

[List of European Projects in alphabetical order in which 13 experts have actively participated \(in terms of management, planning, supervision and control at technical, economic, financial and strategic level\) with roles of coordination of the entire project and / or leadership in relevant activities.](#)

A-B Landbridge - Adriatic-Baltic Landbridge (2006-2008)

Funded by the INTERREG IIIB CADSES Programme, it promotes territorial cohesion between the Adriatic-Baltic short sea shipping areas, while fostering balanced, environmentally sustainable accessibility to new global markets. These long-term objectives are based upon the full deployment of the A-B landbridge corridors, and the logistics elements for ensuring the viability of the intermodal connections. The project analyses 3 A-B Landbridge corridor itineraries in terms of current (2006) and expected (2010, 2020) modal supply and demand, logistics considerations and spatial planning scenarios with the aim to establish new, real multi-sectoral partnerships between actors from different administrations, institutions and the private sector.

ADVANCES - Added Value Network Concerning European Shipping (2000-2003)

Thematic Network was an arena in which all the relevant actors; shippers, ports, shipping operators, and land transporters met to achieve a common understanding of how to combine the industrial concept of total logistics quality with the IMO and European desire for improved safety at sea.

A large network of companies was involved in the Advances workshops around Europe.

ATOMOS II - Advanced Technology to Optimize Maritime Operational Safety, Integration, and Interface (1996-1998)

The project comes under area 6.3.3 of the Waterborne Transport research (4th Framework Programme) and covered Tasks 24 and 25 of this area. ATOMOS II was a continuation of project ATOMOS. The scope was to enhance maritime safety and efficiency by combining a serious evaluation of user needs with the solid technology development skills of European marine automation companies.

BAIP 2020 - Polyvalent Automaton Vessel for Fishing

This Spanish national R&D project funded by the Spanish Centre for Technological Industrial Development (CDTI) on the design, development, manufacturing, introduction, and exploitation technologies of future fishing vessels. In particular the project aimed at ensuring that future vessels would be efficient, environmentally sustainable and protect ocean resources.

CAESAR - Coordination Action for the European Strategic Agenda of Research on intermodality and logistics (2004-2007)

CAESAR is a Coordination Action funded by DG Research. The project created the first European platform on Intermodal: EIRAC (the European Intermodal Research Advisory Council).

EIRAC is a 'peer group' of high level industrial players set up to guide public and private investments on current Research Framework Programme in the European Union, and in Member or Accession States.

Active since 2005, it developed a joint research strategy through a new and common vision for innovation and change, which consequently turned into a Strategic Intermodal Research Agenda for year 2020, and the relevant Implementation Plan.

Members of EIRAC share their personal visions of intermodal transport in 2020, identifying mainstreams of innovation, organizing and prioritizing needs for research, and into the relevant implementation plan. The latter will be the instrument to direct EU and national resources to targeted research.

CASMET - Casualty Analysis Methodology for Maritime Operations (1998-1999)

The purpose of CASMET is to address Tasks 21 and 36 of the 4th Framework Programme for Waterborne Transport. These Tasks aim at: -facilitating the development of a common methodology for the investigation of maritime accidents and the reporting of

hazardous incidents (Task 21) -improving the understanding of human elements as related to accidents and account for these aspects in the common methodology (Task 36) These have been realised through: - the development of a procedure and methodology for the investigation and analysis of maritime casualties which can be introduced into a common EU casualty database. Factors such as a) management plan for improved quality, b) depth of investigations, c) composition of teams and competence, d) procedures and techniques and related matters were considered. With regard to the analysis of casualty data the systematic description of a) circumstances, b) events, c) causal factors and d) remedies, were assessed.

DIFIS - Double Inverted Funnel for Interventions in Shipwrecks (2005-2008)

European R&D Project in the context of the 6th Research Framework Programme (FP6) of the European Commission that was conducted in the wake of the prestige accident and that aimed to contribute to mitigate the effects from future oil spills in high sea by means of studying, design (including costing, planning, deployment procedures etc) and validation of an EU reference method for the prompt and cost-effective intervention and remediation of tanker wrecks dealing with eventual leaks and recuperating the fuel trapped in their tanks even at considerable depths.

