series of funding rounds held throughout the duration of the program, which is April 1, 2007 until March 31, 2011.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="mailto:ecofreight-ecomarchandises@tc.gc.ca">ecofreight-ecomarchandises@tc.gc.ca</a></li> <li>• <a href="http://www.tc.gc.ca/programs/environment/ecofreight/programdemo guide-eng.htm#tphp">http://www.tc.gc.ca/programs/environment/ecofreight/programdemo guide-eng.htm#tphp</a></li> </ul>	

<b>NA-9a</b>	<b>Moving On Sustainable Transportation (MOST) Program</b>
<p><b>Moving On Sustainable Transportation (MOST) Program began in 1999 to support projects that produce the kinds of education, awareness and analytical tools aimed at encouraging sustainable transportation practices among Canadians.</b></p> <p>The MOST Program will provide funding to help support projects that will:</p> <ul style="list-style-type: none"> <li>• Provide Canadians with practical information and tools to better understand sustainable transportation issues;</li> <li>• Encourage the creation of innovative ways to promote sustainable transportation;</li> <li>• Achieve quantifiable environmental and sustainable-development benefits.</li> </ul> <p>MOST Program proposes five project proposal categories:</p> <ul style="list-style-type: none"> <li>• Studies or analyses which contribute to greater understanding of sustainable transportation issues</li> <li>• Development of new and innovative sustainable transportation tools and practices</li> <li>• Pilot projects which test new sustainable transportation approaches or alternatives</li> <li>• Workshops and information sessions to support new sustainable transportation ideas or approaches</li> <li>• Education and outreach programs that, inform the Canadian public about sustainable transportation</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> Transport Canada</p> <p><b>Budget:</b> Originally slated to last three years with more than \$1 million to be allocated, the program was extended to 2007 in response to ongoing demand, and was given \$2.5 million in additional funding.</p> <p><b>Frequency and/or deadline:</b> <b>Deadline for Round 1 is November 30, 2007</b></p>
<b>Eligibility</b>	<p>The proposal must:</p> <ul style="list-style-type: none"> <li>• Address at least one of the following MOST program categories</li> <li>• Target the Canadian Public</li> <li>• Share Results and Program Materials</li> <li>•</li> </ul> <p>Eligible Organizations are</p> <ul style="list-style-type: none"> <li>• non-profit, non-governmental organizations (NGOs)</li> <li>• community organizations (voluntary groups, community associations, and institutions)</li> <li>• organizations and associations for First Nations and Aboriginal Peoples;</li> <li>• educational and academic institutions;</li> <li>• labour organizations; and,</li> <li>• businesses and industries and their professional associations - for projects that are non-profit in nature and are not tied to a company's line of business.</li> </ul>
<b>Application process</b>	<p>A guide is available on the MOST web site to help the applicant.</p>
<p><b>Information/Contact/ Website</b></p> <ul style="list-style-type: none"> <li>• Moving On Sustainable Transportation Program Office of Environmental Affairs, Sustainable Development Division Transport Canada Ottawa, Ontario K1A 0N5 Tel: (613) 998-6607</li> <li>• <a href="mailto:MOST@tc.gc.ca">MOST@tc.gc.ca</a></li> <li>• <a href="http://www.tc.gc.ca/programs/environment/most/menu.htm">http://www.tc.gc.ca/programs/environment/most/menu.htm</a></li> </ul>	

<b>NA-10a</b>	<b>Strategic Highway Infrastructure Program (SHIP)</b>
<p><b>The 2001-2006 Strategic Highway Infrastructure Program (SHIP) was created to renew and enhance Canada's highway infrastructure, focusing on projects of national scope.</b> The program focused, not only on highway construction projects, but also on innovative means to maximize the use of existing highway and related ground transportation systems. This program built on a series of partnerships with the provinces and territories over the past 80 years.</p> <p>It was been designed to support the following long-term national objectives:</p> <ul style="list-style-type: none"> <li>• Improve the quality of life of Canadians by promoting safer and more environmentally sustainable transportation.</li> <li>• Support trade, tourism and investment in Canada;</li> <li>• Make the Canadian surface transportation system more reliable, efficient, competitive, integrated, and sustainable; and</li> <li>• Make Canada a leader in the use of innovative transportation and information technologies</li> </ul>	

