HA EU **WATCH**

Global Challenges and Global Opportunities

Conference to launch the 7th Framework in the UK

London, 6 February 2007

Plus reports on FP7 meetings in Cologne, 31 Jan-1 February 2007

Conference report

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1 Introduction

The HA EU Watch Project is providing intelligence for the Highways Agency on ITS developments in Europe and is carried out by TRL on behalf of the HA. The project is identifying opportunities for the HA to become more involved in Europe and summarises key information for decision makers and practitioners on activities related to Intelligent Transport Systems (ITS) in Europe.

This report covers two events on the European Commission's 7th Framework R & D Programme: the launch of the programme in the UK on 6th February 2007 and a European event in Cologne for proposers and those interested in Field Operational Tests on 31st January – 1st February 2007.

2 The UK FP7 Conference - Global Challenges and Global Opportunities

2.1 An FP7 Overview

This conference was held to mark the start of FP7 in the UK. FP7 is the short name for the Seventh Framework Programme for Research and Technological Development. This is the EC's main instrument for funding research in Europe and it will run from 2007 to 2013. It is the latest in a series of Frameworks, which began almost 25 years ago. FP7 supports research in selected priority areas - the aim being to make, or keep, the EU as a world leader in those sectors.

The EC budget for the next seven years is € 50.5 billion, which is 50% higher than funding under FP6.

Since the EC provides only part of the funding, the total value of the research done has a significantly greater value.

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

The component of the Framework of most relevance to the Highways Agency is the collaborative R&D (Research and Development) projects developed under the first heading, Cooperation. These are grouped under the following headings:

- Health
- Food, Agriculture and Biotechnology
- Information and Communication Technologies (ICT)
- Nanosciences, Nanotechnologies, Materials and new Production Technologies
- Energy
- Environment (including climate change)
- Transport (including Aeronautics)
- Socio-economic sciences and Humanities
- Security
- Space

The transport heading is obviously of direct interest to HA and DfT, but there is relevant work under other headings. For example Challenge 6 (Challenge is the name for a component of the work programme) of the Information and Communication Technologies is headed ICT for Mobility, Environmental Sustainability and Energy Efficiency) and includes work on "intelligent vehicles" including systems which involve car to car and car to infrastructure communication links e.g. for collision avoidance and road pricing. Similarly the Environment Theme is likely to included Transport Issues, such as the effects of climate change on the need for transport and on road infrastructure, while the Energy Theme is likely to include work on transport fuels.

Inevitably the EC programmes are complex and there is a great deal of documentation. It is beyond the scope of this report to summarise the full programme. However, this conference coincided with the launch of the UK FP7 website, funded by the DTI, which is designed to serve as an easily accessible front end to the mass of programme documents which are available. It can be found on www.fp7uk.co.uk. In addition there are National Contact Points (NCPs) for each programme. These are named individuals funded by the DTI to offer assistance and advice for organisations interested in becoming involved in FP7. Their contact details are available on the website.

2.2 Conference and Meeting outline

As indicated above this conference was held to mark the start of the FP7 in the UK. In practice FP7 began with the launch of the first calls in December 2006, within a couple of weeks of approval of the Programme by the EU Parliament, and bids for these will close in early May 2007. The advance publicity had given the flavour that the Conference would be of interest to prospective bidders, although in practice it was more about how the Framework had been developed to take account of the science and development policies of the EU and Member States and experience gained from the previous Frameworks. It included speeches by Malcolm Wicks, the Minister of State for Science and Innovation, Andrey Fursenko, the Russian Science and Education Minister and Janez Potucnik, the EU Commissioner for Science and Research. The full programme is attached as Annex A. Prospective bidders did, however, have a chance to meet the UK NCPs who were available for discussions in an adjacent room.

This report deals mainly with the conference. There are, however, a large number of FP7 meetings in progress across Europe at present and short reports of two of these of relevance to HA have been included to give a snapshot of progress. They were:

- Meeting on Field Operational Tests (FOTs), part of the Mobility, Environmental Sustainability and Energy Efficiency Challenge of the ICT programme, held in Cologne on 31st January 2007 and the.
- Information and Communication Technologies (ICT) Proposers' Day, held in Cologne on 1st February 2007.

