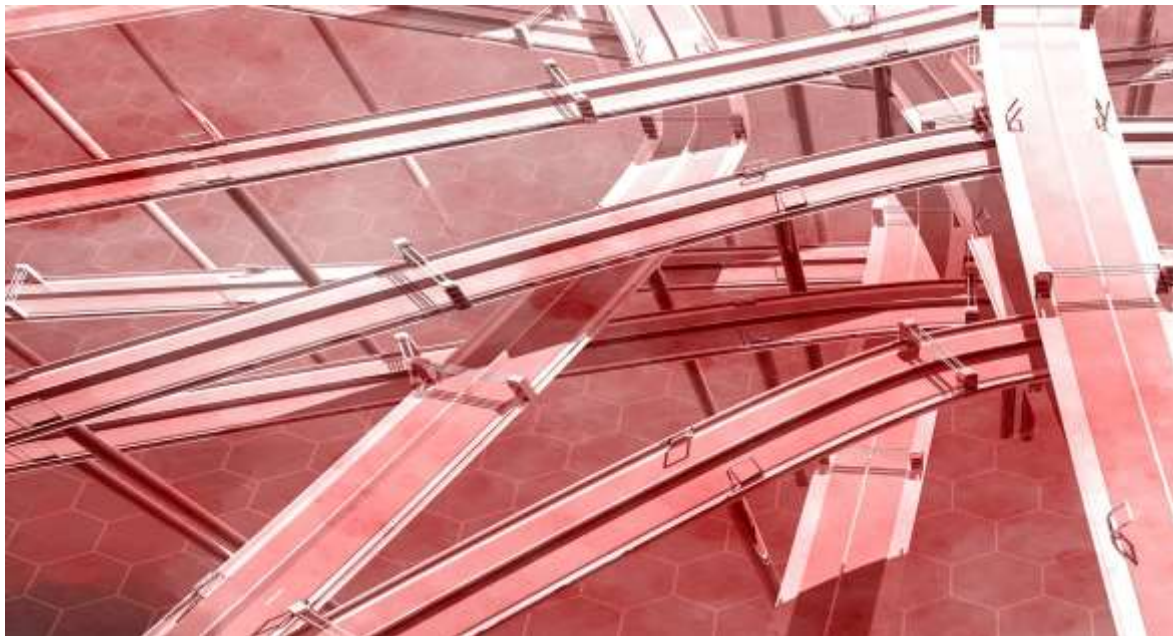


RECREATE
REinforce Competitiveness of REgionAI
Transport SMEs
PGI05275
Research Protocol Report



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Revision history			
Version	Date	Modified by	Comments
0.1	29/06/18	Input from LP and partners	Draft
0.2	31/08/18	Input from LP and partners	Draft
0.3	27/09/18	Input from LP and partners	Draft
1.0	23/11/18		Final version

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1. Introduction

The PGI05275, RECREATE project is under implementation within the third call for proposals of the Interreg Europe 2014-2020 Programme (<http://www.interregeurope.eu/>), under the policy topic “Improving SMEs competitiveness policies”.

The following five partners are involved in its implementation:

1. Coventry University Enterprises Limited (CUE), United Kingdom
2. Campania Region, Italy
3. Development Agency of South Aegean Region – READ S.A., Greece
4. Lithuanian Innovation Centre, Lithuania
5. Regional Development Agency South-West Oltenia, Romania.

RECREATE **main objective** is to improve the ERDF regional strategy for 2014-2020 for each region in addressing competitiveness of regional transport-related SMEs. The project will provide the policy makers with the necessary evidence and a solid knowledge base to better channel funds for supporting the improvement of capacity and capability of regional SMEs to more rapidly develop and implement products and services in the transport sector.