<b>Funds available</b>	<p><b>Administrator:</b> Transport Canada</p> <p><b>Budget:</b> A first \$500 million are dedicated to strategic highway construction improvements on the National Highway System (NHS). Then \$100 million are for national system integration initiatives, specifically:</p> <ul style="list-style-type: none"> <li>- \$65 million for improvements at or near border crossings</li> <li>- \$30 million for Intelligent Transportation Systems (ITS) initiatives</li> <li>- \$5 million for planning/modal integration studies</li> </ul> <p><b>Frequency and/or deadline:</b> —</p>
<b>Eligibility</b>	<p>Projects are eligible for funding under the strategic initiatives portion of SHIP Funding will be assigned to strategic projects of national importance, rather than by jurisdiction, and all projects will have to meet eligibility and selection criteria requirements. These initiatives include a mix of targeted projects and calls for proposals.</p> <p>Projects are selected on the basis of how they support one or more of the following criteria:</p> <ul style="list-style-type: none"> <li>• Safety improvements (projects that improve safety by reducing transportation accidents);</li> <li>• Productivity (initiatives leading to productivity gains that reduce transportation costs for all economic sectors);</li> <li>• Economic efficiency (initiatives that improve the reliability and overall operating performance of the transportation system);</li> <li>• Environmental impacts (projects that have minimum environmental impacts); and</li> <li>• National interests (national projects aimed at sustaining transportation infrastructure or systems that are key components to the efficient east-west and north-south traffic flow).</li> </ul>
<b>Application process</b>	—
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.tc.gc.ca/ship/absu/menu.htm">http://www.tc.gc.ca/ship/absu/menu.htm</a></li> </ul>	

<b>AP-1a</b>	<b>Express Highway Research Foundation of Japan (EHRF)</b>
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**The Express Highway Research Foundation of Japan (EHRF) was established in 1957 by public corporations, academic societies and private companies.**

The purpose of the Foundation is to study economics, technologies, transportation management on expressways or highways, and automobile engineering. Areas of joint study and research with industry, academia, and government include transportation economics, road planning and education and training of researchers and engineers on road technology. The EHRF has also greatly contributed to developing road networks including expressways, developing automobile traffic, and exchanging technologies with institutions abroad.

<b>Funds available</b>	<b>Administrator:</b> Express Highway Research Foundation of Japan <b>Budget:</b> — <b>Frequency and/or deadline:</b> —
<b>Eligibility</b>	—
<b>Application process</b>	—
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.express-highway.or.jp/e/index.htm">http://www.express-highway.or.jp/e/index.htm</a></li> </ul>	

<b>AP-2a</b>	<b>Japan Society for the Promotion of Science - Grants-in-Aid program</b>
<p><b>The Japan Society for the Promotion of Science (JSPS) is a Japan's leading funding agency and covers all fields of science including social sciences and humanities.</b></p> <p>Grants-in-Aid are awarded to promote creative and pioneering research across a wide spectrum of scientific fields, ranging from the humanities and social sciences to the natural sciences. Grants are awarded to projects organized by individual researchers or research groups at Japanese universities or research institutes engaged in basic research, particularly research in critical fields attuned to advanced research trends.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> Japan Society for the Promotion of Science  <b>Budget:</b> JSPS's budget for the 2007 fiscal year totals ¥222.6 billion. This amount is divided into direct funding of ¥159.7 billion and indirect funding of ¥62.9 billion.  <b>Frequency and/or deadline:</b> annual</p>
<b>Eligibility</b>	—
<b>Application process</b>	<p>Call for applications: September  Application deadline: mid-November  Screening: January to March  Notification of the selection results: April</p> <p>JSPS's screening process begins with a document review of the applications, followed by a panel review based on the document review results. If requested, unsuccessful applicants are provided their approximate ranking vis-à-vis the screening results.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.jsps.go.jp/english/index.html">http://www.jsps.go.jp/english/index.html</a></li> <li>• <a href="http://www.jsps.go.jp/english/e-grants/grants.html">http://www.jsps.go.jp/english/e-grants/grants.html</a></li> </ul>	

<b>AP-3a</b>	<b>Japan Institute of Constructing Engineering (JICE)</b>
<p><b>The Japan Institute of Constructing Engineering independently undertakes projects and grants for research and development (promoting research and development, improving construction technologies and contributing to the future growth of housing and social resources).</b> The Highway Division conducts extensive studies and research on issues such as regional transport system development plans, the preparation and implementation of road projects, the effects of project implementation, environmental measures and the design and management of roads in Japan. The Intelligent Transport Systems (ITS) Division plans the implementation and deployment of ITS and supports road management through IT. It also conducts studies on the evaluation and benefits of ITS and construction of the system foundation.</p> <p>Initially, the JICE conducts R&amp;D entrusted by local organizations, including the government and public institutions. The JICE also performs evaluations of technologies developed by the private sector in order to facilitate swift and appropriate introduction of new developments to construction projects.</p>	

