






BONUS progress towards integration of Research Infrastructures

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(2004-2008)

BONUS ERA-NET

A joint project by 12 Research Funding and Coordinating Agencies around the Baltic to develop preconditions for a Joint Baltic Sea Research Programme

(2007-2011)

BONUS+ :

BONUS EEIG implements a Joint Call to test the mechanisms of collaboration among the national funding institutions. This call serves as a bridging measure to more endurable integration.

(2010 -2016 ->.)

BONUS-169

Durable collaborative research programme of the Baltic Sea states. Joint calls, deeper integration of research policies, **infrastructures**, training programmes, exploitation and dissemination of research products.




WHERE WE ARE?

October 2009 - European Commission approved the Legislative Proposal on BONUS -169

End 2009 – Co-decision process by EC and EP started

1st May 2009 – Start of 18-month BONUS-169 Strategic Phase

End 2011 – Start of BONUS-169 Implementation phase. First call published.

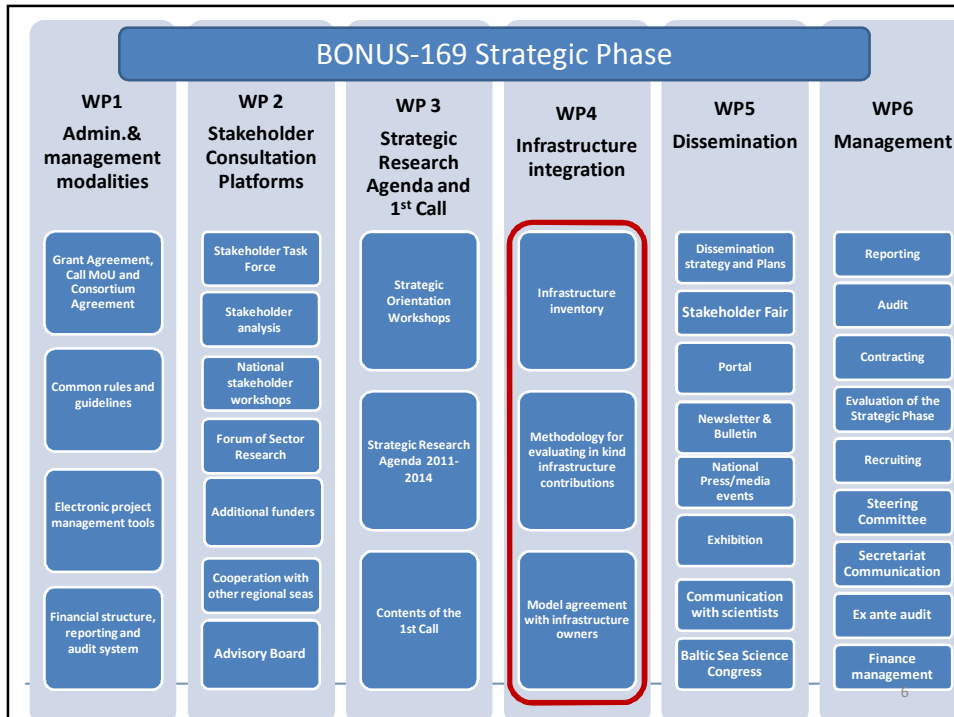
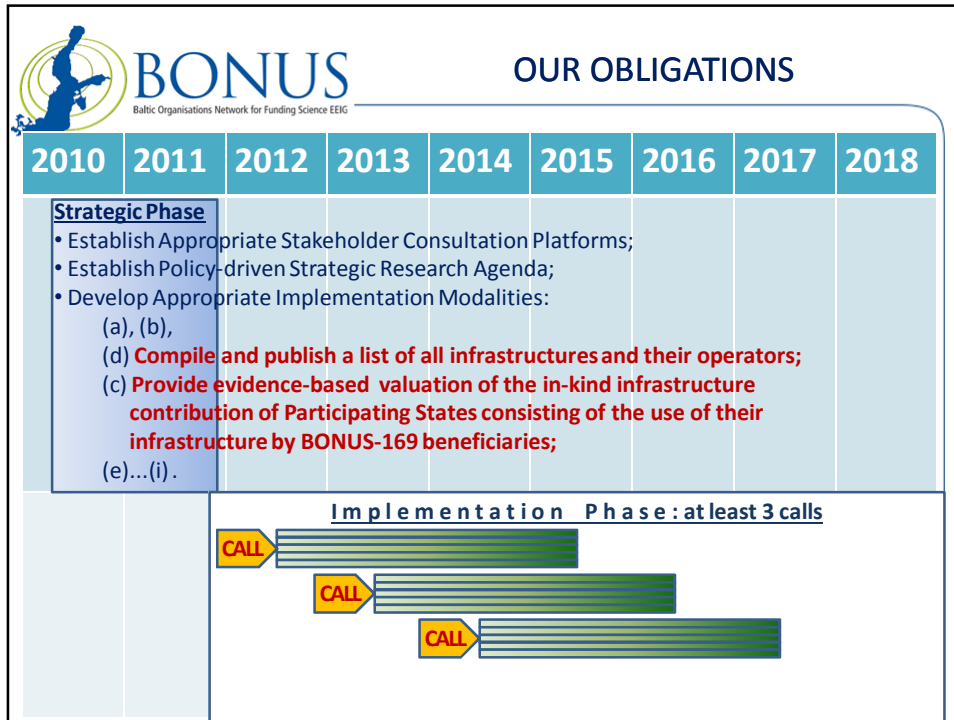



HOW MUCH MONEY WE HAVE?

