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Horizontal activities for implementation of the Transport programme

7th Framework Programme 2007-2013

Project Synopses - Volume 1
Calls 2007 & 2008

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EUROPEAN COMMISSION

Directorate-General for Research

Directorate H – Transport

Unit H1 – Horizontal aspects and coordination

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European Commission

B- 1049 Brussels

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Transport is one of Europe's strengths. European transport systems compare well in terms of efficiency with other developed regions of the World and they are an essential component of the European economy. Air transport alone accounts for 2.1% of combined gross domestic production (GDP) and supports 3.1 million jobs across the Union. While surface transport including road, rail and waterborne modes, represents 11% of GDP and provides 16 million jobs in Europe.

However, the sector faces major challenges. In terms of the environment the impact of transport systems on climate change and the pollution of the air, water resources and the soil must be minimised to protect public health and biodiversity.

Transport accounts for 30% of the total energy consumption in Europe and the vast majority of that consumption (98%) is derived from fossil fuels – in particular from oil. This dependence must be reduced and energy efficiency increased.

The enlargement of the EU in recent years has increased the total population of the Union by 27%, while the land surface is some 34% larger. People and goods need equitable access to mobility across Europe to ensure economic development and free movement of resources.

The competitive advantages of our transport industries need to be ensured and enhanced. And, of course, transport is an important element and contributor to many international agreements and key policies such as the Kyoto Agreement and its successors, trade, competition, employment, cohesion, security, maritime and the internal market.

To meet these challenges requires sustained and innovative responses. The White Paper on Transport *"European Transport Policy for 2010: Time to decide"*¹ and its Mid-term review² set out clearly those objectives to be addressed at a pan-European level. Research priorities for FP7 are based on these transport policy objectives and on support to industry competitiveness.

In many ways the Transport Horizontal Activities (TPT) work programme is a microcosm of the full Seventh Framework Programme (FP7) in its contribution to tackling the challenges outlined above. Cross-thematic and multi-disciplinary research areas are a common feature of FP7. The Horizontal Activities element of the Transport theme is fundamentally focused on achieving cross modal working and integration of transport systems that is inherently interdisciplinary and highly collaborative.

FP7 is also working to develop a better relationship between scientists and European citizens. The TPT work programme encourages activities to promote greater public engagement and dialogue in order to involve citizens and civil society in research and science policy. This is also an area where the Horizontal Activities work programme has a key role.

The Horizontal Activities also contribute to meeting the overarching objective for European research policy of developing an open, competitive and excellent European Research Area (ERA). The concrete actions taken are inspired by the common vision for ERA in 2020³ and are clearly orientated towards realising the fifth freedom of circulation of researchers, knowledge and technology within a European internal market for research.

The largest part of the FP7 budget is dedicated to the 'Co-operation' programme (more than €32 billion over seven years). Within that the 'Transport' theme is the third largest with a total budget for FP7 of €4160 million. This represents an increase on an annual funding basis of 60% compared to the Sixth Framework Programme (FP6) for transport research.

This book provides you with a concise overview of the projects selected for funding in the first two FP7 Calls for Proposals in the Horizontal Activities area, with a cumulative indicative budget of almost €26 million. As a proportion of the total transport research budget in this new area of activity is relatively small, but the value and impact of its actions to the research community and society in integrating the fruits of other research, disseminating and evaluating research results and helping realising the 'system of systems' necessary for the highly efficient future European transport system will be much greater.

András Siegler
Director, Directorate Transport (RTD- H)
Directorate-General Research (RTD)
European Commission

¹ COM (2001) 370 final

² Keep Europe Moving – sustainable mobility for our continent - COM (2006) 314 final

³ The ERA Vision 2020 was adopted by the Competitiveness Council on 2 December 2008, see doc. 16767/08. Transport Call 1

Horizontal Aspects of Transport Research in the Seventh Framework Programme (FP7)

The Transport Horizontal Aspects and Coordination Unit of the Directorate-General for Research is pleased to provide you with this booklet of descriptions of the 25 projects that have been funded following the first two Calls for Proposals of the Seventh Framework Programme on horizontal activities for the implementation of the Transport research programme (TPT).

The book starts with an introduction which gives an overview of the importance of cross-cutting research and integrating activities in this area for transport policy and its implementation in the European Union and beyond, the FP7 instruments, the general proposal evaluation and selection procedure as well as brief statistics on the two first Calls for Proposals and general information on the future Calls in this area.

For each project you will then find a short description of the state of the art, the objectives, the work planned during the project and the expected results. The contact details of the project coordinator and the membership of the project consortium are also provided. We hope that this information will be helpful to research policymakers, future project proposers who are looking to achieve an exhaustive state of the art, and stakeholders in the research community who want to identify ongoing research projects of interest to them or to identify potential partners for future collaboration.

The research projects are grouped under the nine activities of the Work Programme, in which funding was awarded for the first two Calls (some activities have not yet been covered by successful proposals under the first two calls for proposals):

- Socio-economic Research & Technology Foresight
- Integration of Transport Modes
- Cross-cutting Research
- Transport & Environment
- Safety and Security
- Strengthening the European Research Area & Encouraging Participation
- International Co-operation
- Exploitation, Dissemination & Awareness of RTD Results
- Evaluation of Results

This grouping of calls will continue in future FP7 calls.

To help you in identifying projects of interest you will find indexes by project acronym, project partner and FP7 instrument after the project descriptions themselves.

In addition, at the end of the booklet you will find contact details for the National Contact Points, whose role is to relay information on the Seventh Framework Programme to stakeholders in the European Union Member States. Finally, contact details of the people involved in the management of these projects in the European Commission are also provided.

As the commissioning editor of this publication, and on behalf of all my colleagues in the Horizontal Aspects Unit, I wish you an interesting exploration of the projects in this publication and look forward to continuing fruitful co-operation in the Seventh Framework Programme.

Arnoldas Milukas

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European Commission

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Transport: a European success story

The European transport system plays a key role in the safe movement of people and goods in a local, regional, national, European and international context. European transportation systems are, for the most part, modern, efficient and effective. Simultaneously, the transport system is essential to Europe's prosperity and closely linked to economic growth (see Box).