The aim in this report has been to give a flavour of the comments and questioning by the audience at the conference well as the content of the presentations, which are available on the FP7 UK website www.fp7uk.co.uk. Inevitably some of that included comments on the current and past programmes, some of it complimentary, some of it less so. Responsibility for recording any views expressed rests solely with the author.

2.3 Conference Report

The Conference was attended by about 400 people, drawn from a range of organisations. It was opened and chaired by **Professor Luke Gorghiou** from the University of Manchester. In his opening remarks he reflected on the fact that this year marks the 25th anniversary of the launch of FP1. The budgets allocated have increased by about 50% for each successive Framework and that for FP7 – over €50 billion, or about £35 billion, over the 7 year period is the largest yet. Research now accounts for about 4% of the EU budget, although Framework spending is only part of that – the remainder is involved in funding various activities and organisations, such as the fundamental physics programmes with the large particle machines and the Joint Research Centres (JRCs). Investment in joint research and innovation is now seen as a central plank in the development of Europe.

Malcolm Wicks, the **UK Minister for Science and Innovation** spoke about the importance of FP7 to the UK. It is impossible for a highly developed economy of the type we have in the UK and the major western nations to compete on production cost alone with producers in the developing world. That applies both for manufacturing and, increasingly, for the knowledge industries, such as software. The continuing success of our economy depends on innovation, developing new ideas for products and processes. Innovation and economic prosperity go hand in hand. The DTI is committed to developing initiatives, with Innovation Platforms in areas such as Intelligent Transport Systems (ITS) and Network Security.

He emphasised that one of the UK's major challenges is to better exploit its excellent science base, particularly in the major universities, for the benefit of industry. With that in mind he welcomed the greater industrial focus in FP7. In many ways UK involvement in the Frameworks has been a success story; for example in FP5, the latest for which full figures are available, the UK received over 15 per cent of the total funding. However, about 60 per cent of the total receipts had been for academic research, with the remainder divided about equally between industry and other research institutes. That contrasted with France and Germany, where academic research only accounts for about a quarter of Framework receipts. He also mentioned in passing the latest Government target of increasing research spending in the UK to 2.5 per cent of GDP over a 10 year period, up from approximately 1.5 per cent at present.

Ashley Ibbett - Director, OSI International Directorate had been involved in the negotiations which led up to the FP7 being agreed. He said that the latest figures suggested that the UK had received €1.7 billion for work in FP6. The UK had participated in more projects, over 3,100, than any other country. The overall budget for FP7 was about 50 per cent greater than for FP6, amounting to an annual spend of about €7 billion, although the increase in the number of Member States might mean that the UK receipts might not increase in proportion. Again he made the point that UK participation was dominated by higher education.

Dr Ibbett said there had been a number of objectives in the negotiations over FP7, most of which had been achieved. One was to make the aims of the programme clearer than before, with a focus on making progress towards the market and stronger industrial participation. The expansion to include Space, Security and the Humanities as explicit topics should be beneficial and encourage UK participation. Another objective was that participation should be less bureaucratic and bidding simplified; for example any organisation involved would only need to provide one set of registration documents, however many projects they were involved in. Audit requirements were reduced, and there was a simplified risk avoidance process. The higher reimbursement rates of 75 per cent for SMEs and REs had been negotiated to overcome the barriers to participation which had been evident in past Frameworks.

He finished by saying that 42 calls for bids had been launched at the end of 2006 and urged everyone to quickly consider whether they wished to participate and, if so, to make all efforts to prepare bids as soon as possible.

Bill Wakeham - Vice-Chancellor, University of Southampton gave a UK academic perspective on the Frameworks. He said that they had been particularly important in supporting pure, curiosity driven research and welcomed the focus on innovation. He foresaw that FP7 would be particularly valuable in providing impetus to tackle some major problems, too big to be tackled by individual countries. He cited climate change and research into the oceans as examples.