EFFORTS - Effective Operations in Ports (2006-2009)

EFFORTS presents a European R&D Project in the context of the 6th Research Framework Programme (FP6) of the European Commission that aimed to contribute to an improvement in the competitiveness of European port operations and the quality of port labour conditions by improving ship management and related processes in ports, in particular as far as the areas of Navigation in Ports, Ports and Environment and Port Organisation are concerned.

eMarCon - Electronic Maritime Cultural Content (2001-2004)

It is a research project to create virtual exhibitions.

The eMarCon project focuses on providing a more complete user experience by implementing a platform which allows geographically distant European museums and their visitors to arrange, and then experience, common maritime exhibitions via the Internet. The user can visit the presentations and interact with them. The presentations take into account the visitor's profile (age, skills, language etc) when explaining the artefacts. The system can: guide the visitor through the multilingual exhibition using different sessions; protect his privacy within the Internet; allow access via PDA; combine information about virtual and real artefacts when visiting a real museum, and allow the real museums participating in the exhibitions to receive payments for their service.

E-MAR (2001-2004)

It is a Thematic Network for Supporting Methods of Management Systems for Suppliers and Consumers, E-Work and E-Commerce in the Maritime World.

The aim of the project is to enable both workers and maritime enterprises, particularly SMEs, to increase their competitiveness in the global market place, whilst at the same time improving the individual's working life. The application of relevant parts of Information Society Technologies such as e-work and e-commerce in the maritime sector is considered essential to achieve and maintain competitiveness to meet the requirements in global market business development. The achievement of the E-MAR supports concentration and dissemination and the participation of SMEs, ship-owners, maritime and regional authorities and maritime city networks.

EMDI - Espace Manche Developement Initiative (2004-2007)

The EMDI project is an Interreg III B which seeks to extend and reinforce Franco-British co-operation around the Channel. It covers the identification of the challenges in the Channel area, the deployment of tangible initiatives on different themes and the development of a common regional data tool. The objective behind the EMDI project is to contribute to increased European integration by orientating and fostering co-operation between French Regions and English regional/local authorities on either side of the Channel.

EMOLITE - Evaluation Model for the Optimal Location of Intermodal Terminals in Europe (1997-1999)

The strategic objective of the project is to contribute to the development of modern European intermodal transportation networks by integrating all relevant supply and demand requirements of intermodal distribution and transshipment centres as well as passenger terminals. Supply-driven terminal requirements are controllable by the service provider while terminal operators cannot influence demand-driven terminal requirements. The Evaluation Model for the Optimal Location of Intermodal Terminals in Europe (EMOLITE) proposed in this research project, allows an integrated evaluation of potential terminal locations according to general and terminal-specific criteria relevant to private and public decision makers, while simultaneously taking into consideration the dynamic and continuously changing transportation market.

ETISMAR - Economic and Technological Intelligence Action for SME's in Maritime Industries (2001-2004)

ETISMAR is about enabling small and medium sized enterprises (SME's) from the European maritime industries to participate in and benefit from the European Framework Programme for Research and Development, especially the CRAFT programme.

European Parliament Framework Contract for Provision of Technical and Scientific Expertise in Maritime Transport, Intermodal Transport and Logistics and Inland Waterways to the TRAN Committee

This Framework Contract provides the Transport Committee of the European Parliament with independent expert advice on a variety of current and emerging issues in the field of maritime transport, transport logistics and intermodal transport and inland waterways connected with its legislative work. Sub areas covered by the contract in particular include Maritime safety and the protection of the marine environment, Regulatory and economic framework conditions and the evolution of the maritime transport sector in the EU, Standards for training and professional qualifications, EU policy for sea ports and maritime infrastructure, Short sea shipping, Evolution of logistics, inland waterway and intermodal transport in the EU-performance and challenges, NAIADES, the role of logistics in the transport economy, Interoperability of transport systems, Intelligent transport systems and technological developments, the promotion of inland waterway transport and intermodal transport, Inland waterway transport and environmental protection, Market access and market functioning, distortions of competition between modes of transport, between Member States or within a sector, Social aspects such as working conditions, health or working time, Taxes and charges, Financial instruments, the role of international organizations, correlation between the international legal framework and EU legislation and the implementation, application, enforcement and sanctions regarding the specific rules governing the sectors.