EU Transport System – Economic impact

Surface Transport

% EU-27 GDP	11%
Related jobs	16 million

Air Transport

% EU-27 GDP	2.1%
Related jobs	3.1 million

Across Europe, while passenger and freight volumes are steadily rising for all transport modes, safety is also increasing.¹

However, ways must be found to mitigate the negative impacts and consequences of increased mobility in relation to the environment, energy usage, safety and security and public health. The White Paper on Transport *'European Transport Policy for 2010: Time to decide'*² and its Mid-term review³ set out clearly those objectives to be addressed at a pan-European level. European research priorities are based on these transport policy objectives as well as on support to industry competitiveness.

Over recent years, the transport industry in Europe 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 Euro-

pean competitiveness, environmental and social agendas. It is a leading sector in the establishment of the competitive and knowledge-based European economy envisioned by the Lisbon Strategy and its successors including the Europe 2020 strategy⁴.

The European Technology Platforms set up in the Transport sector (ACARE⁵ for aeronautics and air transport, ERRAC⁶ for rail transport, ERTRAC⁷ for road transport and WATERBORNE⁸ for waterborne transport) have elaborated long-term visions and strategic research agendas which constitute useful inputs to the construction of a comprehensive agenda for the Transport sector as a whole and they complement and address the needs of policy makers and the expectations of society.

The recent global economic downturn has increased the need for knowledge-led responses to the challenge of global competitiveness. The European Economic Recovery Plan⁹, by implementing the Transport technology research element of the 'European Green Cars Initiative'¹⁰, is also helping to support the evolution of transport systems in Europe. This initiative will involve research on a broad range of technologies for road transport essential to achieving a breakthrough in the use of renewable and non-polluting energy sources, as well as in safety and mobility.

FP7 Transport programme

Launched in 2007 and spanning seven years, the Seventh Framework Programme (FP7), has given a €50 billion boost to research, development and innovation project in direct support of the Lisbon Strategy. On a yearly basis, the FP7 budget has almost doubled compared to the previous FP6 budget.

The largest part of the FP7 budget is dedicated to the 'Co-operation' programme with more than €32 billion of funding allocated over the seven years of the programme.

¹ http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/Passenger_transport_statistics

² COM (2001) 370 final

³ Keep Europe Moving – sustainable mobility for our continent - COM (2006) 314 final

⁴ http://ec.europa.eu/growthandjobs/index_en.htm

⁵ <http://www.acare4europe.org/>

⁶ <http://www.errac.org/>

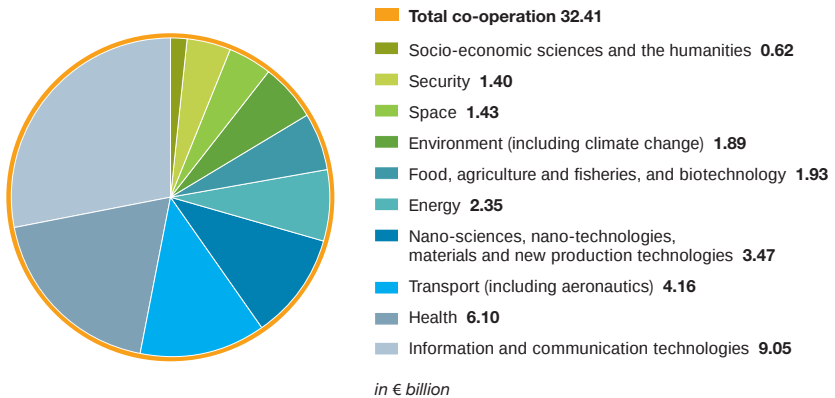
⁷ <http://www.ertrac.org/>

⁸ <http://www.waterborne-tp.org/>

⁹ http://ec.europa.eu/commission_barroso/president/pdf/Comm_20081126.pdf

¹⁰ <http://www.green-cars-initiative.eu/>

Figure 1. Proportion of funding under FP7 Co-operation across the 10 themes



Within this allocation, funding for 'Transport' projects is the third largest of the ten themes described under 'Co-operation' (see Figure 1).

The total funding under FP7 for transport is €4160 million over the duration of the programme. This represents an increase on an annual funding basis of 60% compared to FP6 for this theme.

In common with all the thematic programmes in FP7 the Transport Co-operation Programme aims to contribute towards promoting growth, sustainable development and environmental protection, including addressing the problem of climate change.

By funding excellent state-of-the-art research in key priority areas and pooling research resources, this work programme looks to boost R&D investments in Europe, fosters better integration of European research and raise research excellence.

Based on technological and operational advances and on the European transport policy, the transport theme will develop integrated, safer, 'greener' and 'smarter' pan-European transport systems for the benefit of all citizens and society, respecting the environment and natural resources. Its objective also includes securing and further developing the competitiveness of European industries in the global market.

The Transport theme in FP7 takes a holistic 'transport systems' approach in addressing the challenges by considering the interactions of vehicles or vessels, networks or infrastructures and the use of transport services. Such an approach requires the integration of new concepts, knowledge and technologies within a socio-economic and policy context.

Key policy drivers

For the current and future FP7 work programme, the following key policy drivers are taken into account when defining the transport theme strategy:

- Long term perspective of competitiveness and sustainability, by focusing on breakthrough technologies aimed at achieving step changes in the Transport system.
- Climate change and energy transition, by prioritising activities to reduce or eliminate CO₂ emissions, enhance energy efficiency, reduce dependency on fossil fuels, and adapt the Transport system to the effects of climate change.
- Broad societal changes in Europe and beyond, including demographic changes and social behaviour, by focusing research on enhanced safety and security, also involving end users in 'eco-safe-behaviours', and ensuring accessibility and efficient operation for all.

- Globalisation, external dimensions and international co-operation, by continuing research targeted to sustaining the sector's competitiveness, tackling global challenges, and co-operating with other countries in line with the specific issues of the Transport theme.
- Further development and implementation of European transport policy, as outlined in the White Paper and its mid-term review, by taking into account all subsequent related policy initiatives, such as maritime policy, inland waterways, rail freight development, intelligent transport systems, logistics and urban transport action plans, co-modality considerations, etc.
- Enhancing and strengthening the European Research Area (ERA), by supporting ERA-Net schemes, selecting topics with potential structuring effects and European added value, and enhancing training and mobility of researchers in line with the Growth and Jobs agenda.
- Joint Programming, by helping Member States and Associated States to engage in defining and implementing common research agendas, as a possible outcome of the pro-active approach in the Sustainable Development Strategy and the Marine and Maritime Research Strategy, as well as promoting synergy regarding the Clean Sky and Fuel Cell Hydrogen Joint Technology Initiatives.
- Coordination between themes that fund transport-related research, by a coherent programming, and by launching coordinated and joint calls going beyond mere complementarity of research activities.
- Galileo, by emphasising the need to make the maximum use of the services offered by this major new space infrastructure in the light of the new Community ownership of the programme.

