

The Importance of European Technology Platforms from the Austrian point of view

Dr. Andreas Dorda

Participation in international R&D-cooperations:

- **EBTP:** Chairman of Mirror Group
- **ERTRAC:** Plenary, Steering Group, Finance & Governance Group
- **FCH-JTI:** Scientific Committee
- **ERRAC, EIRAC, ACARE, WATERBORNE**
- **FP7: Transport Program**
- **ERA-NET TRANSPORT:** leader of WP Model Procedures for Co-operation and Coordination
- **IEA:** Implementing Agreement “Hybrid & Electric Vehicles”
- **IEA:** IEA-Implementing Agreement “Advanced Motor Fuels”
- **IEA:** IEA-Implementing Agreement „Advanced Fuel Cells“

A3PS  **Austrian Agency for Alternative Propulsion Systems**
(www.a3ps.at)

- Providing and compiling information by evaluating technology foresight and assessment studies, analyzing technological trends, lectures, workshops, conferences, travel reports,...).
- Stimulating the co-operation of complimentary partners, building up interdisciplinary research co-operations and trans-sectoral demonstration projects.
- Creating supportive framework conditions (funding budget for R&D-Programs, privileged access to sensitive areas, fuel taxation, codes, emission targets or technical standards) to avoid barriers for innovation.
- Marketing for Austrian technology expertise and the engineering and product know-how of the 28 members by publications and presentations at conferences.

A3PS

28 Members



Industrial Partners:

- AVL List GmbH
- AustriaTech
- Fronius International GmbH
- KTM-Sportmotorcycle AG
- Magna Steyr Fahrzeugtechnik AG & Co KG
- OMV AG
- Plansee SE

University Institutes:

- **BOKU:** University of Natural Resources and Applied Life Sciences, Vienna.
 - Department of Sustainable Agricultural Systems
- **Vienna University of Technology:**
 - Institute for Internal Combustion Engines and Automotive Engineering
 - Institute of Chemical Technologies and Analytics / Electrochemistry
 - Institute of Electrical Power Systems and Energy Economics
 - Institute of Chemical Engineering
- **Graz University of Technology:**
 - Institute for Internal Combustion Engines and Thermodynamics
 - Christian Doppler Laboratory for Fuel Cell Systems
 - Institute of Electrical Measurement and Measurement Signal Processing

Research Institutes:

- Austrian Institute of Technology – AIT
- Austrian Bioenergy Centre – ABC
- Austrian Hydrogen Association – ÖWV
- CEST – Center of Excellence in Surface Technology and Materials
- Hydrogen Center Austria
- Joanneum Research Forschungsgesellschaft mbH
- LKR - Center of Competence in Light Metals Ranshofen
- Profactor Group

Small and Medium Enterprises:

- ALPPS Fuel Cell Systems GmbH
- Bitter GmbH
- Biovest Consulting GmbH
- MBtech Austria – Mercedes-Benz Technology
- RIC - Regional Innovation Center, Gunskirchen



AustriaTech - Federal Agency for Technological Measures

- Founded in 2005 by the Austrian Federal Ministry for Transport, Innovation and Technology (BMVIT)
- Optimizing the Transport System by ICT using transport telematics as tool in order to achieve a smooth, efficient, sustainable and competitive ITS (Intelligent Transport System) for passengers and goods.
- Telematics Master Plan Austria
- Second Business Area "Technology and Know-how Transfer". Its objective is comprehensive support of the BMVIT in all matters of international technology and know-how transfer.
- www.austriatech.org



Rail Technology Cluster Austria

- Established 2003 as a technology-oriented platform
- About 40 Members (Industry, SME, Operators, Consultants)
- Actively pursuing the progress of the technological edge of its members
- Actively pursuing the increase in service orientation of the railway system through new products and services
- www.rtca.at