EU MOP - Elimination Units for Marine of Oil Pollutions (2005-2008)

EUMOP presents a European R&D Project in the context of the 6th Research Framework Programme (FP6) of the European Commission that was conducted in the wake of the prestige accident and that aimed to contribute to mitigate the effects from future oil spills in high sea by development of a range of autonomous Elimination Units for Marine Oil Pollution (EU-MOP), capable of mitigating, and eventually eliminating, the threat arising from the occurrence of an oil spill. The work carried out specifically comprised the design of such units, so as to cope with the predefined oil spill scenarios that reflect the wide variety of spills that are likely to occur (large, high-seas spills are very different from small, coastal spills) and the development of total integrated system for this kind of concept, including communications, logistical support, and response management.

FASTER - Fostering Alliances for Sustainable Transport in European Research (2004-2007)

FASTER provides a platform of added value services to EU SMEs from the transport sector, in particular maritime, and related business areas.

The project directly foster the participation of 55 SMEs into FP6 instruments, with priority to IPs/NoE. The project participants carried out large awareness raising actions on FP6 opportunities for SMEs. On this basis, SMEs have profited by the project consultants and were able to have access to a series of services including technological audits and screenings of research plans, which aim to identify the excellent ones suitable to be integrated in particular, in ongoing or under construction IPs and NoE and other FP6 instruments (STREPs, SME-IPs, etc.). The excellent SMEs received coaching while being integrated into IPs/NoE and assistance in the writing of project proposals.

Final Assessment of the Support Program for the Modernisation of the Port Sector in Tunisia (Europaid)

The purpose of this Europaid project was to carry out an ex-post evaluation of the program for the modernisation of the port sector in Tunisia. The overall goal of the study aimed to evaluate the effectiveness of the program so as to improve port facilities in Tunisia and increase the competitiveness of Tunisian exports. Another important objective of the project was to provide advice during its practical implementation in the framework of the E.U.'s proximity policy towards the Mediterranean region.

FREIGHTWISE - MANAGEMENT FRAMEWORK FOR INTELLIGENT INTERMODAL TRANSPORT (2006-2009)

It is an integrated project within the EU's 6th Framework Programme that aims at bringing together three different sectors:

- Transport Management: shippers, forwarders, operators and agents;
- Traffic and Infrastructure Management: Rail, Road, Sea, Inland waterways;
- Administration: Customs, Border Crossing, Hazardous Cargo, Safety and Security

The FREIGHTWISE project supports the co-operation of these sectors in order to develop and demonstrate suitable intermodal transport solutions in a range of business cases. The project shall support the complex service integration into integrated transport chains. The technical expertise in the project will focus on the development of a reference architecture for intermodal transport and the integration of relevant IT systems—including legacy systems—in the business cases.

HASREP - Response to harmful substances spilled at sea (2004-2005)

It is a pilot study funded under the DG ENV - Call for proposals 2004 of the Community framework for cooperation in the field of accidental or deliberate marine pollution. It goes into the nature of chemical substances transported by sea and to improve the knowledge on the response to chemical spills from ships.

I-FIAP - Implementation of the Freight Integrator Action Plan (2004-2006)

Co-funded by the European Commission, DG TREN, GROWTH programme, the project provided all necessary information for the European Commission to successfully prepare and implement the actions within the Freight Integrator Action Plan (FIAP). The study prepared the roadmap for implementation of the actions mentioned in the FIAP.

i-MARQ - Information system for Marine Aquatic Resource Quality (2002-2005)

The i-MARQ project was conceived and implemented in response to the urgent need for improved environmental management of coastal waters.