<b>Funds available</b>	<b>Administrator: —</b> <b>Budget: —</b> <b>Frequency and/or deadline: —</b>
<b>Eligibility</b>	Grants for research and development: Eligible persons for this grant are, in principle, researchers at universities, technical colleges or affiliated organizations, and researchers conducting construction engineering-related R&D in private enterprises.
<b>Application process</b>	—
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.jice.or.jp/pamphlet/docs/english.pdf">http://www.jice.or.jp/pamphlet/docs/english.pdf</a></li> </ul>	

<b>AP-4a</b>	<b>Regional Technical Assistance (RETA): Supporting Network of Research Institutes and Think-Tanks in South Asia - Phase II</b>
<p><b>The RETA project promotes regional cooperation in South Asia</b> by:</p> <ul style="list-style-type: none"> <li>• Strengthening the current initiatives and networks of research institutes and think tanks and enhancing the scope of analytical work undertaken,</li> <li>• Increasing interaction among regional experts, and</li> <li>• Widening the dissemination of research material that supports regional cooperation.</li> </ul> <p>The RETA project is for approval on 30 Oct 2007.</p>	

<b>Funds available</b>	<b>Administrator:</b> Asian Development Bank <b>Budget:</b> US\$1.2 million <b>Frequency and/or deadline:</b> —
<b>Eligibility</b>	—
<b>Application process</b>	—
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• Tel. 63-2-6324444  <a href="mailto:information@mail.asiandevbank.org">information@mail.asiandevbank.org</a></li> <li>• <a href="http://www.asiandevbank.org/projects/project.asp?id=41052">http://www.asiandevbank.org/projects/project.asp?id=41052</a></li> </ul>	

The ATSB's responsibilities in road safety include the provision of policy and technical advice to the Australian Government, coordination of the National Road Safety Strategy, and collation and analysis of national road crash data. The ATSB also funds and manages research on a wide range of road safety issues.

Grants are offered as a means to promote innovative worthwhile research and increase the pool of effective safety researchers by encouraging established engineers, scientists, human factors practitioners, recent postgraduates, and commercial and community-based organisations to undertake their own research into transport safety.

The programme is designed to support research that will contribute to the pool of road safety knowledge. It is not set up to fund the implementation of road safety campaigns or the development of specific road safety products. However, applications for research that aims to evaluate the effects of a road safety campaign or other type of road safety measure may be eligible.

<p><b>Funds available</b></p>	<p><b>Administrator:</b> Australian Transport Safety Bureau (ATSB), which is part of the Australian Department of Transport and Regional Services  <b>Budget:</b> In 2007, several grants to a maximum individual value of AU\$30,000 will be available for original road safety research projects.  <b>Frequency and/or deadline:</b> annual</p>
<p><b>Eligibility</b></p>	<p>There is no single eligibility criterion for these grants.</p> <p>Applications are invited from Australasian academic research institutions and commercial or community-based organisations. While applications from established researchers in road safety are welcome, the objective of increasing the number of new researchers in the field will be a factor when selecting projects. Collaboration between established road safety researchers and other researchers, organisations or individuals is encouraged as a way of meeting this objective.</p> <p>The project must have a maximum duration of 12 months.</p>
<p><b>Application process</b></p>	<p>Submissions must be made on the official application form and accompanied with relevant information including:</p> <ul style="list-style-type: none"> <li>• The curriculum vitae of the Chief Investigator and details of any Co-Investigators</li> <li>• A clear road safety rationale for the proposed research</li> <li>• The research plan: research design, methods and tools of observation and measurement, sampling and data analysis methods, and the expected scope of the final report</li> <li>• A thorough costing of the project</li> </ul> <p>All proposals will be assessed against the following criteria: scientific merit, potential benefit to road safety in Australia, cost (maximum of AU\$30,000), project autonomy, capabilities and professional standing of the applicant and chief investigator.</p>
<p style="text-align: center;"><b>Information/Contact/ Website</b></p> <ul style="list-style-type: none"> <li>• <a href="mailto:John.Collis@atsb.gov.au">John.Collis@atsb.gov.au</a></li> <li>• <a href="http://www.atsb.gov.au/research/road_grants/index.aspx">http://www.atsb.gov.au/research/road_grants/index.aspx</a></li> </ul>	

<b>AP-6a</b>	<b>National Competitive Grants Programme (NCGP)</b>
<p>The Australian research Council (ARC) funds research and researchers under the National Competitive Grants Program (NCGP) which comprises two main elements - <b>Discovery and Linkage</b> - under which the ARC funds a range of complementary schemes to support researchers at different stages of their careers, build Australia's research capability, expand and enhance research networks and collaborations, and develop centres of research excellence.</p> <p>The Discovery Projects scheme provides funding for research projects that can be undertaken by individual researchers or research teams. It funds pure basic research, strategic basic research and applied research. Transport research topic is mainly included in the research Priority 1: "An Environmentally Sustainable Australia".</p>	