The horizontal approach

Horizontal and cross-cutting activities

Effective transport solutions need inputs from many different technologies and scientific disciplines. Activities supporting cross-cutting thematic topics will focus on specific transport issues, for example security aspects as an inherent requirement to the transport system; the use of alternative energy sources in transport applications; and monitoring of environmental effects of transport.

The objective of the Horizontal Activities for the implementation of the Transport Programme Calls is essentially threefold.

1. Primarily, the calls under horizontal activities look to exploit the synergies that exist between air transport and the surface transport modes. Cross-modal and inter-modal synergy and compatibility are key elements for project funding.
2. The work programme seeks to make a significant contribution to the common objectives of advancing competitiveness in the transport sector in Europe.
3. The programme works to anticipate and respond to the socio-economic and environmental challenges that face the European transport system.

In reality this means that the programme seeks to construct an integrated systems approach (effectively a system of systems) that considers the full range of interactions between vessels and/ or vehicles, networks and infrastructure, and how people and enterprises actually use transport services.

This approach requires, by its inherent nature, an interdisciplinary effort and technology integration that is able to effectively and efficiently combine different concepts, a wide range of different scientific, technical and social science disciplines, as well as diverse technologies within a socio-economic and policy context.

This integrated and holistic approach aims to interweave the various transport modes into a seamless European transport system of systems that provides excellent, user-friendly and innovative services to travelers as well as comfort, safety and security, and delivers the optimally efficient transport of goods.

To achieve a successful integration of currently separate systems requires topics such as co-modality for passenger transport and freight to be addressed. In particular, the Horizontal Activities are addressing intermodality in transport and, in general, issues that are common or affect more than one transport mode.

There is also the need to evaluate the impact of previous research actions in the field of transport, particularly for the user community, and to increase public awareness and understanding of the challenges facing the transport system and the contribution that research and the development of new technologies can make to society.

In summary, all activities of a policy and socio-economic character for implementing the Transport programme, including the integration of transport modes and cross-cutting research, are at the core of the Horizontal Activities. These activities will:

- Address socio-economic research and technology foresight aimed at identifying innovation-driven markets and mapping common research and demonstration needs, as well as emerging policy needs and international research and innovation patterns.
- Strengthen links and integration, and identify mutually interesting, cross-cutting research areas across Transport modes and research communities. Such actions will be based on strategy needs, enhancing cross-fertilization of technologies, approaches and solutions, and thus maximising the impact of research funding.

- Analyse the state of ERA development within the Transport domain, establishing a base of evidence, identify new opportunities to overcome fragmentation and support the achievement of the ERA objectives.
- Encourage participation of all Member and Associate States up to the maximum of their capabilities, with special attention to weaker players.
- Reinforce dissemination and awareness of research results to ensure the widespread take up and use of European-funded R&D outcomes.

Seventh Framework Programme: Horizontal Activities funding instruments

The instruments most commonly used in the Horizontal Activities area are level 1 CPs – i.e. small or medium-scale focused research projects (CP-FP) with a maximum requested European Community contribution of up to €1.5 million.

Coordination and Support Actions (CSA-CO and CSA-SO) are the other main funding instrument used in these calls. In addition similar instruments such as Research for the benefit of Civil Society Organisations (CSOs) and Specific International Co-operation Actions (SICA) were the subject of one call topic each in the 2008 call.

Collaborative Projects (CP-FP or CP-IP)

This comprises research and technology development activities that range from basic research to the validation of concepts at component or sub-system level in the appropriate environment through analytical and/or experimental means. The objective of these upstream research activities is to improve the technology base with proven concepts and technologies which could eventually be inte-

grated and validated at a higher system level. The number of partners in such a project is typically below 20 and the total cost below €10 million. This instrument is similar in concept to the Specific Targeted Research Projects (STREPs) instrument used in FP6.

Coordination and Support Actions (CSA-CA or CSA-SA)

Coordination and Support Actions do not involve explicit research actions.

Coordination Actions (CSA- CA)

The aim of the CSA-CA is to coordinate research activities and research policies. In many cases, the project consortium maintains an updated state of the art for the

defined research sector and recommends a research strategy in order to fill the perceived research gaps. This instrument can be used for most of the topics for CP-FP (Level 1) and can be viewed as similar to Coordination Actions (CA) instrument in FP6.

Support Actions (CSA-SA)

The CSA-SA can cover a broad spectrum of activities. These can be studies, actions to support the participation of SMEs in the Framework Programme, to improve the co-operation with International Co-operation Partner Countries, and or to support the organisation of conferences at European level.

Table 1. 2007 TPT Call

Topic	Funding scheme
TPT.2007.1 Optimisation and integration of R&D efforts for transport of passenger by 'co-modality'	CP, CSA-SA
TPT.2007.2 Optimisation of an integrated chain for freight transport logistics by 'co-modality'	CP, CSA-SA
TPT.2007.3 Transport contribution to improve competitiveness of European tourism	CSA-SA
TPT.2007.4 The connected traveler in the city, region and world of tomorrow	CP
TPT.2007.5 Raising Citizen Awareness of Transport Research in Europe	CSA-SA
TPT.2007.6 Evaluation of the impact of FP5 and FP6 projects in the field of Transport	CSA-SA
TPT.2007.7 Development of methodology for the evaluation of FP6 performance in the field of Transport Research (Aeronautics and Space and Sustainable Surface Transport)	CSA-SA
TPT.2007.8 Development of a methodology for monitoring the expected impacts of FP7 Transport projects	CSA-SA
TPT.2007.9 Trans-national co-operation among NCPs	CSA-SA

FP7 implementation

The evaluation and selection process for Transport

All proposals were evaluated under a one-step submission procedure. Following the deadline of a Call for Proposals, a first eligibility check is performed. Eligibility conditions are explicitly spelt out in the Call text: for example, a maximum level of EC funding that cannot be exceeded.