Considerable effort is devoted throughout Europe towards monitoring environmental quality of coastal waters, and a range of Directives imposes statutory quality levels. However, there remains a lack of tools that can assist operational decision making in pursuit of improved water quality and cost-effective risk management to benefit the users of coastal waters (including the public).

i-MARQ aimed to address this gap in capability, by pioneering an Environmental Decision Support System (EDSS) targeting coastal waters. The available data resource is fragmented and sparse, so a critical requirement was to fuse diverse data streams and models to create robust information needed for decision support.

Overall, the project achieved significant success, both in terms of technical advances and in terms of mapping the next generation of application-led EDSS.

IMPACTE - Intermodal Port Access and Commodities Transport in Europe (2006-2008)

The project is funded by Interreg IIIB. It promotes and facilitates sustainable port based development and distribution of freight, focusing on economic, social and environmental benefits. The project includes small-scale investments in port infrastructure and feasibility works to improve intermodal port access. Through research, the project will also raise the profile of ports in terms of their contribution to the regional, national and European economy.

ITS IT - Intermodal Transport Services – Information Tool (2006-2008)

The ITS-IT project presented a Marco Polo II Common Learning Action that focussed on providing targeted and reliable information for the development of an efficient and sustainable transport system by developing IT based planning and decision making tools for transport operators and shippers. As a secondary objective it aimed to demonstrate the benefits of intermodal transport to potential users and to improve information sharing at the European level.

Leonardo Da Vinci: "EQUADIL - Development of main professional skills of employees in manufacture with the use of tele-education and electronic equipment"(1998 - 2000)

The project was carried out with the co-operation of the University of Piraeus, Info-Project company, Neorion Shipyards and Cronus K.E.K., and concerned the development of infrastructures and tools to implement open and distance learning (ODL) via ICT (multimedia CD-ROMs and Internet technology). It also included the installation of Web Server in Neorion KEK, with the relevant training material, the development and implementation of 2 training multimedia curricula and tainers' training in the systems use.

Leonardo Da Vinci: "TRIAINA – Virtual European Maritime Studies Center of Initial Professional Training"(2000 - 2001)

The main goal of the TRIAINA project has been the development of the virtual educational center.

MAPO - Marine Pollutions (2006-2007)

The MAPO Project is a European Project funded by the European Commission through the 6th Framework Programme for Research and Development (FP6) and which continues to be available during the FP7.

The project focuses on marine pollution. Its goal is to enhance the integration of SMEs, which are skilled in this specific field, into RTD European projects.

The project gathers a wide range of actors who are committed to sensibilizing and supporting innovative SMEs to take part to European projects/networks in the field of marine pollution.

As stated by Commissioner Stavros Dimas, "It is to be the most important EU initiative to address environmental challenges in the European seas."

MAREDFLOW (2005-2006)

It is a Pilot Action under the European Knowledge of Regions Programme and aim to promote the exchange of transport logistics domain knowledge in and between several maritime regions, with a view to enhancing their economic development and improve their transport logistics performance.

The MAREDFlow project utilises the concept of 'knowledge development maps' as a methodological approach both to identify the location of the sources of knowledge creation (KCs) and of knowledge utilisation (KUs), and to determine how to establish paths between the 'map coordinates' of the KCs and KUs and to effect the transfers along the paths between the KCs and KUs.

METNET (2000-2003)

It is a thematic network on Maritime Education and training.

METNET improved the quality, harmonised the contents and extended the applicability of maritime education and training for ship officers (MET) in the EU.

MISTIC (2000-2004)

MISTIC is a thematic project aiming to facilitate the introduction of Information Society technologies to Intelligent Shipping systems. It supports the presentation of innovative systems resulted from EU research projects as best practices for improving business procedure. The project has been prepared to ensure a higher level of involvement of end-users in the area of applying advanced information technologies for the waterborne transport.