The project duration: 01/06/2018 – 31/05/2023

Total project budget: 1,096,255 EUR

2. Transport SMEs Competitiveness Report – general information

2.1 Purpose

The purpose of the Transport SMEs Competitiveness scheme is to establish a common template for the RECREATE project partners in order to collect similar information available at regional (and local) level in the field of SMEs competitiveness in transport-related sector. Based on the information collected, the Transport SMEs Competitiveness Report will be drafted. Using the same approach by all project partners, it will facilitate the integration of the findings from the partner regions in a consolidated version of the Transport SMEs Competitiveness Report having an overall image on the status of capacity and capability of Transport-related SMEs sector in the involved regions.

2.2 Object of Investigation

This chapter outlines the main content topics used for categorizing the desk research, given the wide range of Transport SMEs competitiveness analysis.

2.2.1 Main Objective

To identify the innovation process of the regional transport SMEs.

2.2.2. Specific Objectives

The positions of the regional Transport SMEs.

2.2.3. Transport SMEs status quo in the respective partner region / Regional analysis in Transport-related areas/sectors in the respective region

Scope of the investigation

In the following regions/areas:

- West Midlands/UK
- Campania Region/Italy
- South Aegean Region/Greece
- Lithuania
- South-West Oltenia Region/Romania

Analysis of:

General statistical data at regional level

- Geographical representation of the Region (surface, location) - analysis of region's transport infrastructure
- Major cities in the region and their accessibility
- Population (by age groups, by gender)
- Analysis of transport modes in the region: ports, railways, roads and public transport
- Regional work force
- Employment rate
- Regional GDP
- No. of SMEs in the Region
- **Conclusions**

Regional statistical data regarding the transportation field

- Transport SMEs that produce/delivers products or services for:
Transport-related sectors in general (automotive, rail, shipbuilding, air)
- Automotive, rail, air, ship sectors representation in the region
- NACE identification codes applying to the transportation sector
- Transport-SMEs competitiveness status quo
- Transport related SMEs clusters
- Innovation and support programmes for Transport SMEs services and products
- Transport Technology Support programmes to the benefit of Transport SMEs
- Research centers in connection to Transport SMEs
- RTDI infrastructure in connection to Transport SMEs
- Technology Parks and incubators
- Transport-SMEs sector specific support (e.g. ITS developments, waterborne etc)
- Innovation poles related to Transport SMEs

Transport SMEs Competitiveness in the fields:

- Ports
- Railways
- Roads

- Public transports
- Materials and components used in transport
- Services

Regional innovation potential

- Research and innovation infrastructure in the region
- Innovation in automotive, rails, air, ship in the region
- Value chains in transportation field

2.2.4. Capacity and capability of regional Transport SMEs to further develop and grow. Conclusions on the development of Transport SMEs sector

The analysis of the Transport-SME situation in each partner region will be made taking into account both the analyses resulting from the statistical data processing and the conclusions drawn from the working groups meetings.

3. Transport SMEs Competitiveness Report – framework

3.1 Database of the region

A first short overview of the focus area should be given.

Contents	<ul style="list-style-type: none"> ○ General information (population, geographical position, region organization: counties/towns/villages, centralized or decentralized governance) ○ Transport-related SMEs specific economic environment (SMEs, major companies, OEMs, other players in the transport-related sector, legislation in the field of transport-related sectors, industry, services, research, research departments within the companies) ○ Research environment related to Transport SMEs (universities, legislation in the field of research, research departments within the companies, virtual research environment) including social/economic/environmental objectives that are prioritized in relation to Transport-related innovation infrastructure ○ Statistics about SMEs activity, results, employment etc. in Transport-related sectors ○ Transport-related sectors (statistics about the Transport-related SMEs contribution to GDP in the region); Type of contribution (e.g. products, services, technological advance, social) as focus of Transport SMEs sector; ○ Any specific specialization of Transport SMEs (eg automotive, rail, waterborne, aerospace etc.)
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Recommended method	Data research
Sources of information	Statistical data websites (Eurostat, INSS), public authorities websites or public documents
Recommended format	Texts, tables, maps

