

CALL TEXT for: STEPPING STONES

Best Practices for making Mobility Patterns more Sustainable

Introduction

The German Federal Ministry of Transport, Building and Urban Development, the National Centre for Research and Development in Poland (NCBIR), the Swedish Transport Administration and the Dutch Agency, NL Environment invite research proposals in the field of making Mobility Patterns more Sustainable.

For decades governments have tried to influence their citizens' travel behaviour, in an effort to encourage them to opt for sustainable alternatives to (single) car use. This has included one or more of the following initiatives:

- encourage a higher use of bicycles or public transport instead of cars (alternative transport modes);
- encourage trips to other locations (alternative locations, shorter destinations);
- encourage travel at other times (alternative time periods, avoidance of peak periods);
- encourage to work at home a few days a week (telecommuting, teleworking) instead of commuting every day (lesser trips);
- encourage the use of cars for only part of the journey (park & ride, park & shuttle) or not to travel by 'their own in their cars' when, for example, commuting to work (car pooling);
- encourage the use of transport which is less dependent on fossil fuels, and eco driving.

Green transport modes

Effects of initiatives on mobility patterns differ from place to place: Some local/regional are quite successful, others are less successful or have even failed.

The main research questions are to establish which policy measures are successful, how they are successfully implemented and what specific circumstances at the local/regional level prompted the success of the measure. An underlying question is how private end-users, private companies and public organisations make their choices, and how these behavioural aspects influence the success of local/regional implementation. When insight in these questions is acquired an important challenge is how national legislation and national policy measures can support these local/ regional implementation processes. What are the steps to be taken in these processes?

Vision

The vision of this trans-national call is to support a long term sustainable mobility system in Europe to enable sustainable mobility. The partners of STEPPING STONES notice that levels of car ownership and car use will continue to increase rapidly, if no countermeasures are taken. Local and regional infrastructures will therefore more frequently be subject to heavy traffic, congestion, threats to liveability; climate change effects and challenges to safety. The need for a sustainable change in travel behaviour thus becomes an increasingly urgent issue.

National governments in Europe are looking for solutions to deal with these developments and effects. STEPPING STONES serves as a trans-national platform to identify mutual research questions in this field, to gather research resources and to programme and conduct research jointly on these issues and to provide well-based information for transport policies and transport research policies of the national governments and input for the discussion at the European level.

The key objective of the joint research call is:

To understand the successful (policy) measures aimed at making mobility patterns more sustainable *and the underlying* mechanisms (the how) including social & psychological factors. Due to the trans-national approach in STEPPING STONES the research results should be of common interest across Europe or in several regions.

Thematic focus and research scope

Results of a sustainable mobility pattern are:

- reduced transport kilometres, lesser-, shorter trips, lesser peakhour kilometres
- cleaner transport modes; more energy efficient transport and driving,
- transport which is less dependent on fossil fuels, green transport modes
- attractive cities with less congestion, less noise and air quality problems.

The social aspects like accessibility for everybody, also in rural areas and traffic safety will be seen as a secondary aspect.

This research initiative will have its main focus on two aspects:

1. The effective and efficient (combinations of) policy measures to change the choices of mobilists in order to realize more sustainable mobility patterns
2. The process to implement effective and efficient policy measures.

Focus will be on (the implementation of) all policy measures that contribute to the research objective in making mobility patterns more sustainable. The policy measures can also be seen as a package of regulating and stimulating measures, the use of technology¹, and soft measures.

Measures to be taken into account in the analysis shall cover organisational, financial, cultural, behavioural aspects as well as communication and service related issues. Also the infrastructural and technological aspects in relation to these measures should be taken in account. E.g. certain subsidising schemes or public awareness campaigns related to electric bikes or mopeds may have significant effects on making mobility patterns more sustainable.

Focus will be on passenger transport, but will not exclude the combination with freight. No modalities are excluded upfront. It will depend on the specific cases which transport modalities play a role. With regard to the scale of the regions: since the focus will be on the policy *measures* and the *process* of implementation the scale is considered less relevant.

Suitable cases

This research should be focused around a number of cases. There should be a focus on European cases that are well documented in terms of content, process and results. These cases will have to be suited to provide insight in key success factors and key failure factors. These key factors can be drawn from “best practices“, as well as from “worst practices“.