The resulting eligible proposals are evaluated by independent evaluators who are recognised experts in the relevant fields.

Every proposal is initially evaluated independently by at least three evaluators, against three predetermined evaluation criteria, which have been published:

- Scientific and technological excellence;
- Quality and efficiency of the implementation and management;
- Potential impact through the development, dissemination and use of the project results.

For each evaluation criterion, the marks range from 0 and 5 with a threshold of 3, below which the project will not be considered for funding. Proposals with overall total marks below 10/15 are also rejected for funding. Each evaluator registers his marks in an Individual Evaluation Report (IER).

Once the individual evaluations have been completed, the evaluators hold a consensus meeting where they share their views and agree on the common marks and comments to be noted in the Consensus Report (CR). This meeting is moderated by a Commission representative who ensures that the different views can be expressed freely and a consensus is found in a fair way. A Final Panel then itemises all the proposals and produces a ranked list. All projects that have passed individual thresholds and have an overall grade of at least 10 are eligible for funding.

However, the budget available is often not enough to fund all the projects, so only the top ones will, in effect, be funded. Following the outcome of the final panel meeting, minor adjustments can be made to the CRs which then become the Evaluation Summary Reports (ESR), to be sent later to the proposal co-ordinator.

2007 and 2008 Calls

An overview of the 2007 and 2008 Calls are given in Tables 1 and 2 respectively.

The 2007 call (FP7 – Transport (TPT) – 2007 – RTD – 1) was published on 22 December 2006 with an indicative budget of €12 million and a deadline of 3 May 2007.

The 2008 Call (FP7 – Transport (TPT) – 2008 – RTD – 1) was published on 30 November 2007 with an indicative budget of €14.65 million and a deadline of 7 May 2008.

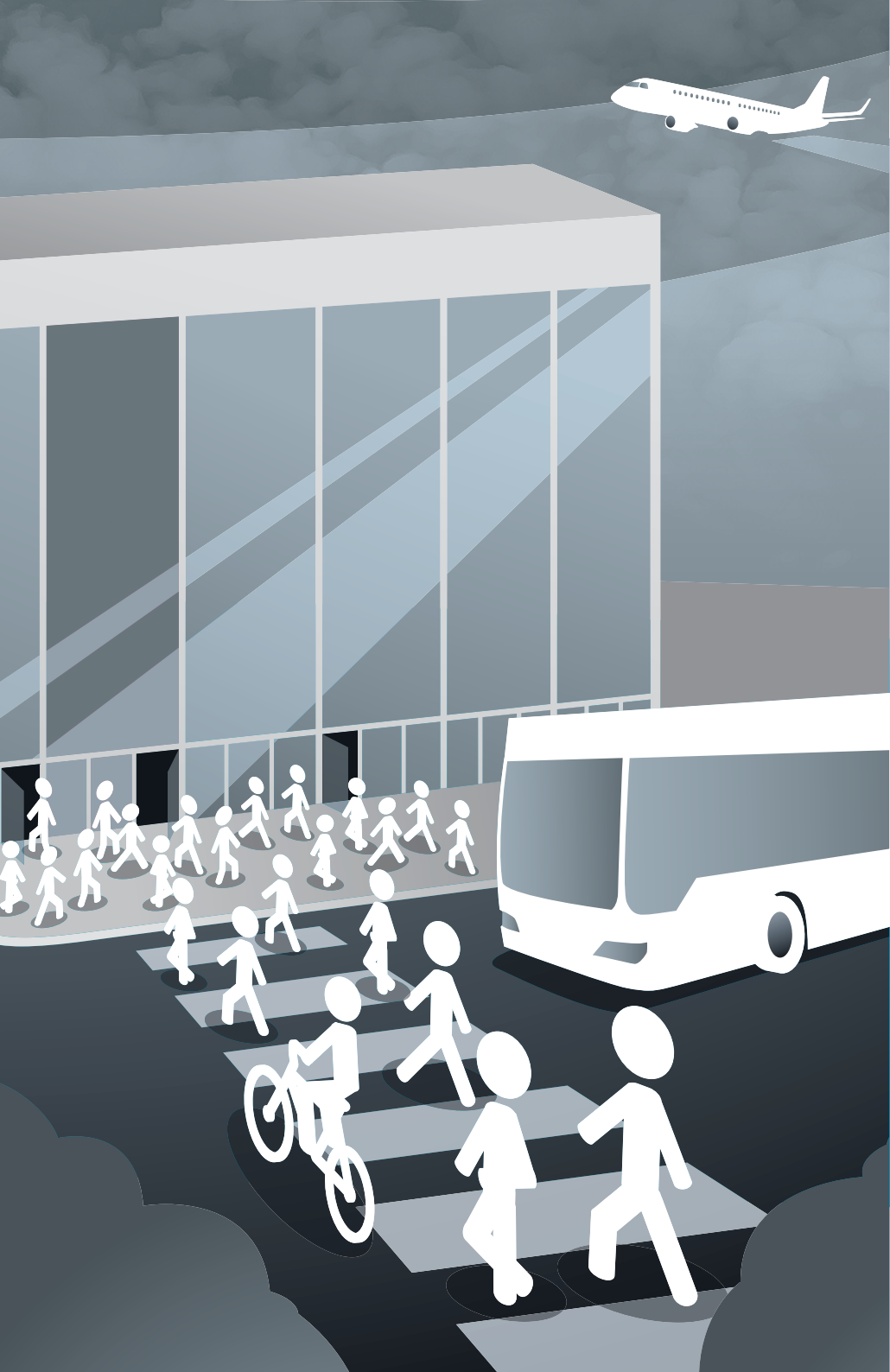
Current and future FP7 calls

There was no call in the Horizontal Activities area in 2009 but a third call (FP7-Transport (TPT) – 2010 – RTD – 1) was published on 30 July 2009 with an indicative budget €6 million and a closing date for submission of proposals of 14 January 2010.

Three further calls under the Transport theme are envisaged for 2011, 2012 and 2013.