It investigated and studied the OOA technologies to be applied in integrated transport systems for maritime related activities.

MOSES - Motorways of the Seas European Style (2007-2009)

The goal of MOSES is to create a blueprint that establishes the detailed criteria and conditions for developing an innovative European network of Motorways of the Seas (MoS) as part of the Trans-European Transport Network (TEN-T). In addition, a main focus of the project will be to efficiently link sea transport with all other surface transport modes by transforming port terminals into seamless motorways junctions where the traditional interface barriers between the modes are eliminated.

MTCP - Maritime Transport Co-ordination Platform (2004-2007)

MTCP was a co-ordination action in maritime transport. MTCP addressed the need to enhance the relevance of the activities and expertise of Europe's maritime technology, research, education, information and analysis organizations, to matters of maritime policy related to sustainable surface transport, European competitiveness and safe, secure and efficient operation.

A significant effort of MTCP was conducting studies related to maritime transport needed by the EU Commission to support and/or develop maritime policy.

ORCHESTRA - Open Architecture and Spatial Data Infrastructure for Risk Management (2004-2007)

The project is designing and implementing the specifications for a service oriented spatial data infrastructure for improved interoperability among risk management authorities in Europe, which will enable the handling of more effective disaster risk reduction strategies and emergency management operations. The ORCHESTRA Architecture is open and based on standards. Its specifications are contained in a document called the Reference Model-ORCHESTRA Architecture (RM-OA) which is open and free of charge.

PROSIT - Promotion of Short Sea Shipping and Inland Waterway Transport (1998-2000)

PROSIT aimed at the shift of transports from road to short sea and inland waterway shipping.

PROSIT demonstrated the use of modern telematics in order to:

- support an "intermodal brokerage" for linking and tuning the demand and supply side in transport including short sea shipping and inland waterway transport.
- focus on organizational aspects in order to improve the quality and reliability of short sea shipping/inland waterway transport and its integration into intermodal transport chains.
- establish an after sales service for monitoring the transport, reporting deviations, activating fallback solutions.
- guarantee the quality and reliability required for the acceptance of short sea shipping and inland waterway transport.

REALISE - Regional Action for Logistical Integration of Shipping across Europe (2002-2005)

The project assisted European business actors and policy-makers to secure the key maritime transport objective of the European Commission White Paper on 'A European Transport Policy'.

The REALISE findings have been widely accepted as the basis for further EU policy and research development concerned with developing short sea shipping and achieving seamless integration between sea and land and between different transport modes. The project has been focussed on three main dimensions: Statistics, Environmental Impacts, Performance.

- Regarding 'Maritime Statistics', a tool has been developed to convert tonnes into tonnes kilometres for any O-D pair (including port to port level), while a methodology has been developed to collect and analyse feeding data.
- Regarding the 'Environment' a methodology and an accounting framework has been developed to perform environmental impact calculations (both in qualitative and monetary terms) for any given origin-destination relationship, and for any transport mode selected. As categories of external impacts of transport, the tool distinguishes between: local air pollution, global warming, noise pollution, accidents and congestion (external costs).
- Regarding the 'Economic Performance Assessment of Transport Modes', a robust methodology and an electronic business-decision model/tool have been developed to calculate the transport performance in terms of costing, timing, and reliability of any transport mode available within a specific route.

SEAM (2001-2004)

It is a Research project to mitigate the impact on environment of ballast water management, anti-fouling paints and air pollution.

SEAM focuses on formulating safety and environmental measures and procedures to mitigate the impact of three key elements of shipping operations on the marine environment:

- Ballast water management;
- anti-fouling paints; and
- quality of fuel and emissions.

More specifically, SEAM targets:

- Technical and operational solutions for treating ballast water;
- assessment of existing anti-fouling paints as well as environmentally friendly alternatives; and
- proposals for reduction of air pollution from ships.