3.2 The stakeholders

Contents	<ul style="list-style-type: none"> ○ Governance structure (public authorities, private/public companies, cluster) ○ Main stakeholders involved in the Transport SMEs activity chain: public authorities, ministries, municipalities, national/regional boards, clusters, relevant companies from transport-related sectors, major manufacturers in transport-related sectors, automotive, rail, aerospace, shipyards, universities, research centers, specialized authorities in transport sectors, public transport companies, ports, airports, railways stations, SMEs, business support centers, expert think-tanks, funding institutions, innovation poles etc. ○ Stakeholders cooperation patterns within the region but also with other regions ○ Other relevant players in the region
Recommended method	Data research
Sources of information	Websites
Recommended format	Tables with contact data of the stakeholders

3.3 Regional Policy

Contents	<ul style="list-style-type: none"> ○ Funding for Transport SMEs by Regional Operational Programme / other sources ○ Smart specialization fit with regards to Transport SMEs (regional strategy documents) ○ RTDI funding available for transport (funding at regional/national level for research or for specific transport research)
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	<ul style="list-style-type: none"> Classify, categorize and record all relevant transport RTDI related policies, strategies, objectives, visions, practices on regional (or national) level
Recommended method	Data research
Sources of information	<p>Smart Specialization Platform (http://s3platform.jrc.ec.europa.eu) Regional strategy documents, interviews with public authorities</p> <p>Websites: Coventry University Enterprises Ltd website, Campania Region website, Development Agency of South Aegean Region –READ S.A. website, Lithuanian Innovation Centre website, RDA SW Oltenia website http://www.adroltenia.ro/, Inforegio http://www.inforegio.ro/ro/por-2014-2020.html and others</p>
Recommended format	Texts

3.4 The position of the transport SMEs

Contents	<ul style="list-style-type: none"> Explore: <ul style="list-style-type: none"> <u>1. Transport SMEs support mechanisms:</u> <ul style="list-style-type: none"> Policy makers in Transport SMEs related sectors National/regional/local authorities in Transport SMEs related sectors Funding institutions related to Transport SMEs support schemes Business support/consulting boards, offices for specific Transport SMEs areas Research centres related to Transport SMEs Technological universities Technology parks <u>2. Stakeholders involved in the Transport SMEs activity / business process</u>
Recommended method	Data research
Sources of information	<p>Websites, statistics</p> <p>Indicative websites: http://ec.europa.eu/transport/themes/research/sttp_en</p>

	<p>http://www.transport-research.info/</p> <p>https://ec.europa.eu/growth/tools-databases/regional-innovation-monitor/</p> <p>http://fp7metric.sf.bg.ac.rs/</p>
Recommended format	Tables with contact data

3.5 The challenges the transport SMEs face to develop and commercialize their products

Contents	<ul style="list-style-type: none"> ○ They need to work in a sound work climate to improve the business performance ○ Managing Risk and Innovation: the Challenge for Transport SMEs ○ “Technology watch” is a key requirement for Transport SMEs: scanning of new intellectual property across a wide technology range, attending brokerage events etc. ○ They need to identify and hire smart people for a smart region ○ Regular and systematic benchmarking against peers in own industry, to adopt best practice for specific functions ○ Benchmarking against a holistic model of good practice ○ Benchmarking against leader firms to make decisions about new products and processes
Recommended method	Data research
Sources of information	<p>Websites, statistics</p> <p>Indicative websites:</p> <p>http://ec.europa.eu/transport/themes/research/sttp_en</p> <p>http://www.transport-research.info/</p> <p>https://ec.europa.eu/growth/tools-databases/regional-innovation-monitor/</p>
Recommended format	Tables with contact data

