



Deliverable 7.1: Ethics compliance in work performed outside EU

Authors: Mikhail Paramonov, Ewan O'Connor

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1. Non-EU contribution to CARGO-ACT

There are 2 beneficiaries in CARGO-ACT that are outside the European Union. These beneficiaries are NILU in Norway, and CIRES in the United States. The ethical and legal risks associated with the operations carried out by these beneficiaries in their countries are estimated to be small, mainly for the following reasons:

1. CARGO-ACT is a Horizon-Europe funded project. As an associated country in Horizon-Europe, Norway is entitled to Horizon-Europe funding. Norway acknowledges the working processes and principles associated with Horizon-Europe funding. This includes the Horizon-Europe ethical standards. As stated in the particular call under which CARGO-ACT was funded, HORIZON-INFRA-2023-DEV-01-07 – “Strengthening the international dimension of ESFRI and/or ERIC research infrastructures”, institutions in the US (and other countries) are also eligible for funding. CIRES also acknowledges the working processes and principles associated with Horizon-Europe funding (including the ethical standards) and CIRES has been a previous beneficiary of Horizon-2020 funding.
2. The aim of CARGO-ACT is to deliver a clear roadmap for sustainable global cooperation between key organisations in Europe and in the United States, with a vision for upscaling towards an integrated global research infrastructure for aerosol, cloud and trace gases, fostering actions that will develop, strengthen and maintain the position of ACTRIS (the EU research infrastructure for aerosol, cloud and trace gases) within the international landscape. Some of the functions of ACTRIS are performed in Norway and some of the functions of one of the cooperating infrastructures in the US are performed by CIRES.
3. The principal investigators (PIs) at NILU and CIRES are in charge of CARGO-ACT actions carried out in their institutes. All CARGO-ACT beneficiaries, including the two aforementioned beneficiaries, have acceded to the CARGO-ACT Grant Agreement which includes Article 14 on Ethics and Research Integrity. This article obliges all beneficiaries to comply with the ethical principles, including the European Code of Conduct for Research Integrity of ALLEA (All European Academies), and applicable national, EU and international laws when carrying out CARGO-ACT actions.

2. Detailed description of the tasks carried out by the partners in non-EU countries

2.1 Norsk Institutt for Luftforskning (NILU)

NILU has a significant role in CARGO-ACT with 12 PMs of work funded by the project. Within ACTRIS, NILU heads the ACTRIS Data Centre and, therefore, in CARGO-ACT, NILU leads WP1 “Data interoperability”. Within this WP, NILU is lead for task 1.3 “Technical interoperability: mapping and upgrading vocabulary”

and joint lead for “Task 1.4 Re-usability: Licences and provenance; citation and accounting of data use”. Because of its central role in the Data Centre, NILU also participates in many other tasks with a smaller contribution. More specifically NILU will participate in the following tasks:

- Task 1.1 Findability: Identification by PID, cross-infrastructure findability
- Task 1.2 Accessibility: common metadata and data formats
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- Task 2.1 Assessment of traceability, calibration and operating protocols
- Task 2.2 Harmonisation of quality assurance and uncertainty estimation
- Task 2.3. Capacity building
- Task 3.1 Cross-network intercomparison of instrument data acquisition and automated processing tools
- Task 3.2 Cross-network intercomparison of calibration and quality control software for in-situ and lidar measurements
- Task 5.1 Exchanging and harmonising practices for access to EU and US atmospheric research facilities

2.2 Cooperative Institute for Research in Environmental Sciences (CIRES) – legal name, Regents of the University of Colorado

CIRES plays a major role in one of the participating research infrastructures (networks) in CARGO-ACT being responsible for a significant portion of the NOAA-Global Monitoring Laboratory’s efforts in operating NFAN (NOAA Federated Aerosol Network). As such it co-leads WP3 “Pilot implementations demonstrating service integration” together with a European Partner (CNRS is the main lead) and is responsible for 3 tasks (two within WP3), Task 2.1 “Assessment of traceability, calibration and operating protocols”, Task 3.1 “Cross-network intercomparison of instrument data acquisition and automated processing tools”, and Task 3.2 “Cross-network intercomparison of calibration and quality control software for in-situ and lidar measurements”. CIRES has 7 PM of work funded by the project and, more specifically, CIRES will participate in the following tasks:

- Task 1.1 Findability: Identification by PID, cross-infrastructure findability
- Task 1.2 Accessibility: common metadata and data formats
- Task 1.3 Technical interoperability: mapping and upgrading vocabulary
- Task 1.4 Re-usability: Licences and provenance; citation and accounting of data use
- Task 2.1 Assessment of traceability, calibration and operating protocols

- Task 2.2 Harmonisation of quality assurance and uncertainty estimation
- Task 2.3. Capacity building
- Task 3.1 Cross-network intercomparison of instrument data acquisition and automated processing tools
- Task 3.2 Cross-network intercomparison of calibration and quality control software for in-situ and lidar measurements
- Task 5.1 Exchanging and harmonising practices for access to EU and US atmospheric research facilities
- Task 5.3 Developing an international access framework