Table 2. 2008 TPT Call

Topic	Funding scheme
TPT.2008.1 Assessing disruptive effects of extreme weather on operation and performance of the EU transport system	CP, CSA-SA
TPT.2008.2 The climate-friendly travel choice in the city, region and world of tomorrow.	CP
TPT.2008.3 Lead markets for zero greenhouse gas emission transport systems	CSA-SA
TPT.2008.4 Impact assessment of transport research funding in Europe on the environment (air, water and soil).	CSA-SA
TPT.2008.5 Techno-economic analysis per mode and combined to meet EU GHG emission reduction targets at time horizon 2020 and beyond	CSA-SA
TPT.2008.6 Optimisation and integration of R&D efforts for transport of passenger by 'co-modality'	CP, CSA-SA
TPT.2008.7 Support to Small and Medium Enterprises	CSA-SA
TPT.2008.8 Assessing, analyzing and defining strategies for realizing new Member and Associated States' potentials in transport research	CSA-SA
TPT.2008.9 Prospective study on upcoming global competitors for European transport industry, targeting manufacturers and hi-tech service providers.	CSA-SA
TPT.2008.10 Exploring future technology paradigms beyond 2050	CSA-SA
TPT.2008.11 Communication of Framework Programme results for transport research	CSA-SA, CSO
TPT.2008.12 Raising Citizen Awareness of Research results for Climate-friendly Transport Systems	CSA-SA, CSO
TPT.2008.13 New mobility/ organizational schemes: interconnection between short and long-distance transport networks.	CP, CSA-SA
TPT.2008.14 Fostering coordination between national and European RTD strategies and programmes on climate-friendly transport and mobility	CSA-SA
TPT.2008.15 Cross-fertilisation of Alternative Fuels Research across all transport modes	CSA-SA, CSA-CO, SICA
TPT.2008.16 Studies supporting FP7 mid-term review and indicators' trends (time horizon 2020)	Call for tender



CONCERTOUR

Concerted Innovative Approaches, Strategies, Solutions and Services Improving Mobility and European Tourism

State of the Art - Background

Tourism is a diagonal sector which involves many types of services and professions that are interrelated with each other and with other economic sectors and policy areas. The role of transport as a lever for sustainable development and competitiveness in European tourism is certainly of major importance. Actions from an integrated/concerted approach are needed - for example where the destination is placed in the middle of a network of relationships with other local tourism attractions in the surrounding environment - by developing door-to-door transport and effective co-modality. Accessibility is key for success in tourism competitiveness and is one of the criteria for ranking a tourist's experience.

There is a need for new policy and investigation on transport supplies where new initiatives are required to make destinations accessible. Due to very limited supply matches with accessibility needs, a large share of tourist demand and turnover remains unexploited. Literature has revealed that many of those requesting accessibility do not travel because of the many obstacles along the service chain. The redesign of tourism services will create opportunities and competition advantages, as well as greater employment.

Objectives

The main objective is to develop new concepts to reduce the adverse impact of the transport system on European tourism via an integrated and co-modal approach, taking into consideration the specific needs of travellers, as well as the socio-economic and environmental input destinations affected.



The project identifies concerted solutions aiming at removing the barriers and creating the conditions for the provision of value added transport services (e.g. institutions/instruments facilitating the coordination between governmental departments in the planning phase, tourism travel plans, pricing policies and technical standardisation) and improving competitiveness within the transport industry.

The CONCERTOUR Community has been set up with the aim of stimulating an exchange of information and dialogue among stakeholders (from both public and private sectors) by creating a stable and active interface. The CONCERTOUR Community aims at strengthening convergence between policies and results from different DGs of the European Commission.

Description of Work

The work is structured into six work packages (WP).

WP1: Project coordination and quality assurance. A contingency plan will be issued at an early stage in order to prevent potential risks.

WP2: Setting the scene. This diagnostic phase includes a state-of-the-art review on current drivers of tourism and transport and their interaction, identifying gaps in knowledge, etc.

WP3: Emerging needs of tourism segments: identifying needs in terms of transport facilities by integrating the tourism market and

transport supply as much as possible with an effective tourism flow, especially in historical cities and at large events.

WP4: Supply side: measures to increase tourism competitiveness in Europe by enhancing the sustainable competitiveness of tourism, and making tourist destinations and their accessibility more attractive.

WP5: Interaction with stakeholders: creating the CONCERTOUR Community that includes stakeholders from both tourism and transport sectors.

WP6: Action plan and policy implications. One of the project tools, the handbook, will generate added-value solutions to remove potential barriers to tourism competitiveness. The action plan is a policy document which will provide concrete indications at different levels (local, regional, national, EU and non-EU) on existing practices and their level of transferability, or it will recommend a new framework for research.

Expected Results

For society: a co-modal transport will lead to the provision of high-quality integrated services contributing towards rebalancing the use of transport modes with positive impacts on the environment.

For the tourism and transport industry: increased efficiency might stem from the adoption of new transport solutions by transport and travel service suppliers, leading to a decrease in suppliers' costs.

For the tourists: a reduction in supplier's costs is likely to have a downstream effect in the transport prices, generating a positive economic impact on the tourism market.

Acronym:	CONCERTOUR		
Name of proposal:	Concerted Innovative Approaches, Strategies, Solutions and Services Improving Mobility and European Tourism		
Contract number:	213372		
Instrument:	CSA – SA		
Total cost:	652 199 €		
EU contribution:	652 199 €		
Call:	FP7-TPT-2007-RTD-1		
Starting date:	01.01.2008		
Ending date:	30.09.2009		
Duration:	21 months		
Website:	http://concertourproject.eu/		
Coordinator:	Mr. Massimo Marciani FIT Consulting srl Via P. Acciaresi, 8 IT 00157 Rome		
E-mail:	marciani@fitconsulting.it		
Tel:	+39 06 77591430		
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	Impact Consulting srl	RO	
	Institut National de Recherche sur les Transports et leur Sécurité	FR	

CLOSER

Connecting LOnG and Short-distance networks for Efficient Transport

State of the Art - Background

The existing transport system still remains far away from that concept. The interface between long and short-distance transport in a door to door trip remains frequently as the weak link in the transport chain for both, passengers and freight. This situation favours the choice of uni-modal solutions by users, and jeopardizes the development of more competitive, and more sustainable, transport chains.

The result is that door-to-door services- provided by road transport (cars for passengers and trucks for freight) largely remain the dominant mode in European transport, and that alternative modes only prosper in particular situations (such as high-value travel, congested corridors or very long-distance transport).