3.6 Opportunities and obstacles of transport SMEs – as emerging for the external megatrends

Contents	<ul style="list-style-type: none"> ○ Opportunities for Transport SMEs - <u>Megatrends</u>: environmental challenges, urbanization and megacities, ageing society, energy demand and sources, changing lifestyle) ○ Opportunities - <u>Transport concepts of the future</u>: automation-passenger transport, autonomous vehicles, shared mobility, on-demand-mobility, electrification-passenger transport, intermodal transport, smart use of transport, high-speed rail etc. ○ Obstacles for Transport SMEs (ex. lack of financial sources, gaps in transport SMEs financing, missing qualified personnel, difficult collaboration with the public authorities, non-collaboration between universities/ research centres and Transport SMEs) ○
Recommended method	Data research
Sources of information	SWOT, interviews , websites
Recommended format	Text

3.7 How are the transport SMEs innovation and/or products financed

Contents	<ul style="list-style-type: none"> ○ European Union Funding sources ○ Sectoral Operational Programmes for Transport SMEs Competitiveness ○ EU Framework Programme for RDI - Transport SMEs ○ National programmes funding for RDI – Transport SMEs ○ Private funding ○ Own capitals ○ Banking credit institutions ○ Business Angels ○ Venture capital and Financial corporate venturing ○ Overdraft or credit cards ○ Asset finance ○ Crowdfunding ○ Others
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Recommended method	Data research
Sources of information	Interviews, websites, research reports, studies etc.
Recommended format	Text

3.8 Transport SMEs Competitiveness – SWOT ANALYSIS in the region

In this chapter the status quo of the region should be analyzed in terms of its strength, weaknesses, opportunities and threats always referring to the objective of the Transport-related SMEs competitiveness. The analysis of gathered data and partners' knowledge of the regions to achieve support of Transport-related SMEs competitiveness at regional level will reflect the information included in SWOT.

This exploration is intended to discover possible commonalities between the strengths, weaknesses, opportunities and threats of different regions. The existence of such commonalities may be helpful in the process of developing policies to improve the potential and competitiveness of Transport-related SMEs of the partner regions.

In the SWOT analysis it is important to make a precise differentiation between the internal and the external view. While strengths and weaknesses reflect the current facts regarding Transport SMEs Competitiveness, opportunities and threats relate to external developments that can influence conditions for regions to enhance Transport SMEs competitiveness and performance. These developments can include international Transport SMEs market trends. Although these developments may have a varied impact on regions, it is, in view of the project objectives, more worthwhile to focus on those developments that affect the Transport SMEs competitiveness, Transport SMEs sector structure because these were defined as key factors relevant to influencing Transport SMEs competitiveness.

Internal characteristics:

- Strengths: characteristics of the entity that give it an advantage over others
- Weaknesses: are characteristics that place the entity at a disadvantage relative to others

External characteristics:

- Opportunities: external chances to improve performance and reach the objectives
- Threats: external elements in the environment that could cause trouble for the entity to reach the objectives

	Positive for reaching the objectives	Negative for reaching the objectives
Internal characteristics (attributes of the region)	S t r e n g t h	Weaknesses
External characteristics (attributes of the environment)	Opportunities	T h r e a t s

Strengths

- What advantages do you have in your region in terms of Transport-related SMEs competitiveness? (high share of persons employed in Transport SMEs sectors; high level of specialization in transport-related SMEs and research; relative high education level of labour force; population density; average firm size)
- What do you do well now? Successful activities.(the cluster quality in manufacturing or service is high; manufacturing or good services in transport-related SMEs; innovative Transport SMEs engaged in cooperation; innovative Transport SMEs that received public funding)
- What relevant resources do you have access to?
- What do other people see as your strengths?

Weaknesses

- What could you improve to enhance the situation in your region in the field of Transport-related SMEs competitiveness (eg to diminish the gaps in transport innovation financing, to improve Transport-SMEs capacity and capability)
- What do you do not sufficient, bad?
- What should you avoid?