<b>Funds available</b>	<p><b>Administrator:</b> Australian research Council  <b>Budget:</b> The minimum level of funding is AU\$20,000 per calendar year and the maximum is AU\$500,000. Projects may be funded for 1 to 5 years,  <b>Frequency and/or deadline:</b> annual</p>
<b>Eligibility</b>	Appendix 2 of the Funding Rules document specifies Eligible Organisations for Discovery Projects.
<b>Application process</b>	<p>Proposals under Discovery Projects consist of:</p> <ul style="list-style-type: none"> <li>• An on-line form which must be completed and submitted in the ARC on-line grants application management system accessible via the ARC's Web Site</li> <li>• Additional paper version of the Proposal must be submitted in duplicate (one original and one identical copy).</li> </ul> <p>All documents must be written in English and must comply strictly with the format and submission requirements.</p> <p>Proposals should be sent by mail to:  Discovery Projects Coordinator  Australian Research Council  GPO Box 2702  CANBERRA ACT 2601</p> <p>Administering Organisations whose Proposals are approved will be notified in a letter of offer that will indicate the financial assistance to be offered and will be provided with a copy of a Funding Agreement for signing.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.arc.gov.au/ncgp/default.htm">http://www.arc.gov.au/ncgp/default.htm</a></li> </ul>	

<b>RW-1a</b>	<b>Indian Council of Scientific and Industrial Research (CSIR) Grants</b>
<p><b>The Council of Scientific and Industrial Research (CSIR) is an organisation that encourages scientific industrial R&amp;D to maximize the overall benefits for India, i.e. economic growth and human welfare.</b></p> <p>The CSIR provides financial assistance in the fields of agriculture, medicine and engineering. Thus, road research can be included in the third field. Funds provided are for one or more Junior Research Fellows (JRF), Senior Research Fellows (SRF) and Research Associates (RA), contingencies and equipment.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> Indian Council of Scientific and Industrial Research.</p> <p><b>Budget:</b> The quantum of financial assistance to each sanctioned scheme is mentioned in the original award letter and renewal sanction. Grants are released in one or two installments for each fiscal year.</p> <p><b>Frequency and/or deadline:</b> Applications for research grants can be submitted at any time during the year.</p>
<b>Eligibility</b>	<p>Priority is given to multi-disciplinary projects which involve inter-organisational co-operation (including that of CSIR laboratories) and which are of relevance to research programmes of CSIR laboratories.</p>
<b>Application process</b>	<p>The research proposal should be submitted in the prescribed pro forma. The applicant may submit their proposals directly to the Head, Human Resource Development Group (HRDG) of CSIR. Specific documents are also to be sent to CSIR (see website).</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.csir.res.in/home.asp">http://www.csir.res.in/home.asp</a></li> </ul>	

<b>RW-2a</b>	<b>Grant of financial assistance for administering road safety programmes</b>
<p><b>The Road Safety Cell of the Department of Road Transport and Highways is in charge of all the matters relating to National Road Safety Plan.</b> It administers Grants-in-aid to Voluntary Organizations for organizing road safety programmes. It also prepares and implements Annual Road Safety Plan, compiles road accident data and interacts with states on issues of road safety.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> Indian Ministry of Shipping, Road transport and Highways – Department of Road Transport and Highways.  <b>Budget:</b> —  <b>Frequency and/or deadline:</b> —</p>
<b>Eligibility</b>	<p>Research and Development of traffic control methods, design of vehicles and roads, etc are eligible for financial assistance.</p> <p>Any voluntary organisation registered under the Indian Registration of Societies Act, 1860 or under Societies Registration Act of concerned State or UT /autonomous body/educational institution engaged in research activity or field programmes relating to Road Safety for a period of at least two years can apply. The organisation will have to ensure involvement of local Civil Admn. / State Transport / Police Deptts. in such programmes.</p>
<b>Application process</b>	<p>The application is to be made in a prescribed forma, in duplicate, and accompanied with a precise list of documents (see web link bellow).</p> <p>It should be addressed to the Department of Road Transport &amp; Highways, indicating "Proposal for grant-in-aid for administering Road Safety Programmes".</p> <p>The grant will be released in three stages 50% in advance after the project / scheme is sanctioned; 25% after completion of the programme and the balance 25% after the receipt of Final Action Taken Report from the concerned State Transport Authority who had recommended grant</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.morth.nic.in/writereaddata/sublinkimages/guidelines_for_RoadSafetyProgrammes8706143.htm">http://www.morth.nic.in/writereaddata/sublinkimages/guidelines_for_RoadSafetyProgrammes8706143.htm</a></li> </ul>	