Although interfaces have received a lot of attention in the past from decision-makers, operators and users, and there are already a significant number of success stories, there are difficulties to develop a more systematic approach to their design and operation. To be successful, interfaces need a high degree of cooperation among many stakeholders.

Objectives

The purpose of CLOSER is to build upon existing research and practice, developing innovative tools for the analysis of interfaces, check these tools in a number of case studies, and make concrete recommendations to stakeholders in order to get:

1. A more systematic approach to the whole project cycle of interfaces (from planning to design and operation).

2. Concrete guidelines for decision makers in order to cope with the challenges of a particular project, and to get the most from the opportunities that each project offer in the areas of transport, spatial and economic development.
3. A friendlier regulatory environment; fostering cooperation and supporting better integrated interfaces.
4. Improved mechanisms for financing those concepts with a higher degree of integration (including EU's funding schemes).
5. In-depth involvement of stakeholders, and particularly of transport operators.

Description of Work

The CLOSER work plan features 6 main working areas, including a dedicated Dissemination WP. Detailed descriptions of each WP are presented at the end of this section.

Emerging mobility schemes.

A depp review of previous research results will be undertaken, and the identification of the emerging mobility trends in long-distance transport in Europe for both, passenger and freight. The WP should focus on the implications of these mobility trends for the urban/interurban interface and the 'last mile'.

Categorization of the urban/interurban interface.

The main objective is the definition of a set of indicators in order to characterize the more relevant interfaces between short and long-distance transport, both for passenger and freight transport. Indicators should reflect:

- a) Organisational and institutional aspects;
- b) Users aspects;
- c) Environmental aspects.

Based on these indicators, a structured representation of interconnections and interfaces

will be developed, forming the basis for a set of typologies of interfaces that will be retained for further work.

Towards a coherent decision-making framework.

Within this topic, a coherent, collaborative decision-making framework will be outlined, streamlining the D-M process, and making it able to approach the urban/interurban link problem at an early planning stage in every possible context. To do so, an identification of key actors in the project cycle for each of the interface typologies (including, if relevant, differences among countries) will be undertaken.

Case studies.

Previous topics will establish the framework for the selection and analyses of case studies (5-10), so that they cover a broad range of situations in both, freight and passenger transport in various EU member states.

Recommendations.

These recommendations will be aimed at establishing new mobility schemes and related organisational patterns at the interface and interconnection between long distance transport networks and local/regional transport networks of all modes and for both passenger and rail transport in order to facilitate cooperation and interaction among the various public and private actors involved. It will also address the institutional or legal requirements as well as barriers for implementation and give recommendations for transferring recommended schemes within the EU. Finally, future requirements and actions to be taken will be proposed.

Dissemination.

Activities are aimed at promoting the project results, improving access to useful inputs from other relevant projects and organisations, ensuring that the achievements are towards improving the acceptance and subsequent exploitation of the project results by end-users, guaranteeing that the project is exploited to its full potential.

Expected Results

Research will contribute to address the topics mentioned above, offering design criteria and management improvements in order to improve transport chains and to keep alive EU and national transport strategies based on the development of further co-operation among transport modes and the improvement of the whole transport chains. Expected results are:

1. Identify new mobility patterns, to properly characterize emerging mobility schemes and their particular needs in the long/short distance interface.
2. Develop relevant tools for an adequate categorization of each case, and for the identification of key elements, which could optimise the urban/interurban link.
3. Streamline the decision-making process, avoiding the danger of piece-meal decisions, and encouraging cooperation among agencies.

Acronym: CLOSER
Name of proposal: Connecting LOnge and Short-distance networks for Efficient tRansport
Contract number: 234180
Instrument: CP – FP
Total cost: 1 942 810 €
EU contribution: 1 499 887 €
Call: FP7-TPT-2008-RTD-1
Starting date: 01.01.2010
Ending date: 30.12.2012
Duration: 36 months
Coordinator: Dr. Eva Ruiz-Ayúcar Berlinches
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 Valtion Teknillinen Tutkimuskeskus FI
 Centrum dopravního výzkumu, v.v.i. CZ
 Centre for Research and Technology Hellas GR
 Vilniaus Gedimino Technikos Universitetas LT

HERMES

High Efficient and Reliable arrangeMEnts for croSs-modal transport

State of the Art - Background

In the past, intermodality has mainly been understood as related to the transfer of passengers between vehicles. Efforts have been undertaken in order to develop an intermodal infrastructure like railway stations at airports and transfer points with optimised transfer ways but a fully integrated infrastructure has been an exception so far. The German AIR-rail (LH, DB, Fraport) system or the French Thalys-Air France co-operation show that integrated services are generally manageable.

On the demand side it is still unclear what level of intermodality has been achieved. No proper measurement of intermodal behaviour and no integrated statistical demand database exist, which could identify intermodal trips on a European level. This is mainly the outcome of the usually applied 'modal view': transport statistics or surveys focus chiefly on single modes and do not consider the underlying journeys that are often a combination of an access mode, one or more long-distance modes and an egress mode. Thus, it must be stated that the users' requirements in terms of intermodality have not so far been fully identified. Even the integrated concept of level of service is not fully matured and its implementation is hardly found.

Objectives

HERMES will be explicitly focused on enhancing cross-modal transport arrangements aiming at exploring and thus developing prototypes of new business models for interconnectivity. Therefore, this project will analyse the existing connections and will further evaluate the level of interconnectivity in the passenger terminals where short and long-distance transport networks cross and where fluidity between crossing networks should

ensure the maintenance of the level of service when the passenger is transferred from one to the other. Prototypes of business models are examples that represent core aspects of a business, including purpose, offerings, strategies, infrastructure, organisational structures, trading practices, and operational processes and policies. The conceptual Figure 1 below represents the building blocks of a business model, and provides an illustration of the concept and how it should be structured.

The objective of HERMES is the development and analysis of new mobility schemes and related organisational patterns at the interface and interconnection between long distance transport networks and local/regional transport networks of all modes. The aim of HERMES is to develop prototypes (i.e. examples) of suitable business models for intermodal or interconnecting services that will contribute to build sustainable mobility solutions.

