



PROJECT FINAL REPORT

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Name of the scientific representative of the project's co-ordinator¹, Title and Organisation:

P. Favier, L-UP

Tel: +33 6 75 64 10 78

Fax: +33 9 57 47 47 45

E-mail: peggy.favier@l-up.com

Project website Erreur ! Signet non défini. address: www.mefisto-project.eu

¹ Usually the contact person of the coordinator as specified in Art. 8.1. of the Grant Agreement.

4.1 Final publishable summary report

Executive summary

The MEFISTO project had three main objectives: to develop a process for conducting impact assessments of Framework Programmes, to demonstrate this process in the aeronautical sector, and to propose how it could be used more widely across the transport sector. As an impact assessment MEFISTO was intended to provide a tool for influencing future policy at the mid point of FP7 and before the preparation of FP8. The policy objectives for FP 5 and FP6 derived from a number of specific and general policy decisions within the European Union, with the Lisbon Agenda leading the way. For aeronautics these policy objectives included technology objectives to increase competitiveness, serving social needs including the protection of the environment, and contributing to the vision of a sustainable, competitive, safe, secure and user friendly air transport system. It was also a policy aim to establish a European Research Area that encouraged co-operation and integration of research across Europe and by these means to work towards the Lisbon objectives for Europe to become a leading knowledge based world economy. The methodology used by MEFISTO is taking the views of more than 300 people experienced at various levels across many branches of aerospace work in the research field. It provided both a data set of responses to 94 key questions that together allow the impact of policies to be assessed. 50 interviews of selected executives in aviation and representatives of governments and the European Commission allowed personal experience to be explored and provided in relation to the benefits of the Framework Programmes in different circumstances. More than 800 separate comments were collected from these interviews and analysed against 20 key issues for the output impacts and input conditions.

In the aeronautical sector Framework Programmes 5 & 6 were highly successful and profoundly significant successors to previous Framework initiatives. During a period of increasing challenge to the aviation sector they brought about fundamental changes to the way the sector worked, increased competitiveness at all levels, encouraged leading edge work on environmental problems to be carried out, allowed innovative work on aircraft structures and in other areas, and initiated a substantial research integration of the sector. At the same time they assisted the enlargement of the European Union providing mechanisms for the engagement of enterprises from the New Member States. Across the Union they provided actions that supported smaller enterprises in their attempts to take a wider and more ambitious view. Co-operative working between enterprises increased further and was functional with larger companies and on larger projects as well as with SMEs. In these key areas the Framework Programmes were a signal success. But the impact of the Framework Programmes was felt in many other ways; by the growing success and importance of a coherent sector research strategy that had been created following a pioneering initiative by European Commissioner Busquin, by the progressive introduction of a common understanding of how research in the sector was, and could increasingly be, integrated with complementary actions by the member States and enterprises. The third element of the MEFISTO task was to consider how the impact assessment process could be transferred to and applied in other transport sectors. The main deliverable is a final report presenting the methodology, the findings, and subsequent recommendations

project context and objectives

The European Commission has, for some years, supporting research and technology development for different transport modes in order to improve European transport capabilities. Evaluating the impact that this support has is subject of this proposal.

Measuring the impact of the funding provided by the European Commission is of prime importance to the European Community. MEFISTO is responding to this need with a concept which has been discussed with and adapted to the requirements of the EC's Directorate General of Research.

The objective of this proposal is to support the Commission in optimising the funding and support activities in the transport area of ongoing Framework Programme 7. This is done by a carefully performed impact analysis which will rely on a comprehensive set of data. Ongoing ACARE activities will be taken into account.

The request by the Commission to produce recommendations for the ongoing FP7 programme calls requires a timely delivery of the MEFISTO project. Therefore the consortium agreed on a 16 months project phase. This time schedule also requires starting the FP6 analyses before all projects of this Framework Program are completed. The consortium is convinced that this will not impose a threat to the quality of the MEFISTO project and its results.

The prime objectives of MEFISTO are to:

- A. Provide a methodology for assessing the impact of the 5th and 6th Framework program in the transport domain
- B. Provide an expert impact assessment by applying the methodology to Air Transport and Aeronautics RTD of FP 5 and 6, covering both the support activities of DG Research and DG Transport
- C. Provide a validated methodology for impact assessment of EU support to other transport modes and make recommendations for FP 7

As part of the proposed MEFISTO methodology the effects of collaborative research sponsored by the Commission will be classified in three categories:

A leverage effect

This effect is linked to the objective that the result of joint European action is superior to the sum of individual actions. The Common European Interest will be assessed. Focus is on the total benefits for Europe, cohesion and pan-European policy changes, and the participation of European entities and alignment of national programs. The study will also consider relevant impacts outside the aviation community.