Opportunities

- Where are the good opportunities facing you? (Funding opportunities)
- What are the interesting trends you are aware of (increasing demand for innovative transport products/ services, reducing the pollution, reducing the traffic crowd)?

Threats

- What obstacles do you face? (bureaucracy; lack of interest of the public authorities for open dialogue)
- Are the required framework conditions changing? (unstable legislation: continuously change)
- Is changing technology threatening the development in your region?
- Do you have financial problems?

3.9 List of References (if the case)

3.10 Additional materials (if the case)

Maps, pictures etc.

4. Methodology

During semester 1 (June 2018 – November 2018), all partners will start elaborating the Transport-related SMEs Competiveness Report based on the Transport SMEs status quo research and analysis conducted, as agreed at project level.

The methodology includes the following steps:

- Identification of Transport SME in the region according to profile of business and market area;
- Creation of a pool of experts that can offer their advice on Transport SME competitiveness, market potential, technological standard, R&D activity, funding opportunities, future development;
- Expert assessment of competitiveness of selected Transport SMEs;
- Development of data base containing the assessed Transport SMEs, with results and data support for RECREATE project related activities;
- Systematically promote linkage between research done on Transport SMEs and business through focused sessions/events;
- These steps will be complemented by a multilingual web based knowledge suite, with complete methodological guides that clarify aspects to accomplish evaluation of Transport SMEs to the benefit of partner regions in RECREATE project.

• In order to conduct the analysis, the following elements will be used, as follows:

- a) Official statistical data for the time range:
 - the year 2005
 - the interval 2011-2017
- b) Data provided by the stakeholders;
- c) Quantitative analysis of the debates.

Sources of information

The main methods to be used in order to conduct the Transport-related SMEs Competiveness Report are:

a. Desk based research of relevant literature on Transport SMEs and transport sector innovation systems (Eurostat, Smart Specialization Platform, Strategic Transport Technology Plan, ERAWATCH, European Science Foundation, CORDIS, INTERREG Europe platform, regional and national websites in partner countries, key policy documents, RIS3 for partner region, Regional Development Plan for partner region, other national & regional strategies etc.);

b. Information resulted from the working groups' interviews and/or questionnaires with selected Transport SMEs. There was one type of questionnaire, for the following categories: Transport SMEs.

Partners can choose using between interviews and questionnaires considering which is the most adequate method for collecting the information according to type of respondents. In case of interviews, the template of questionnaires will be used already agreed. A rough estimation of 20 questionnaires and interviews for Transport SMEs you may consider.

In addition to the Transport SMEs Competiveness Report, all partners will prepare a summary of their regional analysis following the template distributed by PP5 – RDA SWO who will lead this activity. The aim is to produce a shorter version of the regional analysis summarizing the main aspects and including recommendations based on the findings for each region. This shorter version will be used as a communication tool for the project stakeholders and policy makers in order to disseminate the research results and to raise awareness on the project theme. This version will be available on the project website.

The consolidated version of the Transport SMEs Competiveness Report and the “slim” version are due for the end of 2nd semester of project implementation (December 2018 – May 2019).

5. Annexes

5.1 Glossary of terms

Competitiveness of a SME:

Capacity/capability of a firm/company to offer products and services that meet the quality standards of the local, regional or international markets at prices that are competitive and provide adequate returns on the resources employed or consumed in producing them.

(source: <http://www.businessdictionary.com/definition/competitiveness.html>)

NACE Code:

NACE (Nomenclature of Economic Activities) is the European statistical classification of economic activities. NACE groups organizations according to their business activities. Statistics produced on the basis of NACE are comparable at European level and, in general, at world level in line with the United Nations' International Standard Industrial Classification (ISIC). The change in the identification and grouping of similar economic activities associated with the move to the new NACE implies a statistical break in the time series.