Total funding for years 2010-2016 =100 M€;

- EU funding up to 50 M€, matching national contributions;
- National contributions 50 M€;
 - 26 M€ fresh research money commitments by participating MS
 - **12 M€ can be reported as joint use of research infrastructures**
 - 14 M€ additional funding needed for the mobilization of the maximum EC funding

23.11.2009 TEKES Vesiohjelmä





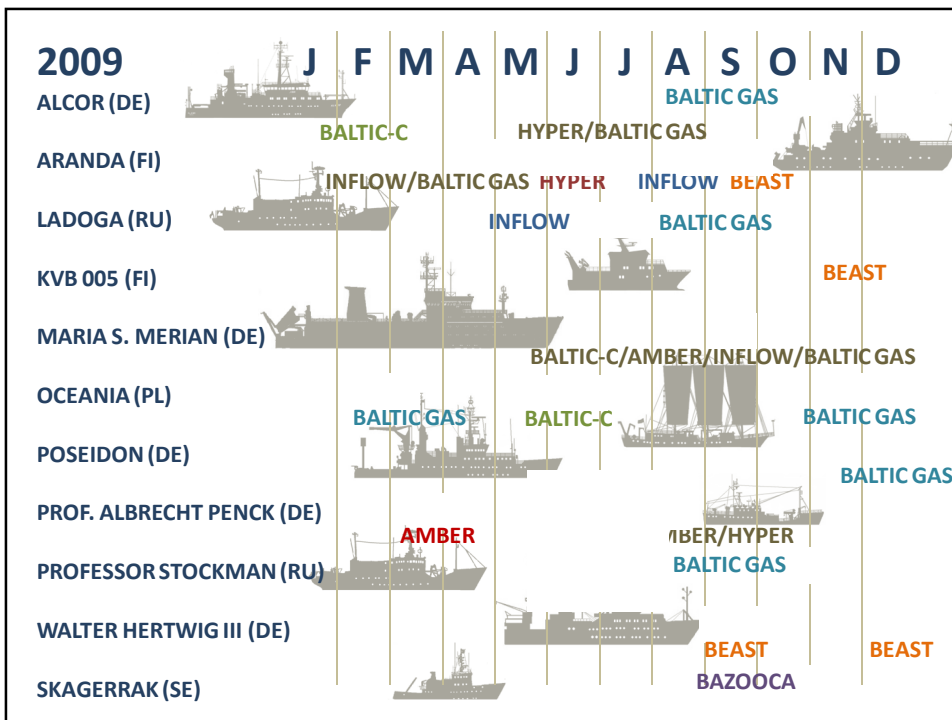
NO SURPRISE:


R/Vs are still the most valuable pieces marine research IS.
 BONUS+ projects (2009-2011): indicatively, € 3.2 million worth ship-time as in-kind contribution of ship-owning institutions.

INFRASTRUCTURE TYPES

- Computing facilities
- Data pools
- Field equipment
- Field stations
- Lab. Instruments
- Shiptime

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SCHEME

STEPS:

- 1) Ship owners willing to participate in the programme will conclude Intention Protocols with BONUS EEIG fixing *i.a.* :
 - the character of provided services,
 - preferred area of operation,
 - amount and timing of ship-time to lend,
 - auditable justification for calculation of ship-day price etc..
- 2) Specification and capacity of each ship participating in the programme, together with its area of operation, and calendar of available ship-time will be available to the project proposers. Proposers will have a right to claim this ship-time in surplus to the budget ceiling of their project proposal.
- 3) After funding decisions distribution of ship-time among the funded projects will be negotiated and decided. There can also be a specific ship-time call (Eurofleets analogy).
- 4) Subsequently, BONUS EEIG will conclude agreements with the participating ship-owners describing conditions of the charter, including auditable basis of ship-day cost calculation.
- 5) Upon receiving a proof of completed field work, BONUS EEIG will re-fund to the ship-owner 50% of the costs in accordance to previously agreed ship-day price.


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BENEFITS

- **BENEFITS TO SCIENTISTS**
 - Additional resources;
 - ‘Common shiptime market’ will offer more flexibility in planning the sampling strategy;
 - Better justified shiptime distribution (and more efficient use of it) based on scientific capacity .
- **BENEFITS TO SHIP OWNERS**
 - Opportunity to recover the “active part” of the exploitation costs;
 - Chance to fill the downtime gaps;
 - Chance to find new customers.
 - Chance to get involved into a healthy regional competition.

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DIFFICULTIES

Just some to start with:

- Auditable way to determine the shiptime value must be found;
- Shiptime planning among various operators must be made more coherent;
- Sectorial barriers between competed science funders and ship operators must be removed;
- Opposition towards creation of a 'common shiptime market' must be overcome.

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BONUS SHOPS FOR SERVICE

BONUS – Baltic Organisations network for Funding Science EEIG announces a call of proposals for the

**development of a methodology for
research infrastructure integration
within the framework of the Joint Baltic
Sea Research Programme BONUS.**

**TENDER WILL BE PUBLISHED IN
JUNE 2010!**

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