A driving effect

This effect will be assessed in terms of innovation, supply chain and SME involvement, education, networking and the effect of bridging the gap between research and application. What would have happened if the intervention on European level had not occurred?

A structuring effect

This effect is related to the collaboration, co-ordination and co-operation and integration in Europe.

The expert impact assessment will address 3 parameters:

- Impact on the industrial competitiveness. This is defined by the Commission as

- impact on potential users and the type of impact (new process technologies/ new products/ services)
- impact on environmental friendliness, cost, performance of products
- mechanisms for disseminating results
- impact on promoting uptake of research results
- Impact on sustainable development and societal issues, like:
 - social impact (training, education, infrastructure etc.)
 - environmental impact
 - economic impact
- Impact on community policy and public services, like
 - disseminating knowledge to policy makers at different government levels

MEFISTO will provide recommendations for improving the effectiveness and the research policy of Commission's actions that can be applied in FP 7 and onwards. The relevance is all the more important as the duration of the Framework program has been extended to 7 years.

MEFISTO will take a holistic view of FP5 and 6 activities. It will not address individual research projects for their technical characteristics or merits. A separate project will be submitted to deal with these issues.

As a result of the three prime objectives, MEFISTO intends to provide answers to the following questions:

- Will the (ACARE) targets for supporting mechanisms be met?
- Has the Framework program increased industrial competitiveness, decreased the impact on environment, increased safety and security and improved the service to the citizen
- Has the supply chain been sufficiently involved?
- Have additional jobs been created?
- Has networking across European MS been increased?
- Has this increased the quantum or quality of collaborative research?
- Has there been a positive effect on the capacities of universities and research organizations?
- Has training and education been positively effected?
- Were SME's involved and have these become more competitive thanks to the Commission actions?
- Were smaller countries and NMS involved and has their share increased?
- Was there an impact on the environment and can it be described?
- Had it impact on social and societal dimensions?
- What was the effectiveness of the FP instruments and AirTN ?
- What was the impact on international outside EU collaboration?

MEFISTO will make use of assessments already performed like those performed by AeroSME, de Graaff , the External Advisory Groups , the assessment done by Deloitte on FP5 and others. Also the analysis performed by the Commission based on "brick reports" will be taken into account.

Furthermore the MEFISTO team will keep close contact to the ACARE initiatives on the technical and institutional observation platforms. As the ASD team of ACARE will take part of the study, overlaps with the ACARE activities will be avoided and synergy will be obtained. The study will take into account high quality assessments of other parts of Framework programmes like those for the FAIR programme.

main S&T results/foregrounds

The main deliverable is a final report presenting the methodology, the findings, and subsequent recommendations, delivered under 2 format:

- a long report (D4.1)
- a short report (D6.1) printed in large volume for wider dissemination



potential impact

Strategic impacts

Over recent years, the transport industry has changed under the effects of the internal market and globalisation. Transport is fast becoming a high-technology industry, making research and innovation crucial to its further development and conducive to European competitiveness, environmental and social agendas.

The European Commission is fostering the transport industries Research and Technology development for more than a decade. During Framework programmes 5 and 6 Technology Platforms have been set up in the Transport sectors (ACARE for aeronautics and air transport, ERRAC for rail transport, ERTRAC for road transport, WATERBORNE for waterborne transport, EIRAC for intermodal transport, Hydrogen and Fuel cells). They have elaborated long-term visions and strategic research agendas which constitute useful inputs to the approach and activities of the Transport theme and complement the needs of policy makers and expectations of society. Work programmes have been tailored to assist industry to meet the goals set in the Platforms.

Despite all the measures taken, however, the pressure on the competitiveness and on the environmental acceptance of the transport industry, but in particular on the aeronautics and automotive industry appear to increase steadily. The recently published UN report on the Climate Change describes an impressive scenario blaming the burning of fossil fuel as one of the major causes for global warming.

Impact on the EC workprogramme

With this scenario in mind the funding provided by the European Union needs to be applied as effectively as possible with respect to the environment, energy usage, safety and security and the public health needs identified.

MEFISTO proposed a methodology for the evaluation of the impact of the support provided in FP5 and FP6 in the field of Transport based on a large number of key factors.

Once the proposed methodology was finalised (WP1 of MEFISTO) it was applied to the aeronautics sector evaluating the impact of the funding achieved in FP5 and FP6. The findings were published in the MEFISTO REPORT. Key documents for the impact assessment in aeronautics will be the "Vision for 2020" document for the overall air transport system and the "ARTE 21" report, where industry bodies have detailed needs and challenges for the sector.