Professor Wakeham then reviewed progress on past Frameworks. One concern was that although the UK had a very large number of participants the average size of the projects they had been involved in was smaller than those in which French or German organisations were involved. That might reflect the large number of academic participants, often individuals or small teams, but indicated that they could be carrying an higher administrative overhead than organisations elsewhere. It may also mean that UK partners were involved in smaller, less ambitious projects.

He also said that although European funding was valuable for the universities it only accounted for a few per cent of research funding, even in the Russel Group, the leading research universities. For example in his own university, Southampton, just over 6 per cent of the funding came from European programmes. About 66 per cent came from the Research Councils and Higher Education Funding Council, about 10 per cent from central Government and 10 per cent from Foundations plus the remaining few % from industry.

Mike Carr, Director, Research and Venturing at BT offered a UK industry perspective on FP7. He had been involved in European programmes on behalf of BT from the COST programmes of the 1970s. FP6 had been very important for BT and it had participated in 51 projects and expected to be in a significant number in FP7, although ideally there would be fewer much larger projects. As in the case of the Universities however, it only accounted for a few per cent of the total BT research spend.

He put the case for participation in the context of BT’s business needs. The company is changing rapidly. In 2002/03 over 85 per cent of BT revenue came from traditional business, such as providing cable links and basic telephone services to business and consumers. About 13 per cent came from new services, knowledge based revenue streams, typically multimedia delivered by broad band links. That proportion had increased to 34 per cent by 2006/07 and was expected to reach over 50 per cent by 2010. The nature of these new businesses is different from the old; they do not involve significant up front investment in infrastructure but are subject to intense competition.

The key to these new business activities is investment in research. For its internal research activity BT generally plans to start to capitalise on programmes from 1 to 3 years after the programme commences, with a mean of about 2 years. That type of research is not always well suited to Framework Programmes, which operate over a longer timescale. Also the involvement of partners can complicate exploitation. On the other hand EU programmes can lead to major successes and revenue generators. He cited the MPEG patents, used for compressing digitally stored audio, as a major example.

Mr Carr offered some key rules for success in Framework projects in his presentation and discussion. These are particularly relevant for industrial participants but are also relevant for others. These are:

- Make sure you are only in projects you want to be in (and will still want to be in in 4 years time)
- Good partners are critical. Work hard on this at the bidding stage.
- Consider carefully before leading a project – it is quite hard work (although may be simplified by the new rules for FP7)
- Have realistic expectations of success – good opportunities are often oversubscribed.
- Patents are the key to successful exploitation of results.
- Beware of over optimistic or complicated projects; proliferation of activity militates against a logical focus on outcomes.
- Consider at an early stage how to get competitive advantage from a project, particularly if your major competitors are also involved.

Andrey Fursenko, the Russian Science and Education Minister offered a 'third country' perspective of FP7. 'Third party' countries can participate in EU projects in FP7. Many developing countries, particularly prospective new entrants, will have their costs refunded on the same basis as EU partners while organisations in other countries can participate, if they pay their own costs. Mr Fursenko said that Russia spends about 0.3 per cent of its GDP on civil R&D and was keen to encourage organisations in his country to participate in FP7. A special fund has been created to support such collaborative research.

Janez Potočnik the **European Commissioner for Science and Research** spoke about FP7 and the global context. He sees science and technology collaboration as a tool for building international bridges between prospective new entrant states, the developing world and the major powers. He made particular mention of India - which produces more science and engineering graduates each year than any other country - Israel, Croatia and Turkey. He was particularly keen to foster exchanges of researchers, particularly young researchers, as well as collaborative working. FP7 includes programmes to facilitate that.

The second main theme of his speech echoed that of Malcolm Wicks. It is impossible for a highly developed economy of the type we enjoy in Europe to compete on labour costs with producers in the developing world. We want to continue to enjoy our high standard of living and good social security benefits in Western Europe. The continuing success of our economy depends on innovation, developing new ideas for products and processes. Innovation and economic prosperity go hand in hand.

Malcolm Wicks finished the conference by thanking the audience.