Description of Work

HERMES will consist of seven work packages, each of which disaggregates in several specialised tasks. There will also be two entire work packages indicated as 'WP0.x' explicitly dedicated to management and coordination of the project, as well as dissemination and exploitation of the results obtained. Also, within the scope of WP0.1, the overall articulation between the project leader, the European Commission, project consortium members, members of the advisory board and stakeholders will be fulfilled. Thus, the HERMES work packages can be briefly specified as follows:

WP0.1 Overall management and quality control

WP0.2 Dissemination and relation with stakeholders

WP1 State of the art on cross-modal transport arrangements

WP2 Cross-modal transport prototypes

WP3 Regulatory and legal requirements

WP4 Interoperability barriers

WP5 Case studies (validation of prototypes)

WP6 Good practices on cross-modal transport arrangements

Expected Results

The impact of HERMES is very high on achieving fluid mobility chains with a clear contribution to the quality perception of passengers.

The analyses will embrace:

- interfaces and interconnections between different modes, such as long-distance rail/urban transport or air/rail;

- interfaces and interconnections between different types of services of the same mode, such as long-distance rail services/regional rail services or urban bus/express coach;
- interfaces and interconnections between high capacity mode and low capacity, such as long-distance rail or coach/taxis, etc.

A major impact will be the preparation of a final handbook with good practices that will enable the concrete dissemination of new knowledge achieved through the development of case studies. Impact on industry and society at large is ensured through the participation and support of industry members in the case studies and also on the advisory board.

Acronym:	HERMES	
Name of proposal:	High Efficient and Reliable arrangeMEnts for croSS-modal transport	
Contract number:	234083	
Instrument:	CP – FP	
Total cost:	1 838 284 €	
EU contribution:	1 256 939 €	
Call:	FP7-TPT-2008-RTD-1	
Starting date:	01.01.2010	
Ending date:	31.12.2011	
Duration:	24 months	
Website:	http://193.136.139.52/joomla/hermes/	
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	Centre for Research and Technology Hellas	GR
	University of the Aegean	GR
	Centre National de la Recherche Scientifique	FR
	STRATA Gesellschaft für Daten- und Informationsmanagement mbH	DE
	University of Genova	IT
	University of Pardubice	CZ
	Universidad Politécnica de Madrid	ES

INTERCONNECT

Interconnection between Short and Long-Distance Transport Networks

State of the Art - Background

INTERCONNECT is concerned with the role of local and regional interconnections in the context of the growing importance of long-distance passenger journeys in Europe. Effective interconnection between individual legs is a necessary feature of a significant proportion of passenger journeys, particularly those journeys which contribute most to regional and national economies. Poor interconnectivity among different transport networks may compromise the objectives of integration of the TEN-T network investments and policy measures.

Objectives

INTERCONNECT will examine the function of local, regional and intermodal transport interconnections where they form part of longer distance and interregional passenger journeys in Europe, in order to address the potential for greater economic efficiency and reduced environmental impact. Factors to be investigated include integration, co-operation and, where appropriate, competition in the provision of local connections across all transport modes.

Effective interconnection requires the provision of integrated networks and services which are attractive to potential users and this is likely to require co-operation among a range of transport authorities and service providers in the public and private sectors.

INTERCONNECT focuses, in particular, on those journeys that might benefit from more effective interconnections between different transport modes and services, and on those journeys where effective interconnection is currently hampered by institutional barriers, lack of investment or failure to innovate.

The project aims to identify the extent, impact and causes of poor interconnectivity, then to



identify existing good practices and potential solutions, and to analyse these good-practice case studies using appropriate methods.

INTERCONNECT will show how local and regional transport interconnections could benefit from a more enlightened approach.

Description of Work

The first step is to define the problem and methodology to be employed in the project, including an analysis of the role that EU and national policies currently play in improving interconnectivity, as well as an assessment of the role these and other policies could play.

Next, the project will identify potential solutions from literature and a first set of case studies in order to define the mechanisms for improving interconnectivity between different network scales (local and regional) and between road, rail, maritime and air passenger modes of transport.

There will follow an in-depth analysis of these solutions through a second set of case studies to identify their benefits and possible barriers to their implementation. The results from these case studies, together with an assessment of the impact of improving local and modal interconnections at European level, will help define a 'tool kit' with a list of potential solutions for improving interconnectivity and a set of criteria for the applicability of specific solutions in particular situations.

The findings will be disseminated widely in order to promote the adoption of best practices identified.

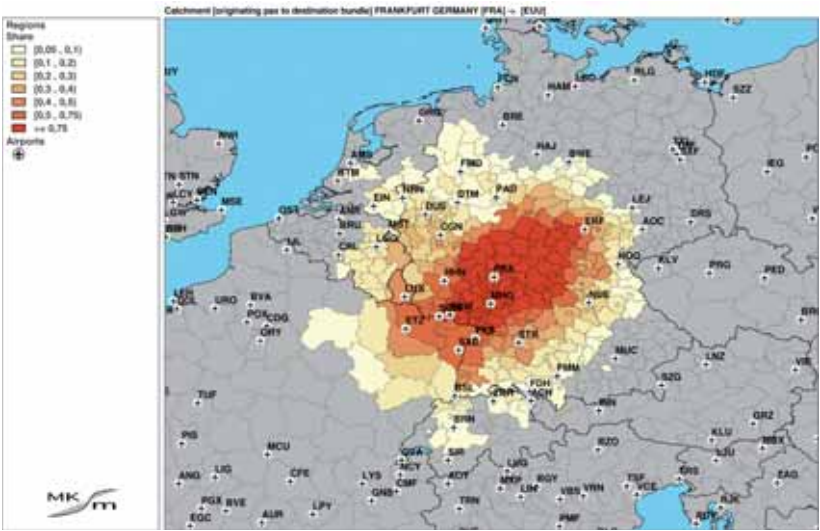
Expected Results

The project outcome will focus on a number of recommendations, in particular:

- providing new or improved infrastructure or services, such as new multimodal interchange facilities, specialist distribution networks with local hubs, dedicated feeder services;
- removing barriers to effective competition, such as monopolistic ownership or franchising of infrastructure or services, market domination by established operators, barriers to the entry of new competitors;
- removing barriers to effective integration of public transport services, such as restrictions designed to avoid anti-competitive practices and which limit or forbid the joint planning or marketing of services or ticketing initiatives;

- encouraging the integration of services, for example by means of joint ticketing, integrated timetabling, sharing real-time information on service status, joint marketing of integrated services;
- removing barriers to consistent travel information across modes;
- harmonising infrastructure pricing policies to remove barriers to effective competition in the international travel market;
- removing restrictions on the inclusion, in appraisal frameworks, of the benefits of integration.