Once this process was successfully completed and reviewed the consortium separately considered the specific issues that would arise in applying the process to other sectors. The MEFISTO Report also contains the recommendations of the consortium concerning the methodology of applying and adapting the core process to the special needs of the other sectors and will thus fulfil the requirements of the specific call to which MEFISTO answered.

Impact on FP7

The methodology developed in MEFISTO will be applicable in all support programmes for different transport modes. The other transport modes will be offered a tested and validated methodology to assess the impact of EU Framework actions.

This will help making the EU research system more efficient and effective suggesting a more efficient mechanism for carrying out research relating to pan-European policy challenges such as climate change as requested for ERA (see “Building the ERA of knowledge for growth”

At the end of the impact assessment recommendations will be formulated for 7th Framework programme and will feed the FP7 mid term review.

There is always the request to increase research funding in order to accelerate technological progress. But there will be never enough funding support to fulfil all demands. This means however, that there will be a constant effort and challenge to spend the public money in the most efficient way. In a complex system and dynamic environment, it will always be difficult to identify or define the best and only way of efficiency. The proposed methodology and approach in MEFISTO is a way to help assessing the technological progress of the last years towards the ambitious targets of ACARE and will provide means and information in which way the research priorities in FP7 should be directed in order to achieve these targets.

Spreading excellence, exploiting results, disseminating knowledge

From the beginning of the project, a communication strategy was set up to promote public awareness. This included choosing a logo that will define the project’s identity, with brochures and the implementation of a website.

Through the whole impact evaluation and analyses process MEFISTO depended on and forces to communicate with all those concerned with Transport in Europe. Two workshops were held, one at the beginning of the project in order to identify the areas of impact and the indicators of impact. A second dissemination workshop was organised towards the end of MEFISTO presenting the preliminary results to the Commission and the public represented primarily by key stakeholders. Additional observations and enhancements for the MEFISTO REPORT are expected. A cluster workshop will be also organised in September 2010 by the EC..

The key part in the dissemination was the Workshops and the different presentations for ACARE, the European Commission and other bodies like the EC Transport Advisory Group (TAG). The 2 Workshops in combination with the interviews helped to make people aware of the MEFISTO philosophy.

A key part in the dissemination was successive presentations of MEFISTO results to the ACARE Group.

By performing the survey MEFISTO achieved a high visibility in the Transport community which will raise the awareness on the ongoing process.

A public MEFISTO website was installed informing visitors on the project, the opportunities to contribute to the impact analysis and, towards the end of the project, on the outcome of the project.

project public website, logo and contact details.



www.mefisto-project.eu

L-UP	<p><i>Peggy Favier</i> Based: 32, avenue de Friedland 75008 PARIS- France Tel No : +33 (0) 4 78 98 76 11 Fax No : +33 (0)9 70 62 53 56 Email address : peggy.favier@l-up.com</p>	
AD CUENTA	<p><i>Adriaan De Graaff</i> Based: Zuster Gerarduslaan 34, 2632DS Nootdorp, Netherlands Tel No : 31 15 3100474 Email address: adgraaff@hetnet.nl</p>	
ASD	<p><i>Sebastien Sylvestre</i> Avenue de Tervuren 270, 1150 Brussels, Belgium Tel: +32-(0)2-775 93 79 Fax: +32-(0)2-775 81 31 Email: sebastien.sylvestre@asd-europe.org</p>	
DAC	<p><i>Dr. Bernhard Dziomba</i> Meyersweg 9, 28844 Weyhe, Germany Tel +49-4203-81960 Email b.dziomba@dac-x.com</p>	
ARTS	<p><i>Dieter Schmitt,</i> Based : 40, av. General Compans, 31700 BLAGNAC, France Tel: +33 (0)5 61 71 67 34 Email: dieter.schmitt@tele2.fr</p>	
NIVR	<p><i>Gerben Klein Lebbink</i> AgentschapNL - directie innovatie / Luchtvaart Juliana van Stolberglaan 3, 2595 CA Den Haag P.O.Box 93144 2509 AC The Hague, The Netherlands Tel +31 88 602 4553 Email: g.lebbink@nivr.nl</p>	
PZL	<p><i>Robert Haligowski,</i> based: Ul. Hetmanska 120, 35078 RZESZOW, Poland Tel: 00 48 17 866 7388 Fax: 00 48 17 862 5325 Email: Haligowski.robert@wskrz.com</p>	
TTR	<p><i>Trevor Truman Russets</i> Based: Dennistoun Close, Camberley, GU15 2EY, United Kingdom Tel: 00 44 12 76 29 32 8 Fax 00 44 87 19 89 21 54 e:mail : russesets@globalnet.co.uk</p>	