2.4 Conference Overview.

This was an interesting conference although the focus on high level Science & Technology policy and its role in economic development may only have been of passing interest to some of the industrial attendees. In particular a couple of people I spoke to from SMEs expressed disappointment that it had not been more about the nuts and bolts of bidding. It was noticeable that the attendance thinned out in the afternoon after the BT presentation.

3 EU FP7 Meetings in Cologne

3.1 Field Operational Tests (FOT) meeting, 31 January 2007

FOTs are a central component of Challenge 6 (ICT for Mobility, Environmental Sustainability and Energy Efficiency) in the ICT component of the 7th EC R&D Framework (FP7). It is a new concept for the Commission, although as discussed later it has parallels with some of the activities in previous Frameworks. In consequence the Commission called a special meeting to air the concept, answer questions and generate interest. It was attended by about 120 people. There were 9 from the UK , notably Marc Allen from Reading BC, Oliver Carsten from ITS Leeds, Herve Humbert from Seeker Wireless (an SME), Leighton James (Welsh Assembly), Rob Macdonald (Peter Brett Assoc), Tom Robinson (Ricardo), Stephen Sopp (DfT), Pete Thomas (ESRI, Loughborough) plus myself.

The concept is being championed by Fabrizio Minarini from the Commission, who described it in the first part of the meeting. The underlying message seemed to be that ICT systems for transport have been addressed for about 15 years in the various R&D Frameworks but progress to market is quite slow – there are no major transport successes to stand alongside the development of GSM. The concept of FOT has been developed to address this – they resemble the demonstrator projects which are often introduced in the Japanese National programmes. The objective is not to do the basic systems R&D – that should have been completed before proceeding to a FOT. It is to demonstrate how the systems operate, collect statistically valid data on operational issues, to raise public awareness and test public reaction.

A background note on FOT has been issues by the Commission. Some key points are:

<u>Stated Objectives</u>:

- To validate the effectiveness of ICT based systems and functions for safer, cleaner and more efficient transport in a real environment
- To analyse driver behaviour and user acceptance of the systems
- To analyse and assess the impact of intelligent safety and efficiency functions using real data
- To improve awareness on the potential of intelligent transport systems and create socio economic acceptance
- To obtain technical data for system design and product development
- To ensure the transferability of the FOT results to the overall European and global conditions.

Possible FOT topics mentioned in the paper and at the meeting are:

- E-Call
- enhanced night vision systems,
- advanced cruise control plus stop-and-go functions,
- lateral support systems like lane change assistant and lane departure warning,
- emergency braking,
- speed alert
- collision avoidance and collision mitigation systems,

- pedestrian protection,
- driver hypo vigilance monitoring and warning,
- trans-national Real time traffic information,
- active navigation (navigation augmented with dynamic traffic information)
- connected vehicles
- blind spot monitoring.

In his presentations Minarini did seem to be particularly attracted by the Intelligent car initiative and the thought that demonstrators might emerge from that. Other points reiterated those made earlier in this report, namely that Commission funding would follow the normal rules for FP7, i.e. primarily at a maximum of 50 per cent, although non profit making research institutions could receive 75 per cent. If capital facilities are used e.g. a test track, only the additional costs are allowable.

In the discussion that followed it was clear that many people were having difficulty with the FOT concept – many seemed to find it difficult to look past the type of system development that has featured heavily in past Frameworks. In principle the technology ought to be already available, or nearly available, to mount a FOT. On the other hand it is not a vehicle for a competition between products from different companies. Minarini was careful not to give too much guidance – his approach seems to be to launch the idea and see what comes back.

It is expected that FOT related responses to the First Call (issued in December 2006, bids due in by 8 May 2007) will be a proposal to develop detailed plans for the FOTS, with structures, organisations, operating conditions and assessment methodology, while the Second Call, due to be issued in mid summer, which may well slip, will be aiming to cover installation and operation of the FOT. That means organisations with any ambitions to be part of a FOT should aim to form a partnership and respond in the First Call.