SMART Container Chain Management (2008-2011)

SMART_CM aims to do advanced technology implementation and research in order to overhaul the complete container door-to-door transport chain so that it is more efficient, secure, market driven, and competitive. It systematically analyses current processes and systems, produces new innovative concepts for processes and technologies, and demonstrates all these in a set of 2 world scale Demonstrators covering 4 supply chain corridors. Its view, analyses, and recommendations fall in the following four areas thus ensuring a fully comprehensive coverage of the call subject:

- Innovation / Technology
- Commercial / market issues
- Business / organisational issues
- Legal / Security issues

SONORA - South-NORTH Axis - Improving transport infrastructure and services across Central Europe (2008-2012)

SoNorA is a transnational cooperation project, financed within the Accessibility priority of the CENTRAL EUROPE Programme, which aims to help regions across Central Europe.

The project aims to developing accessibility in South North direction, between the Adriatic and Baltic seas, in terms of:

- Making the SoNorA network real, through support for the completion of transport infrastructure;
- Activating and improving multimodal freight logistics services;
- Developing transnational action plans for future realisations;
- Supporting new regional development opportunities, due to transport network improvements.

SPUTNIC - Strategies for Public Transport in Cities (2006-2009)

SPUTNIC is a project funded by the European Commission under the 6th Framework Programme.

SPUTNIC is dedicated to challenges faced by local and regional public transport systems in transition. These challenges include the emergence of a competitive environment, changing institutional frameworks and increasingly scarce financial resources.

SPUTNIC seeks to help make public transport systems more attractive and efficient by providing:

- support to stakeholders to anticipate and prepare for emerging challenges;
- an overview of state-of-the-art knowledge and research; and
- specific guidelines and practical tools.

The project activities fall into four priority areas:

- Market organization,
- Customer relations,
- Corporate management,
- Equipment and operational aspects.

SSS-CA - Concerted Action on Shortsea Shipping (1996-1999)

The Concerted Action on Shortsea Shipping (project "SSS-CA") played an important role in the Commission's Waterborne Transport Research programme (DGVII - 4th FP). It did so by setting out the following goals:

- compiling the state of the art in this (broadly defined) area,
- synthesizing all relevant research and other related work,
- defining relevant pilot projects and demonstrators,
- defining criteria for interoperability and SSS logistical efficiency,
- identifying the key focal points for shortsea shipping future development,
- providing the widest possible exposure and dissemination of the results of the action.

STMID - Creation of a Shore-Based Traffic Monitoring Infrastructure Database

The EMSA STMID project presented one of the most significant EMSA pilot projects in relation with its obligation to collect, record and evaluate technical data in the field of maritime safety and maritime traffic. In the course of the project the shore based traffic monitoring infrastructure database and GIS applications required to visualise Member State information were created, relevant Member State information was collected, screened and fed into the database, and publications recording the information that was fed into the database were prepared (two publications per member state, one including all the available information targeting maritime authorities – one including only those information related to reporting requirements from ships).

Study in view of the Preparation of the 5th Periodical Report on the Implementation of Regulation No 3577/92 - Economic Part 2001-2005, (DG TREN 2005 – 2008, Lot 2)

The overall objective of the study was to assist DG TREN with the periodic assessment of the economic impact of Regulation 3577/92 on both maritime passenger and freight cabotage services in the European Union. Specifically the assessment covered whether and what degree the regulation had an impact on traffic developments, island in comparison to mainland traffic, respective market shares of the first and second registers, foreign flag penetration in national markets.

Study on ICT and e-Business Impact on Transport & Logistics in the European Union (2007)

This DG enterprise e-Business Watch Framework Contract study focuses on the adoption and implications of e-business practice in the transport and logistics services (TLS) sector. It describes how companies in this sector use information and communications technology (ICT) for managing their business processes – internally and in exchanges with suppliers and customers, assesses the impact of ICT for firm performance in a context of global competition. It identifies related opportunities for companies, drivers

and possible barriers for ICT adoption and digital integration. The study addresses, in particular, policy makers (in the fields of innovation and ICT-related policies and in sectoral economic policy) and representatives of the transport and logistics industry (notably firm managers, decision-makers in marketing, procurement, ICT and e-solutions, and human resources managers).