<b>RW-3a</b>	<b>Public-Private Infrastructure Advisory Facility (PPIAF)</b>
<p><b>The Public-Private Infrastructure Advisory Facility (PPIAF) is a multidonor technical assistance facility aimed at helping developing countries improve the quality of their infrastructure through private sector involvement.</b> PPIAF channels technical assistance to governments in developing countries on strategies and measures to tap the full potential of private involvement in infrastructure and funds a variety of transport-related activities (15% of PPIAF's portfolio in value terms).</p> <p>PPIAF funds a variety of transport-related activities ranging from the design of training material for policy makers who are introducing private participation into the investment and operations of their ports and highways to strategies for reforming airports, railways and seaports.</p>	

<b>Funds available</b>	<p><b>Administrator:</b> World Bank  <b>Budget:</b> total value of \$116 million in 2006  <b>Frequency and/or deadline:</b> —</p>
<b>Eligibility</b>	<p>Countries eligible for PPIAF-financed assistance include developing and transition economies as listed from time to time by the OECD's Development Assistance Committee.</p> <p>The criteria for approving proposals include consistency with PPIAF mission, additionality, quality assurance and environmental and social responsibility.</p>
<b>Application process</b>	<p>Applicants must fill in a standard form summarising the geographic and sector focus of their activity together with a financing plan.</p> <p>On receipt by the PPIAF Program Management Unit, applications are screened to ensure that they are complete and consistent with the threshold eligibility requirements in relation to eligible countries, eligible infrastructure services, eligible forms of private involvement, and eligible activities. Proposals that meet the threshold eligibility requirements will be assessed against the criteria determined by PPIAF's donors.</p>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://ppiaf.org/">http://ppiaf.org/</a></li> </ul>	

<b>RW-4a</b>	<b>African Road Maintenance Funds Association (ARMFA)</b>
<p>The ARMFA was created in December 2003 in order to highlight the importance of the road as a vector of socio-economic development of countries. Its objectives are:</p> <ul style="list-style-type: none"> <li>• To develop a network for the exchange of information and experiences on the practices of financing road maintenance in Africa and the operation of the funds themselves;</li> <li>• To encourage the promotion and strengthening of ties between road maintenance funds in Africa;</li> <li>• To ensure the sustainability and the harmonious development of road maintenance funds</li> </ul>	

<b>Funds available</b>	<b>Administrator:</b> African Road Maintenance Funds Association <b>Budget:</b> — <b>Frequency and/or deadline:</b> —
<b>Eligibility</b>	—
<b>Application process</b>	—
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.armfa.org">http://www.armfa.org</a></li> <li>• <a href="mailto:armfa@armfa.org">armfa@armfa.org</a></li> </ul>	

## **Part 2 – Research Databases**

<b>RD-1b</b>	<b>Transport Research Knowledge Centre (TRKC)</b>
<p><b>The Transport Research Knowledge Centre (TRKC) is a web-based information portal supported by the European Commission. Its aim is to illustrate how research programmes and projects help to develop innovative, efficient and cost-competitive technologies and applications. It also shows how these support the European transport policy for sustainable mobility.</b></p> <p>TRKC's activities relate to the dissemination and promotion of the results of transport research activities at European and national levels to policy makers, industry and other relevant stakeholders. TRKC is funded under the 6th RTD Framework Programme and is a follow-up of EXTRA (1999-2001) and EXTR@Web (2002-2006).</p>	

<b>Administrator</b>	DG TREN, European Commission
<b>Research topics</b>	Information about transport research programmes across the European Research Area. It includes bilateral or multilateral programmes between countries and other research funding mechanisms
<b>Geographic scope</b>	EU-27
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://ec.europa.eu/transport/extra/web/index.cfm?color=yellow">http://ec.europa.eu/transport/extra/web/index.cfm?color=yellow</a></li> </ul>	

<b>RD-2b</b>	<b>Research In Progress (RiP) Database</b>
<p><b>The Transportation Research Board's In Progress (RiP) Database</b> allows users to search the entire Research in Progress file by various fields, browse project records by subject and submit current research projects. Most of the RiP records are projects funded by Federal and State Departments of Transportation. University transportation research is also included.</p>	

<b>Administrator</b>	Transportation Research Board (TRB), division of the National Research Council.
<b>Research topics</b>	Highways, maintenance, vehicles, operations and management of the traffic, etc...
<b>Geographic scope</b>	USA
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://rip.trb.org/">http://rip.trb.org/</a></li> </ul>	