Participants had been invited to come to the meeting with ideas or proposals for FOTs to air them and seek partners. The key mechanisms were poster sessions and short (5 minute) presentations.: They included:

EUCAR – (presented by G Burzio of Fiat Research) possible FOT on vehicle safety systems

CLEPA (European Association of Automotive Supplier) (H Kornemann) - would like to put together something on various safety related systems, including E-call and lane departure warnings.

DLR – a German research institute focussed on vehicle design and systems, with a range of simulators and demonstration vehicles.

CIDAUT (Alonso) a Spanish Government Research Institute – focussed on driver behaviour and vehicle safety systems.

SAFER (Trent Victor) – a consortium of Swedish Universities, Industries and Government Departments set up with the specific purpose of identifying a Swedish role in FOTS. Emphasised that it is open to approaches.

Vagverket (B Hallstrom); Vagverket is the Swedish Road Administration, which is also a partner in SAFER. Looking for involvement in FOT projects in SpeedAlert, Driver Impairment management, Real Time Traffic Information, ADAS collision mitigation, e-Call, and road pricing.

FRAUNHOFER Institute (T Luckenback) – promoting the idea that Berlin should be part of a FOT. Claims that it is enjoying strong support from City Senate and local industry.

Czech Ministry of Transport (Olga Kristofikova) – a general presentation expressing enthusiasm for the idea of participating in a FOT.

Leibniz University of Hannover – (B Freidrich) another general presentation expressing enthusiasm for the idea of participating in a FOT. Claimed to be good at project management and analysis.

AustriaTech (M Bohm) - has worked on Coopers (an FP6 Project) – Cooperative Systems for Intelligent Road Safety – wants to work in a FOT in that area.

BAST iGATE (Cooperative gateway to high quality Traffic Information) (C Lotz) – wants to participate in a FOT on advanced traffic management systems.

Spanish Traffic General Directorate (L Nunes)- spoke about the ARGOS Project (FP6) aimed at developing advanced vehicle systems at the University of Madrid. Topics include lane following and laser range finding. Not clear whether much of the technology mentioned is yet at a stage of development which would link into a FOT.

INRIA (M Parent) - has worked extensively on urban traffic control strategies, with a particular focus on bring in route guidance and public transport operations. Would like to launch a FOT linking this work to 3rd generation hand held units with GPS/GPRS links and a display. These could be used for in vehicle or pedestrian dynamic navigation including, for example, the time of the next bus arrival.

INRIA-ART – Advanced Road for Tomorrow (M Parent). A FOT aimed at demonstrating autonomous self driving vehicles, both private cars and public transport. These would be dual mode i.e. autonomous where a road has the necessary infrastructure, driver operated elsewhere. Seems to have a number of industrial partners signed up already.

TTS Italia (C Raviglione) – seeks to establish an Italian FOT on safety systems, with particular mention of e-Call.

The HTAS Connected car (Van der Wiel) - another general presentation expressing enthusiasm for the idea of participating in a FOT. Suggested an FOT on vehicle systems such as cooperative driving, safety systems and route guidance.

Netherlands Department of Transport (van Gelderen) – looking to mount more than one FOT in NL in a range of areas including enhanced orthodox traffic control (what can be achieved with ramp metering by giving driver better information), road pricing and hydrogen powered vehicles.

Seeker Wireless (a UK SME) - has proprietary technology for fixing the position of vehicles using signals from mobile phone transmitters, rather than GPS. Allows position fixing to within 50 metres in urban areas and 500 in rural. Would like to air it in a FOT.

A number of other organisations had brought along outline presentations. These included:

- HTAS (High Tech Automotive Systems) – representing a large consortium developing a FOT on vehicle safety and control
- CEIT – a communications specialist
- ITS Leeds, with a broad range of ITS skills
- KoSIM, which seems to be about using roads in the Hannover region for demonstrations

- Eurotest (FIA) looking at FOTs in areas such as vehicle safety and control systems
- SINTEF (Norway) which has done a great deal of work on driver behaviour and has links with Q-Free
- Forgis (German outline of a car to car communication FOT).