Note: NACE (Nomenclature des Activités Économiques dans la Communauté Européenne)
(source: <http://ec.europa.eu/eurostat/documents/3859598/5902521/KS-RA-07-015-EN.PDF>)

Small and medium enterprise (SME):

In European Union, a firm with (1) 50 to 250 employees, (2) annual turnover of Euro 7 to 40 million, (3) total assets less than Euro 27 million, and (4) not more than 25 percent ownership by a large corporation, may be classified as a SME.

(source: http://ec.europa.eu/regional_policy/sources/conferences/state-aid/sme/smedefinitionguide_en.pdf)

Transport megatrend:

An important shift in the progress of transport related field or activity; any major movement.

Sustainable mobility is seen as the one that is able to deliver an efficient use of passenger transport resources without compromising the present and future accessibility and environment.

Sustainable transport refers to the broad subject of transport that is sustainable in the senses of social, environmental and climate impacts and the ability to, in the global scope, supply the source energy indefinitely.(source: https://en.wikipedia.org/wiki/Sustainable_transport).

“Sustainable transport is transportation where the beneficiaries pay their full social costs, including those that would be paid by future generations” (Lee Schipper, 1996)

“Transport that meets the current transport and mobility needs without compromising the ability of future generations to meet these needs.” (Black, 1996)

Innovation can be defined as:

- (the use of) a new idea or method (source: www.merriam-webster.com)
- The process of translating an idea or invention into a good or service that creates value or for which customers will pay.

To be called an innovation, an idea must be replicable at an economical cost and must satisfy a specific need. Innovation involves deliberate application of information, imagination and initiative in deriving greater or different values from resources, and includes all processes by which new ideas are generated and converted into useful products. In business, innovation often results when ideas are applied by the company in order to further satisfy the needs and expectations of the customers. (source: www.businessdictionary.com)

Research means:

- a detailed study of a subject, especially in order to discover (new) information or reach a (new) understanding.(source: dictionary.cambridge.org)
- systematic investigative process employed to increase or revise current knowledge by discovering new facts. It is divided into two general categories: (1) Basic research is inquiry aimed at increasing scientific knowledge, and (2) Applied research is effort aimed at using basic research for solving problems or developing new processes, products, or techniques. (source: www.businessdictionary.com)

Research and development represents:

- the part of a business that tries to find ways to improve existing products, and to develop new ones.
- systematic activity combining both basic and applied research, and aimed at discovering solutions to problems or creating new goods and knowledge. R&D may result in ownership of intellectual property such as patents. In accounting for R&D costs, the development costs may be carried forward but the basic and applied research costs are often written-off as incurred. (source: www.businessdictionary.com)

Research and innovation activities are: activities of research, technological development, demonstration and innovation, including the promotion of cooperation with non-EU countries and international organisations, the dissemination and optimisation of results and the stimulation of high-quality training and mobility of researchers in the Union (source: European Union lex; http://eur-lex.europa.eu/summary/glossary/research_and_development.html)

Transport innovation means:

- resource efficient transport that respects the environment by making aircraft, vehicles and vessels cleaner and quieter to minimise transport's systems' impact on climate and the environment, by developing smart equipment, infrastructures and services and by improving transport and mobility in urban areas;
- better mobility, less congestion, more safety and security with a substantial reduction of traffic congestion; with a substantial improvement in the mobility of people and freight; by developing new concepts of freight transport and logistics and by reducing accident rates, fatalities and casualties and improving security.(source: <https://ec.europa.eu/programmes/horizon2020/en/h2020-section/smart-green-and-integrated-transport>)

Intelligent Transport Systems (ITS) are advanced applications, which aim to provide innovative services relating to different modes of transport and traffic management and enable various users to be better informed and make safer, more coordinated, and 'smarter' use of transport networks. Although ITS may refer to all modes of transport, the directive of the European Union 2010/40/EU, made on the 7 July, 2010, defined ITS as systems in which information and communication technologies are applied in the field of road transport, including infrastructure, vehicles and users, and in traffic management and mobility management, as well as for interfaces with other modes of transport. (source: https://en.wikipedia.org/wiki/Intelligent_transportation_system). This last information is foreseen also at https://ec.europa.eu/transport/themes/its_en , "C-ITS are systems that allow effective data exchange through wireless technologies so that vehicles can connect with each other, with the road infrastructure and with other road users."