Study on Maritime Safety in the Mediterranean, European Parliament (2003-2004)

This prestigious European Parliament commissioned Study was carried out in the wake of the Prestige Accident in order to assess whether and to what extent potential for further improvement in maritime safety in the Mediterranean Sea exists and what actions would have to be taken in order to minimise the risk for future maritime accidents. The study was divided into two main blocks: preventive maritime safety, considering the most relevant aspects that affect it, and operational maritime safety, taking into account the response procedures in post-accident intervention. With regards to the first block – preventive maritime safety – one of the most important instruments is so-called port State control (PSC), which allows states to exercise full control over maritime safety matters, marine pollution and crews' skills and working conditions. As far as these aspects of maritime safety are concerned, although flag states are responsible for ensuring that the ships that fly their flag comply with IMO standards, conventions such as SOLAS, STCW and MARPOL 73/78 entitle the governments of coastal States to inspect the ships that put in at their ports to ensure that they meet the convention's requirements. With regards to operational maritime safety, this study will highlight the role of the current Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), which was set up to help Mediterranean coastal States put the Emergency Protocol of the Barcelona Convention into practice. Its objectives and duties especially include resources for recovery in ports, supporting controlled navigation aid facilities, improving regional cooperation on controlling ships in compliance with international conventions and the promotion of (national and sub-regional) accident response systems. In this regard, it is also worth pointing out the European maritime safety agency's potential for coordination and organisation.

Study on the Potential of Intelligent Transport Systems (ITS) on reducing Road Transport related Greenhouse Gas (GHG) Emissions

This 2009 DG Enterprise e-Business Watch Framework Contract study assesses the impact of the application of selected Intelligent Transport Systems (ITS) technologies on greenhouse gas (GHG) emissions with qualitative methods. The study provides for the first time a systematic comprehensive qualitative analysis of the impact of ITS on GHG emissions in the areas of freight management systems (smart logistics), travel demand or demand management systems (smart mobility) and on the synergistic relationships between ITS and Ambient Intelligence technologies and their impact on monitoring and control of GHG emissions in road transport. The study in particular provides:

- Clarification of the impact of a combination of strong technological innovation (for fleet and freight management) and behavioural change (for mobility and demand management) on GHG.
- an overview of the existing link between Intelligent Transport Systems and Ambient Intelligence in order to understand the direct impact of ITS-related technologies and its enabling role in climate change solutions.
- an assessment to what extent mobility management is presently undervalued as a way to achieve GHG reductions and how mobility management could be valued more.
- Analysis how a ubiquitous system that is pervasively and unobtrusively embedded in the environment, completely connected, intuitive, effortlessly portable, and constantly available could support smart mobility (increase transportation system diversity and efficiency).
- a recent case studies and a series of business examples on selected ITS technologies for fleet management system as well as for mobility management systems in order to provide an overview of the actual deployment of innovative

ITS-related technologies and how they impact on the reduction of greenhouse gas emissions.

- Summary the key findings of the study and formulate recommendations for future EU policies and actions as regards analysed options for GHG reductions.

Study on Strategic evaluation on Transport investment priorities under structural and cohesion funds for the programming period 2007-2013, DG REGIO

This Study focused on the strategic evaluation envisaged by the proposed Council Regulation for ERDF and Cohesion Fund financing. It served to enhance the quality, effectiveness and consistency of Fund assistance and the implementation of operational programmes. The strategic evaluation covered all investments in the field of transport co-financed by the structural and cohesion fund. The countries to covered were the 13 Member States (the new Member States and the current Cohesion Fund eligible Member States Greece, Portugal and Spain) and the two ISPA eligible candidate countries Bulgaria and Romania.

TeleSHIPPING (2001-2003)

Maritime Telecommunication Network funded by eTEN for providing Ship Management Information and Services for Passengers and the General Public.