Further National Platforms

- **ATTC** - Austrian Transport Telematics Cluster

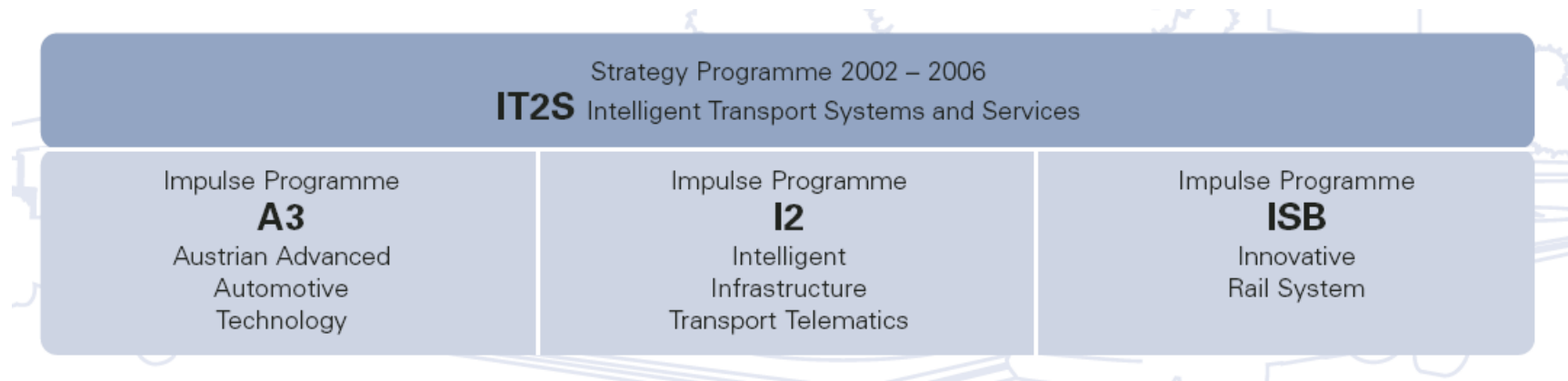
www.attc.at

- **AAIG** - Austrian Aeronautic Industries Group

www.aaig.at

- **Via Donau**

www.via-donau.org



Projects Promoted: 262
Promotion Volume: 52,2 million Euros
Total Project Volume: 106,3 million Euros

iv2splus
Strategy Programme
Intelligent Transport Systems and Services plus
2007 - 2012

Impulse Programme
a3plus
Alternative
Propulsion Systems
and Fuels

Impulse Programme
i2v
Intermodality and
Interoperability of
Transport Systems

Action Line
ways2go
Technologies for
Evolving
Mobility Needs

Action Line
impuls
Basic Research
for Innovations
in Transport

European Research Area Network
ERA-NET TRANSPORT



BMVIT funding follows the following principles:

- Broad selection of funding schemes for individual needs of R&D (FWF, FFG, Bridge Program, COMET,...)
- Neutral position concerning different technological options
- Neutral position concerning different applicants
- Confidentiality during evaluation process and saving IPRs of applicants
- Stimulation and use of synergies from the cooperation of complementary partners

BMVIT funding follows the following principles (2):

- Integration of future users of technologies in the development process
- Integration of non automotive know-how
- Promotion of the whole innovation cycle from studies to demonstration projects, creation of new education concepts, preparation of the public for technological change
- Optimization of the overall vehicle system by tuning of subsystems
- Optimization of the transport system through intermodal and interoperable connection of transport carriers