Incubator represents an organization or place that aids the development of new business ventures especially by providing low-cost commercial space, management assistance, or shared services (www.merriam-webster.com).

Innovation poles are government-sponsored consortia specialised in one industry and in specific value-chains. Each pole involves firms, SMEs, innovative start-ups and research institutions. (source: <https://ec.europa.eu/growth/tools-databases/regional-innovation-monitor/organisation/innovation-poles>).

Innovation clusters can be defined as: groupings of independent undertakings — innovative start-ups, small, medium and large undertakings as well as research organisations — operating in a particular sector (in transport sector in our case) and region and designed to stimulate innovative activity by promoting intensive interactions, sharing of facilities and exchange of knowledge and expertise and by contributing effectively to technology transfer, networking and information dissemination among the undertakings in the cluster. (source: <http://www.innoviscop.com/en/definitions/innovation-clusters>).

5.2 Questionnaire for Transport SMEs

Topic	Question	Response/ Data /Details			
1) COMPANY PROFILE	Company Details	Name:			
		Address:			
		Country:			
		E-mail:			
		Telephone:			
		Website:			
		Contact person / position:			
	Company HQ Location / Founded in?				
Company size (no. employees)	<10	<50	<250		
Finances	Annual Revenue (€)	% R&D	R&D Personnel % of Total:		
Market (where do you sell?)	Local	National	EU		
Main Products - Provide brief description of your product/service and value					
	Product 1	Product 2	Product x		

	proposition (no more than 3 lines)				
	Supply chain position	OEM	Tier 1	Tier 2	Other (Add comment)
	<p>Current customers and target customers?</p> <p>In brief what do you perceive to be the most significant challenges in commercialising your product / selling</p> <p>In brief what do you perceive to be the most significant challenges in further developing your products</p>				
Acquiring new technology	<p>Please provide brief details of Product Application.</p> <p>How would you rate the technology against global standards?</p> <p>What future plans do you have?</p> <p>Do you have</p>				

	exported your technology abroad/cooperation with overseas organisations?			
	Does your company product or service address any of the following areas?	<p>Clean, efficient, safe and smart road vehicles</p> <p>Clean, efficient, safe, quiet and smart aircrafts</p> <p>Clean, efficient, safe, quiet and smart rail vehicles</p> <p>Clean, efficient, safe, quiet and smart vessels</p> <p>Smart, green, low-maintenance and climate-resilient infrastructure</p> <p>Europe-wide alternative fuel distribution infrastructures</p> <p>Efficient modal traffic-management systems</p> <p>Integrated cross-modal information and management services</p> <p>Seamless logistics</p> <p>Integrated and innovative urban mobility and transport</p>		
Product development	Have you successfully brought products to market and if so, what were the success factors?	Yes	No	Success factors

	Was there any 'Product Development Process'?	Yes	No	Please describe process from idea generation to commercialisation			
	How was the development of the product financed?	Please describe					
		Public financing programmes/projects	Normal bank loans	Seed capital	Venture capital after the seed phase	Informal Investors/Business Angels	Other (please specify):
	What are the key challenges to be overcome by your company to grow?						