The actions for any organisation which decides to put in a bid to mount a FOT project are the same as for any EU project i.e.

- Decide on the areas/topics you would like to work in, as tightly defined as possible
- Identify partners
- Develop the bid
- Submit it, in the case of the first call, by 8th May.

3.2 ICT (Information and Communication Technologies) Proposers' Day, Cologne, 1st February 2007

The proposers' day was held at the Cologne Messe (the industrial fair ground), the day after the FOT meeting. The objective was to give prospective project partners an opportunity to familiarise themselves with the content of the ICT programme, the participation rules and funding and to meet others with a possible interest in projects. Inevitably it was something of a circus attended by, I estimate, thousands of people from across Europe with a diverse range of interests. Some parts worked well. For example the Commission ran a series of presentations on the funding rules and approach. It was not so useful for meeting other partners – there were too many people with too many interests.

The ICT Programme has a total budget (2007-2013) of €9.1 billion, significantly greater than the €4.1 billion allocated for the Transport programme. However that is divided between a number of "Challenges", namely:

Challenge 1:	Pervasive and Trusted Network and services Infrastructure;
Challenge 2:	Cognitive Systems, Interaction, Robotics
Challenge 3:	Components, Systems, Engineering,
Challenge 4:	Digital libraries and Content
Challenge 5:	Towards sustainable and personalised healthcare
Challenge 6:	ICT for Mobility, Environmental sustainability and Energy Efficiency
Challenge 7:	ICT for independent living and Inclusion (in old age)
Topic 8:	Future and Emerging Technologies
Topic 9;	Horizontal Support actions.

Apparently 8 and 9 are not challenges because they are cross cutting activities.

Hence Challenge 6 is the main vehicle for work on transport. The subtopics are:

- ICT-2007.6.1: ICT for Intelligent vehicles and Mobility services. Indicative budget €57 million
- ICT-2007.6.2: ICT for Cooperative Systems. Indicative budget €48 million
- ICT-2007.6.3: ICT for Environmental management and Energy Efficiency. Indicative budget €54 million.

Further details are available from the work programme document: linked through the programme page on: http://ec.europa.eu/information_society/index_en.htm . That also includes a link to the pages for the Cologne and future events.

I attended three presentations by Commission staff, namely:

1. The rules of the programme
2. The funding schemes
3. Submission, Evaluation and Selection

Some key points from the presentation and discussions are:

Projects must include 3 independent legal entities from 3 Member States or Associated Countries. Associated countries include developing countries and funding will be available for them. For example India had a desk at the fair, to promote its IT capabilities.

The objective is to simplify project negotiation in comparison with previous Frameworks. In general the Project Coordinator will have the sole responsibility for negotiating the grant agreement with the Commission. Other partners will negotiate with the Coordinator and acquiesce to the agreement.

Consortium partners can leave or new ones be introduced with tacit approval of the Commission. The Commission only needs to be formally consulted if the coordinator changes. The key message was that prospective consortia need to have the consortium agreement in place at an early stage, to determine who does what.

The EU does not issue a standard consortium agreement but there are at least 3 examples if “FP7 Consortium Agreement” is used as a web search term. However the Commission may introduce a checklist for agreements.

The bulk of the funding (about 89%) will be for Collaborative Projects (CPs), with the remainder allocated for Networks of Excellence and Coordination and Support activities.

There are two categories of Collaborative Projects.

- **Small and medium scale focussed research actions (STREPs),** are aimed at solving individual problems where research can have an impact or demonstrating a new idea or technique. Typical durations are 18-36 months and there would be 6-15 participants. Typical budgets are in the range €0.8 to 3 million, with a mean of €1.9 million.
- **Integrated Projects (IPs)** are larger scale CPs usually addressing big problems, often aimed at demonstrating principles and usually nearer to market than STREPs. These are expected to have a typical duration of 36-60 months, 10-20 participants and EU contribution in the €4 - 25 million range, with a typical figure of about €10 million.