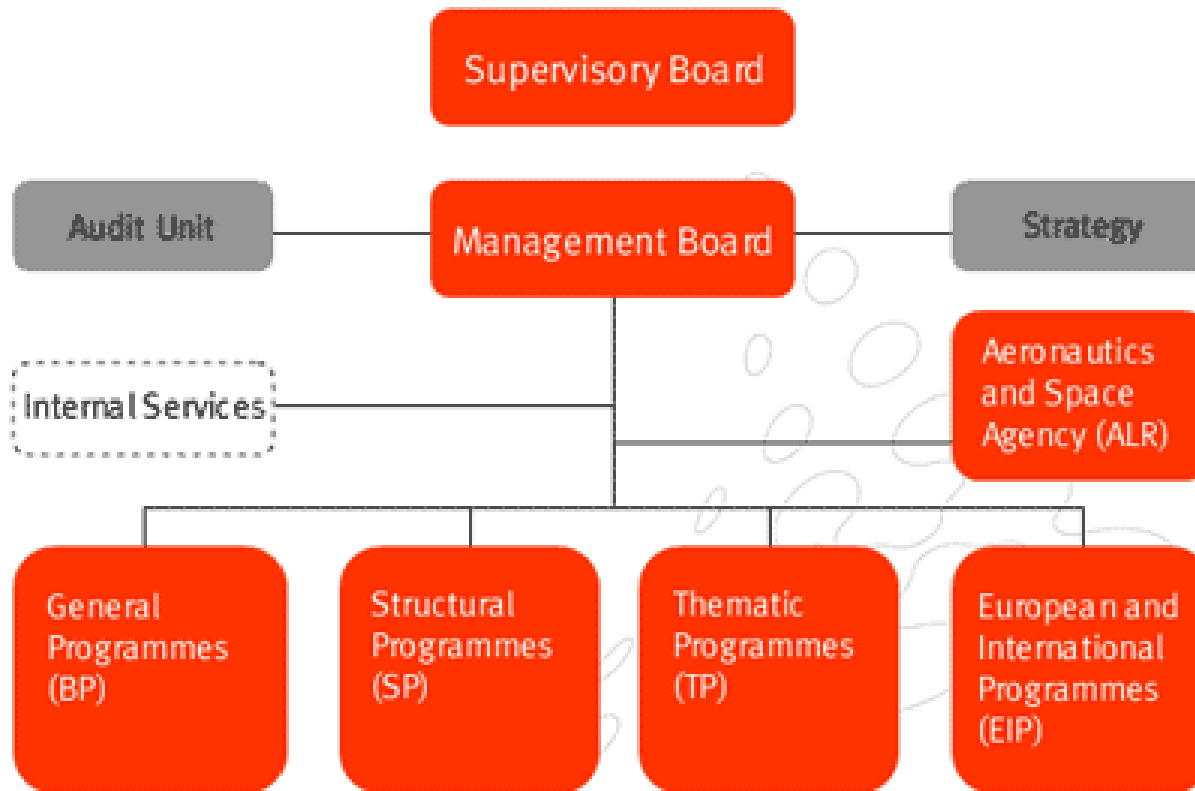
Programme Management

FFG – Austrian Research Promotion Agency



- founded on 1 September 2004
- legal structure: private limited company
- owner: Austrian Federal Government, represented by
 - Federal Ministry for Transport, Innovation and Technology
 - Federal Ministry for Economic Affairs and Labour
- Budget for funding activities: € 652 millions
- Staff: 237 employees

FFG – Austrian Research Promotion Agency



Experience in international networks:

- Cooperation between regional, national, European and global R&D policy makers is crucial for success in technology and innovation policy.
- Synergies between securing industrial competitiveness and achieving sustainable development and other societal needs.
- Importance of technology foresight and assessment.
- SRA and DS of ETPs are balanced and comprehensive and of high value for national policy makers.
- ETPs achieved added value in structuring industrial sectors and by stimulating strategic cooperations with R&D institutions, but suffer from different degree of commitment of stakeholders.

Experience in international networks (2):

- Look for better coordination between similar ETPs in order to avoid overlapping, contradicting conclusions as well as blank spaces with nobody feeling responsible for vacant topics.
- Suggestion to leave room for flexibility in individual ETP organization as no single structure fits it all.
- Mirror groups have a tendency to demotivate MS participation. Positive exception is ERTRAC involving MS directly in Plenary Group.
- Abolishment of mirror groups in energy related ETPs will eliminate any cooperation between the EC and MS on these specific issues.
- For broader topics more than one MS representative might be necessary.

Experience in international networks (3):

- Stronger cooperation between ERA-NETs and ETPs would be beneficial.
- Keep industry in ERA-NETs and MS in ETPs!
- Technical experts as national delegates with direct power to decide on orientation and financing of national R&D funding programs achieve much quicker negotiation results than multi-stakeholder responsibilities leading to detrimental time to market delays.
- Follow a global approach for really global challenges in environment, energy and transport policy also with partners outside Europe.

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