		R&D needs	Training and skills needs	Finance needs	Strategic business needs	Partnership needs	Other (please specify):
Company views of the sector	<p>What will be the growth of the transport-related sectors in the following years?</p> <p>What are the drivers? Risks for the transport-related Industry?</p> <p>Opportunities Threats</p>						
Company views of the region and support	<p>Are you aware of any regional funds for RTD?</p> <p>Have you used any?</p>						
	<p>What are the opportunities and barriers to gain funding for new transport-related product research from either the</p>						

	public or private sector?						
	Do you cooperate with any:	Universities	R&D Institutions	Large companies	Other SMEs	Regional/Local development agencies	No co-operation
	- public institutions/ other companies	European	National	Regional	Sectorial	R&D inspired	Other (specify):
	- networks						
	What is the purpose of this collaboration?						
Which kind of support mechanisms would you need in order to help you further the development of your product/service?							

Participation in R&D	Have you participated in any formal R&D transport-related programmes	No, not tried	No, no successful	Intend to	European	National	Other
		Please describe					
	If no or not successful why not?	Awareness	Bureaucracy	Regulatory barriers	Timescales	Finding Partners	Others
	If Yes what role did you have?						
	What benefit did the programme have for you?	Financial	Skills	Contacts	R&D	Reputation	IP, Product

5.3 Questionnaire for business support organizations

Topic	Question	Response/ Data /Details				
2) Organization PROFILE	Organization Details					Name:
						Address:
						Country:
						E-mail:
						Telephone:
						Website:
		Contact person / position:				
	Location / Founded in?					
	size (no. employees)			Of which no of teachers		
	Form of funding: budget State or private					
	Do you develop business support activity	Yes at the request of the market (private companies)	Yes (on the own)	No	Others (please specify)	
	Do you develop business support activity	Yes			No	

	oriented to transport-related SMEs				
	Main Services - Provide brief description of your business support services to SMEs in the transport-related sectors				
		Service 1	Service 2	Service x	
Information about support services offered to Transport-related SMEs	Does your business support services address any of the following areas:	Clean, efficient, safe and smart road vehicles			
		Clean, efficient, safe, quiet and smart aircrafts			
		Clean, efficient, safe, quiet and smart rail vehicles			
		Clean, efficient, safe, quiet and smart vessels			
		Smart, green, low-maintenance and climate-resilient infrastructure			

		Europe-wide alternative fuel distribution infrastructures Efficient modal traffic-management systems Integrated cross-modal information and management services Seamless logistics Integrated and innovative urban mobility and transport		
	Have you successfully brought services to market and if so, what were the success factors?	Yes	No	Success factors
	Was there any 'Product Development Process'?	Yes	No	Please describe process from idea generation to commercialisation

	Did the SMEs register their product/technology at the National/European Office for Patents?	Yes	No	Please detail
	Have the SMEs accessed the existing funding schemes?	Yes	No	Please detail
Organization views of the Transport-related SMEs sector	Please name the drivers/barriers to the development of businesses held by			

	transport-related SMEs in the region						
	How was the development of Transport-related SMEs in the region financed?	Please describe					
		Public financing programmes/projects	Normal bank loans	Seed capital	Venture capital after the seed	Informal Investors/Business Angels	Other (please specify):

					phase		
Views of the region and support to Transport-related SMEs	Are you aware of any regional funds for RTD for Transport SMEs? Have they used any?						
	What are the opportunities and barriers to gain funding for new transport-related product research from either the public or private sector?						
	Do you cooperate with any:	SME's	Large companies	Other R&D Institutions	Regional/Local development agencies	No co-operation	
	- public institutions/ companies	European	National	Regional	Sectorial	Other (specify):	

	- networks						
	What is the purpose of this collaboration?						
Participation in R&D	Which kind of support mechanisms would SMEs need in order to help them further the development of their product/service?						
	Have the Transport-related SMEs participated in any formal R&D transport-related programmes?	No, not tried	No, no successful	Intend to	European	National	Other
	If no or not successful why not?	Please describe					
		Awareness	Bureaucracy	Regulatory barriers	Timescales	Finding Partners	Others

	If Yes what role did the SMEs have?						
	What benefit did the programme have for the transport-related SMEs?						
		Financial	Skills	Contacts	R&D	Reputation	IP, Product