<b>RD-3b</b>	<b>Transportation Research Information Services (TRIS)</b>
<p>The Transportation Research Information Services Online database contains over half a million records of published transportation research including technical reports, books, conference proceedings and journal articles. Currently there are almost 24,000 TRIS records with links to electronic copies of the full-text. The time span covers literature from the 1960s to the present, with some coverage of prior years. Highway Research Board publications are covered back to 1923.</p>	

<b>Administrator</b>	Transportation Research
<b>Research topics</b>	TRIS focuses on transportation research. TRIS coverage includes the disciplines of planning, finance, design and construction, materials, environmental issues, safety and human factors and operations for the modes of highways, transit, railroads, maritime and aviation. TRIS does not contain information on vehicle standards and specifications, patent information, market research, military transport or news articles.
<b>Geographic scope</b>	US
<b>Information/Contact/ Website</b>	
<a href="http://ntlsearch.bts.gov/tris/help.do?topic=about_tris">http://ntlsearch.bts.gov/tris/help.do?topic=about_tris</a>	

<b>RD-4b</b>	<b>Canada surface transportation research</b>
<p>Every year, the Transportation Association of Canada (TAC) conducts a survey of surface transportation research and development activity in Canada. The results are used to increase the exchange of knowledge between experts in the field of road and rail transportation. The information compiled in this survey is distributed in electronic format to the Organization for Economic Co-operation &amp; Development where it becomes part of the International Road Research Documentation database.</p>	

<b>Administrator</b>	Transportation Association of Canada
<b>Research topics</b>	The projects cover a wide range of transportation subject areas, including: economics, the environment, soils and materials, highway and bridge design, construction and maintenance, traffic engineering, vehicle studies and rail transportation.
<b>Geographic scope</b>	Canada
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.tac-atc.ca/english/information/services/od-transportationresearch.cfm">http://www.tac-atc.ca/english/information/services/od-transportationresearch.cfm</a></li> <li>• <a href="http://www.tac-atc.ca/english/projectsandpublications/relatedprograms.cfm">http://www.tac-atc.ca/english/projectsandpublications/relatedprograms.cfm</a></li> </ul>	

<b>RD-5b</b>	<b>Global Transport Knowledge Partnership</b>
<p>The global Transport Knowledge Partnership is an initiative to promote and disseminate sustainable transport knowledge, whilst encouraging greater participation from the developing world.</p>	

<b>Administrator</b>	gTKP is currently sponsored by UK's Department for International Development (DfID)
<b>Research topics</b>	Sustainable transport
<b>Geographic scope</b>	Worldwide
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.gtkp.com/">http://www.gtkp.com/</a></li> </ul>	

<b>RD-6b</b>	<b>World Interchange Network (WIN)</b>
<p>The World Interchange Network (WIN) was created by World Road Association PIARC in 1995 with the aim of connecting people with questions about road technologies and road transport with experts who can provide they information need.</p>	
<p>The WIN is not intended as a source of free engineering services, but rather as a means of transferring readily available knowledge between countries. The main beneficiaries are expected to be developing countries and countries in transition, but the WIN will also be valuable to developed countries for establishing and enhancing contacts with other road organisations.</p>	

<b>Administrator</b>	World Road Association PIARC
<b>Research topics</b>	Road technologies and road transport
<b>Geographic scope</b>	Worldwide
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• The WIN is made up of relays (usually one per country). They are the organizations to which you can send your request for information.</li> <li>• <a href="http://www.piarc.org/en/network/">http://www.piarc.org/en/network/</a></li> <li>• <a href="mailto:winrme@piarc.org">winrme@piarc.org</a></li> </ul>	

<b>RD-7b</b>	<b>International Transport Research Documentation (ITRD)</b>
<p>The International Transport Research Documentation (ITRD) is a bibliographic transport research database that contains more than 300 000 bibliographical references on transport research literature in OECD and non-OECD countries. Each record contains an informative abstract, from the world's published literature on transport (reports, books, journal articles, conference proceedings).</p>	

<b>Administrator</b>	OECD
<b>Research topics</b>	ITRD records encompass the following fields related to road and intermodal transport: road safety, Traffic Transport Vehicles, Intermodal transport, Highway financing and administration, Transport economics and policy, Construction of pavements, bridges, and tunnels, Design of roads and related structures, Drainage of soils, Earthworks, Materials, Road maintenance, etc.
<b>Geographic scope</b>	Worldwide
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.itrd.org/">http://www.itrd.org/</a></li> </ul>	

## **Part 3 – Research Organisations**

<b>RO-1c</b>	<b>Joint Transport Research Center (TRC)</b>
<p>On 1 January 2004, a joint OECD/ECMT Transport Research Centre was established through the merger of the OECD Road Transport and Intermodal Linkages Research Programme and the ECMT Economic Research Activities. All OECD and ECMT countries are full members of the Transport Research Centre.</p> <p>The mandate of the Centre is to promote economic development and contribute to structural improvements of OECD and ECMT economies, through co-operative transport research programmes addressing all modes of inland transport and their intermodal linkages in a wider economic, social, environmental and institutional context.</p>	