Networks of Excellence (NoE) are an instrument to overcome the fragmentation of the European research landscape in a given topic area. However that does not mean that they should include every partner with an interest in an area. The Commission was insistent that it does not want to see huge projects with large numbers of partners – it wants groupings of the key experts. Typical NoEs might last for between 48-60 months and the number of participants might be between 6 and 12 (the Commission said the lower the better) with an EU contribution of €4-15 million, with a mean of €7 million.

The Coordination or Networking Actions (CAs) and Support Actions (SAs) will account for a relatively small part of the function and are a catch all for a range of topics, such as programme coordination (e.g. ERTICO activities), special events and conferences. Generally these will be funded at 100% level. These might be of interest for supporting standards activities, such as those for EVI tags, where TRL is currently working with DfT funding.

Key points on bidding were:

- Make sure you identify which action your bid is aimed at. The Commission will not change this if the wrong or no action is identified.
- Electronic submissions only.
- Submit early and submit often. The main reason for bids being declared ineligible (about 1% of the total) is late arrival. Aim to submit a first draft (but complete) bid a few weeks ahead of the closing date. That draft can be replaced at a later stage.
- Try not to make the bids too long. Only include partners who have a clear role and contribution. Don't write too much. Include diagrams or photographs to break up the text. Make sure it is proof read by someone with good English skills.
- A common mistake is to over focus on the scientific elements of the bid and skimp on the remainder. All parts will be assessed.

The closing date for the first ICT call is 8th May 2007at 5.00pm. Proposals will be assessed in June and the Commission expects to sign the first collaboration agreements in October – November 2007.

4 Conclusion and recommendations for the Highways Agency

The main conclusion which can be drawn from the meetings described in the report is that FP7 is fully under way, and we are already almost half way through the period allowed for bid preparation for the first calls, due to close in the first half of May. Organisations which intend to submit a bid should be firming up plans and finalising partner negotiations over the next few weeks. That is particularly so in the case of FOT; any organisation wishing to participate in a FOT would be well advised to put in a planning bid in response to the first call.

The Highways Agency is in a good position to participate in FOT. Some of the topics in the HA work programme fit within the overall scope of the FP7 Programme.

A personal reaction is that despite the attempts to simplify the bidding and project management structures of FP7 they are just as complex as ever. They are, however, the same for everyone. Mastery of the bidding process is just as much a key to success as scientific merit.

5 Glossary

CA	Concerted Action
COST	European programme of the 1970s
CP	Collaborative Projects
FOT	Field Operational Tests
FP6	(Sixth Framework Programme) EC-funded R & D Programme
FP7	(Seventh Framework Programme) EC-funded R & D Programme
GSM	Global System for Mobile Communications

ICT	Information and Communications Technologies
IP	Integrated Project
ITS	Intelligent Transport Systems
JRC	Joint Research Centres
NCP	National Contact Points
NoE	Network of Excellence
RE	Research Establishment
SA	Support Action
SME	Small and Medium sized Enterprise
STREP	Specific Targeted Research Project

6 Annex A

Programme – UK FP7 Conference, London 6 February.

10:30	Registration
11.00	Luke Georghiou - Professor of Science and Technology Policy and Management, Associate Dean of Research, Faculty of Humanities, University of Manchester and Director PREST
	Chairs Introduction.
11.05	Malcolm Wicks - Minister for Science and Innovation
	Opening address: Importance of FP7 to the UK
11.25	Ashley Ibbett - Director, OSI International Directorate
	FP7 – what's new and what's different
11.50	Bill Wakeham - Vice-Chancellor, University of Southampton
	FP7 – a UK academia perspective
12.10	Mike Carr - Director, Research and Venturing, BT
	FP7 – a UK industry perspective
12.30	Q&A
13.00-14.30	Networking lunch (including manned FP7 information stands)

FP7 IN THE GLOBAL CONTEXT

14.30	Andrey Fursenko - Russian Science and Education Minister
	A third country perspective of FP
15.00	Janez Potočnik - Commissioner for Science and Research
	FP7 and the global context
15.30	Q&A
16.00	Malcolm Wicks - Minister for Science and Innovation
	Closing remarks