Examples of cases will be available in the database on the ENT website www.transport-era.net

¹ This refer to the use of cleaner fuels and vehicles as well. The public interest is in more sustainable mobility patterns and has no preference for specific technologies or instruments, other than in term of effectiveness and efficiency

Economic framework

The national funding organisations will jointly provide funds of up to € 500.000 to support the call. As the programme is financed through national programmes in the participating countries some restrictions may occur due to national directives or limitations by the national programmes. For further information about national limitations, please consult your national contact.

Table: Funding 2012-

Participant name	Country	Funding €
The Federal Ministry of Transport, Building and Urban Development	Germany	200.000,-
The National Centre for Research and Development NCBIR	Poland	100.000,-
The Swedish Transport Administration	Sweden	100.000,-
The Agency NL, NL Environment	Netherlands	100.000,-
Total		500.000,-

Eligible activities may comprise combinations of direct collaboration costs, such as:

- Joint research activities
- Network and mobility costs
- Personnel costs of researchers
- Administration cost and other (specify) this will include costs like coordination between partners
- Dissemination costs
- Additional management costs
- Meeting costs - direct costs for conferences, seminars, courses, meetings and workshops
- Travel expenses according to governmental rules of the home country
- Smaller equipment costs
- Other costs (need to be specified)

Call conditions

The call is open to researchers, consultants and organisations with proven experience in the field of sustainable mobility patterns within the funding countries Germany, Poland, Sweden and The Netherlands. However participation from other countries on specific parts of the project is encouraged.

The main applicant must be an institution/organisation/legal entity in one of the funding countries. Projects must include partners from minimum *two* of the funding countries. The duration of the projects should be no longer than one year.

Dissemination

Dissemination of the research results will be based on a three-step approach:

1. Formal kick off meeting
2. Regular communication on the progress of the project, a midterm conference and a special press releases on the comprehensive project and strategy.
3. A final conference must be organised to present the final results and recommendations of STEPPING STONES.

The funding partners, independent of any additional national regulation of reporting, will provide a fixed format for all reports.

Application procedure

The STEPPING STONE template form available on www.transport-era.net is mandatory for all proposals. The official language of the project is English, and all report should be made available in English.

Polish partners need to download and fill in a special template of the national part of the proposal from www.ncbir.pl and deliver to the National Centre for Research and Development.

Projects will be selected in a one-step application procedure. A Joint Evaluation Group will review the scientific quality and the impact of the full proposals and rank the incoming proposals. The national members of the Joint Evaluation Group may include an external expert reviews or representatives from other national funding entities.

The final decision on which projects will receive funding will be made by the national funding bodies. Projects can start when the funding decisions have been made and contracts signed.

The Joint Evaluation Group consists of national representatives of the national funding bodies supporting the call Germany, Poland, Sweden and the Netherlands.

Evaluation criteria

Evaluation criteria for the proposal are

- Formal requirements
- Quality of proposal
- Quality of project team

Formal requirements

- The formal applicants must represent an institution/organisation/legal entity in the funding countries Germany, Poland, Sweden or the Netherlands with the responsible person mentioned by name
- The proposed project team must consist of a consortium with at least two different countries represented Sweden, Poland, Germany or The Netherlands and at least one partner per country
- The budget share of each main partner should be of such a nature that it represents a real cooperation

Quality of the proposal

- Pertinence to the scope and objectives of the programme
- Quality and originality of the research idea and the perceived outcome
- Quality of the documentation of the proposed cases
- Level of interaction in the proposal between researchers and actors in the field of sustainable mobility patterns
- A plan to disseminate research results, including plans for communicating results

Quality of the project team

- Scientific competence and expertise of the partners of the project team
- Practical experience of the project team in the field of sustainable mobility patterns
- Experienced project management

As a general rule the application should follow good research ethics and take into consideration ethical questions of relevance to the project.

Deadlines for the call

Full applications must be submitted no later than 16.00 CET on **June 7th, 2012** using the STEPPING STONES proposal template provided. The template is available at www.transport-era.net>Action groups>ENT 22 Stepping Stones.

For questions about the call, please contact the STEPPING STONES secretariat

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National contact points

Funding partners

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