<b>Research topics</b>	Information about transport research programmes across the European Research Area. It includes bilateral or multilateral programmes between countries and other research funding mechanisms.
<b>Geographic scope</b>	Worldwide
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.oecd.org/department/0,3355,en_2649_34351_1_1_1_1_1.00.html">http://www.oecd.org/department/0,3355,en_2649_34351_1_1_1_1_1.00.html</a></li> <li>• <a href="http://www.cemt.org/JTRC/index.htm">http://www.cemt.org/JTRC/index.htm</a></li> <li>• <a href="http://www.cemt.org/online/council/2006/CM200608Fe.pdf">http://www.cemt.org/online/council/2006/CM200608Fe.pdf</a></li> </ul>	

<b>RO-2c</b>	<b>Forum of European Highway Research Laboratories (FEHRL)</b>
<p>Formed in 1989, <b>FEHRL provides a coordinated structure for the interests of the twenty-nine national research and technical centres from the member states in the European Union, the EFTA countries and the rest of Europe.</b> It offers research services and advice to road administrators and industries for the safe and efficient operation and management of Europe's road network. Research capacity is made available by the national institutes and makes use of the wide range of test facilities available to them.</p>	

<b>Research topics</b>	Road engineering research topics include safety, materials, environmental issues, telematics and economic evaluation
<b>Geographic scope</b>	EU-27
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.fehrl.org">http://www.fehrl.org</a></li> </ul>	

<b>RO-3c</b>	<b>European Conference of Transport Research Institutes</b>
<p><b>ECTRI, the European Conference of Transport Research Institutes, is an international non-profit organisation that was founded in April 2003.</b> Its aim is to help build the "European Research Area" (ERA) in surface transport by cooperation in thematic and process oriented working groups, task forces, Framework Programme projects, seminars.</p>	

<b>Research topics</b>	Urban Mobility, traffic Safety and security, Energy and Climate change, Freight transport, Intelligent transport systems and Intelligent Infrastructures, Mobility, transport economics and policy.
<b>Geographic scope</b>	EU-27
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.ectri.org">http://www.ectri.org</a></li> </ul>	

<b>RO-4c</b>	<b>European Road Transport Research Advisory Council (ERTRAC)</b>
<p><b>The European Road Transport Research Advisory Council was established to mobilise all stakeholders, develop a shared vision, and ensure timely, co-ordinated and efficient application of research resources to meet the continuing challenges of road transport and European competitiveness.</b></p> <p>Among others, ERTRAC provides a strategic vision for the road transport sector with respect to research and development, stimulates increased effective public and private investment in road transport research and development and contributes to improving co-ordination between the European, national, regional and private research and development actions on road transport.</p>	

<b>Research topics</b>	<ul style="list-style-type: none"> <li>• Mobility for people and transport of goods</li> <li>• Safety and Security</li> <li>• Environment, energy and resources</li> <li>• Design and production systems</li> </ul>
<b>Geographic scope</b>	EU-27
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.ertrac.org">http://www.ertrac.org</a></li> </ul>	

<b>RO-5c</b>	<b>The South East European Transport Forum (SETREF)</b>
<p><b>The South East European Transport Forum is an international non-governmental non-profit association of organisations devoted to the promotion of transport research and/or education, based in South East European countries.</b> Any Organisation active or interested in the field of Transport in general, can become full member if he is established in a S.E. European country or apply for observer status if established in any other country.</p>	

<b>Research topics</b>	All forms of transport activity are covered, i.e. planning, evaluation, design, construction and operation of transport systems (road, rail, air, maritime and inland waterways).
<b>Geographic scope</b>	South East Europe
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://hermes.civil.auth.gr/setref/index.html">http://hermes.civil.auth.gr/setref/index.html</a></li> </ul>	

<b>RO-6c</b>	<b>Transport Canada - Transportation Development Centre (TDC)</b>
<p><b>The Transportation Development Centre is Transport Canada's central research and development branch, under the Policy Group's Innovation, R&amp;D, and Policy Research directorate.</b></p> <p>As Transport Canada's centre of expertise for research and development, it manages a multimodal R&amp;D program aimed at improving the safety, security, energy efficiency, and accessibility of the Canadian transportation system, while protecting the environment. Its mandate is to enhance the department's technological capability, to address the department's strategic objectives and federal government priorities, and to promote innovation in transportation.</p>	