TeleSHIPPING is a market validation study of an information service for travellers and tourists on board ferries/ cruisers. This is based on an innovative service platform that enables secured links and interconnections among all the market players in the service provision chain (eg. Application service providers, vessel operators, port/sea/traffic monitoring/state-city authorities, travel agents and tour operators, computerised reservation systems, tourism content providers etc.), while offering the access to a variety of services for the general public.

TOHPIC (2001-2004)

It is a research project to improve interface between ports and high speed crafts. The difficulty for the High Speed Craft (HSC) to approach, manoeuvre and load or unload safely and efficiently in existing ports causes severe delays in turnaround time. This limits the applicability of HSC. To improve this with regard to manoeuvrability, mooring and terminal system TOHPIC addresses controllability, communications and management systems, the shape of mooring interface systems and devices, as well as automatic loading and unloading techniques. TOHPIC provides harmonised EU standards for sea/shore interface operation, proposing new shore to ship interface solutions by integrating port layout, cargo handling and infrastructure concepts. It proposes effective logistic solutions and provides a simulation tool for optimisation of turnaround and safety conditions. TOHPIC is end-user driven, by major ports, HSC operators and industry.

TRAPIST - Tools and Routines to Assist Ports and Improve Shipping (2002-2004)

TRAPIST was a shared cost RTD and demonstration project, partly funded by the European Commission under the Fifth Framework research and development programs. The overall project objective was to provide support tools to enable ports to enhance the efficiency of their operations and to optimize the planning, management and use of their resources in order to receive cost-effective, safe and high quality services, thereby strengthening their global competitive position.

The operational objectives were :

- A routine for assessing a port's operational and physical environment, as well as the socio-economic issues that impact on its operations.
- A decision support routine for assessing a port's market potential, which will monitor global economic developments that affect trade and predict the affects, they may have on a port.
- A generalized approach for optimizing information flows within a port/terminal and selectively between ports/terminal.
- An Information Analysis Manual for port operations.

- A methodology for systematically gathering and analyzing data for ports/terminals and that will provide a common sense approach to solving operational, equipment, information and layout problems of terminals.
- An Electronic Planning Board for depicting all aspects of terminal operations.
- A terminal simulation model that will have multiple applications, ranging from terminal planning to providing support in safety training.
- Technical and operational solutions for achieving optimal loading of ships to cope with multi-port calling, late bookings and cargo surges.
- A routine for achieving optimal solutions for the combination of ship, port and terminal and their interfacing with customer requirements and trading routes serviced.
- Physical designs and operational procedures for deploying under-used bulk terminals as intermodal hubs with significantly increased efficiency over current options.
- An overview of accidents, hazards and safety measures in European ports and terminals that will provide the basis for drawing up the specifications for the structure and functioning of successful Safety Management Systems; a quantification of the benefits of such systems.
- Innovative solutions for achieving cost-effective training for port and terminal personnel.
- An application that will assist with the estimation of costs and the quantification of potential benefits (in the context of the overall transport network in which the port functions) arising from proposed capital investments or operations changes in a port.
- Standards for checking the efficiency of ports and terminals and that will be of direct benefit to the port's several stakeholders; the establishment of benchmarks that may be used as references in assessing standards in individual ports.

WATERMODE (2009-2012)

It is a transnational Network for the Promotion of the Water-ground Multimodal Transport. This project will highlight the potentials of the waterways crossing the area, contributing to the full integration of the maritime and river transport in the logistics chain.

The technical focus of the project is:

- Increasing the awareness on the characteristics of the ports and multimodal logistics facilities and their potentials in the area through the definition of a common set of indicators, the implementation of the census, and the analysis on the competitiveness of multimodal transport on predefined routes;
- Supporting the integration of the ports and multimodal facilities in the logistics chain, by contributing to the improvement of the links between ports and hinterland multimodal centres.
- Promoting common procedures for the training on safety of human resources employed in ports and logistics facilities.