<b>Research topics</b>	<ul style="list-style-type: none"> <li>• Air Transportation</li> <li>• Marine Transportation</li> <li>• Road Transportation</li> <li>• Rail Transportation</li> <li>• Transportation of Dangerous Goods</li> <li>• Security</li> <li>• Human Factors</li> <li>• Transportation Accessibility</li> <li>• Intelligent Transportation Systems</li> </ul>
<b>Geographic scope</b>	<ul style="list-style-type: none"> <li>• Canada</li> <li>• Partnerships with research groups in the United States, Mexico, Europe, and Pacific Rim countries, participating in cooperative ventures of international importance through memoranda of understanding, intergovernmental agreements, and scientific exchanges.</li> </ul>
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.tc.gc.ca/tdc/menu.htm">http://www.tc.gc.ca/tdc/menu.htm</a></li> </ul>	

<b>RO-7c</b>	<b>Indian Central Road Research Institute (CRRI)</b>
<p>The Central Road Research Institute (CRRI), a premier national laboratory established in 1948, a constituent of Council of Scientific and Industrial Research (CSIR) provides technical and consultancy services to various user organizations.</p>	

<b>Research topics</b>	<p>Research and development projects on design, construction and maintenance of roads and runways, traffic and transportation planning of mega and medium cities, management of roads in different terrains, improvement of marginal materials, utilization of industrial waste in road construction, landslide control, ground improvements environmental pollution, road traffic safety and analysis &amp; design, wind, fatigue, corrosion studies, performance monitoring/evaluation, service life assessment and rehabilitation of highway &amp; railway bridges.</p>
<b>Geographic scope</b>	India
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.crridom.gov.in/">http://www.crridom.gov.in/</a></li> </ul>	

<b>RO-8c</b>	<b>Asian Institute of Transport Development</b>
<p>This institute organises systematic research, undertakes project studies, and endeavours to promote regional cooperation in respect of expertise, technologies, facilities and logistics; It also sponsors, promotes and coordinates studies and research in matters of transport policy, inter-modal systems and other related areas; It organises appropriate training programmes both at the institutional and individual levels and promotes management and operational efficiency of transport services.</p>	

<b>Research topics</b>	<ul style="list-style-type: none"> <li>• Research studies relating to the role of the State in the development transport infrastructure in the changing economic conditions;</li> <li>• Research studies to promote inter-country cooperation in areas of policy, planning and transfer of technology;</li> <li>• Development of optimum and rational transport linkages between countries; Establishment of a Resource Centre of Informatics for transport and related sectors of member and associate member countries</li> </ul>
<b>Geographic scope</b>	Asia
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• Tel.: 91-11-26856117/ 91-11-26856113</li> <li>• <a href="mailto:aitd@vsnl.com">aitd@vsnl.com</a></li> <li>• <a href="http://www.aitd.net/">http://www.aitd.net/</a></li> </ul>	

<b>RO-9c</b>	<b>Chinese Institute of Transportation (IOT)</b>
<p><b>The Institute of Transportation (IOT) is an important think tank of the Chinese Ministry Of Transportation And Communications (MOTC).</b></p> <p>IOT studies transportation policies and provides suggestions; It coordinates planning, evaluation and project programming of transportation systems; It designs transportation engineering systems, and other matters related to transportation research.</p>	

<b>Research topics</b>	Transportation policies
<b>Geographic scope</b>	China
<b>Information/Contact/ Website</b>	
<ul style="list-style-type: none"> <li>• <a href="http://www.iot.gov.tw">http://www.iot.gov.tw</a></li> </ul>	

## **THE IRF RESEARCH COUNCIL**

Efficient road networks are the backbone of our socio-economic model, driving employment and economic growth while providing citizens with an essential means of mobility. Reconciling these individual mobility needs with legitimate societal aspirations for cleaner, safer and smarter road transport requires a constant adaptation to new methods, materials and technologies, highlighting the crucial role played by innovation.

Today, billions of dollars are invested every year around the world on applied research and technological development by the private road sector. The International Road Federation (IRF) itself is at the forefront of numerous research initiatives with leading international institutions.

Recognising the value of efficient knowledge-sharing and pooling of research resources at a global level, the International Road Federation has launched the IRF Research Council, a horizontal catalyst of expertise and skills committed to improving the sustainability and efficiency of the road sector.

With the support of Steering Committee, the IRF Research Council has taken on a global coordination role in the areas of:

- Road safety
- Smart mobility
- Sustainable roads
- Competitiveness

It is the vision of the IRF Research Council to offer road sector stakeholders and international research bodies a forum to discuss strategic research priorities, promote knowledge transfer and encourage participation in international road research programmes.

To learn more about the IRF Research Council please visit: [www.irfrc.org](http://www.irfrc.org)

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