By demonstrating the application of appropriate analytical tools the project will advance the state of the art in this field of analysis.



Acronym:	INTERCONNECT	
Name of proposal:	Interconnection between Short and Long-Distance Transport Networks	
Contract number:	233846	
Instrument:	CP – FP	
Total cost:	1 947 129 €	
EU contribution:	1 491 927 €	
Call:	FP7-TPT-2008-RTD-1	
Starting date:	01.06.2009	
Ending date:	31.05.2011	
Duration:	24 months	
Website:	http://www.interconnect-project.eu	
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	TetraPlan A/S	DK
	TRT - Trasporti e Territorio srl	IT
	University of Leeds	UK
	Uniwersytet Gdański	PL

i-Travel

i-Travel the connected traveller



State of the Art - Background

i-Travel was developed from the observation that the current market of online travel services is fragmented, most of the services only cover the pre-trip planning phase and many of the services cannot exchange information.

The vision was to allow the provision of end-to-end travel services covering the complete range of pre-trip planning, on-trip assistance and post-trip evaluation services. This should include any type of transportation means, providing information and services with different geographical coverage ranging from international air or rail transportation to local road or public transport services. In addition, the vision has to acknowledge the already existing services that are more or less vertically integrated with different geographic coverage and commercial policies. Therefore the idea was to build on such existing services and develop a set of rules, standards and best practices allowing each service or information provider to 'expose' their service on the eMarketplace where they can be 'consumed' by software travel agents.

i-Travel does not intend to build a centralised platform or database where all information or services will reside as this was considered not feasible, both from a technical and commercial point of view, and against the interest of existing service and information providers.

Objectives

i-Travel's main technological objective is to investigate the use of a Service Oriented

Architecture (SOA) in the travel and transportation field of applications. The use of such a Service Oriented Architecture strategy facilitates and enhances the take-up of the i-Travel eMarketplace.

The specific objectives of the i-Travel project are:

- to describe a 'snapshot of existing travel and transport services, technologies and stakeholders';
- to identify the main traveller scenarios, multimodal-use cases of i-Travel service platforms and requirements;
- to describe main stakeholder operational and business processes and the required co-operation;
- to evaluate standardised technological and architectural options for the i-Travel service platform to enable delivery of context-aware services;
- to create organisational models and business tools for the i-Travel supplier community, and begin acquisition of first community members;
- to make a feasibility and risk assessment, and propose a 'roadmap for seamless travel services' which sets out the milestones and development targets along the path towards deployment;
- to present 'virtual demonstration' of i-Travel results, and identify scenarios and strategies for i-Travel demonstrations in major European cities and cities in developing countries.

Description of Work

General business and institutional conditions will be analysed across European travel information markets. Today's technologies for traveller services will be reviewed. Requirements of the various profiles and scenarios of travellers who will be using these services will be described. The i-Travel project will analyse the aims, use cases and processes of the stakeholder groups.

In addition, obstacles to setting up online traveller services will be identified and potential solutions suggested, where required. Based on these analyses, a service framework will be developed which in turn will serve as the starting point for the demonstration concept. To present the different elements of these results in the most realistic way, and in order to have a tool for assessing user response, a 'virtual demonstration' will be created using the results of the various work packages. This will show how the personal travel assistant service might look on a user's portable terminal. It will also show the dynamics of the end-to-end service chain, as it extends from a travel-information or travel-service provider, via the i-Travel eMarketplace, to the traveller's agent who requests the service on the traveller's behalf.

Expected Results

A variety of stakeholder representatives will be involved in order to reach as high an acceptance rate as possible. The result will be a sustainable base for further technical development on a solid business basis with a reduced risk of failure.

The following deliverables will be achieved:

D1.1: i-Travel state of the art - a comprehensive collection of the current state of the art in travel services.

D2.1: Requirements and use cases - a review of the use cases that will be employed in the i-Travel concept.

D3.1: Process Analysis, Collaboration Environment and Service Assessment - a new business process will be suggested enabling partner companies to adapt their services for the i-Travel concept.

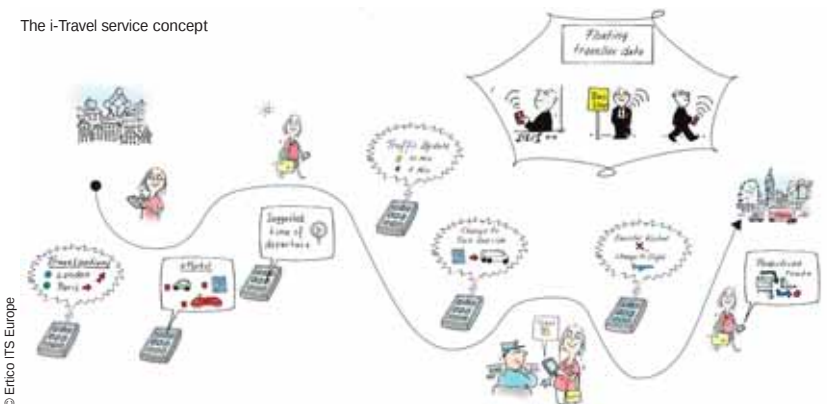
D4.1: High-level Architecture - a suggested architecture for the i-Travel platform.

D5.1: Conditions and outlook for establishing the suppliers' community - a review of the structure of the eMarketplace along with suggested terms of reference.

D6.1: Feasibility study and development roadmap of the i-Travel eMarketplace concept - a suggestion and roadmap to implement a reference implementation of the i-Travel concept. This is a key deliverable that will set the framework for real-world implementation.

D7.1: i-Travel virtual demonstrator strategy and recommendations - a demonstration that reflects the i-Travel concept.

The i-Travel service concept



Acronym:	i-Travel	
Name of proposal:	i-Travel the connected traveller	
Contract number:	212785	
Instrument:	CP – FP	
Total cost:	2 200 000 €	
EU contribution:	1 400 000 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.01.2008	
Ending date:	30.06.2009	
Duration:	18 months	
Website:	http://www.i-travelproject.com/	
Coordinator:	Mr. Paul Kompfner	
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	Centre for Research and Technology Hellas – Hellenic Institute of Transport	GR
	Deutsches Zentrum für Luft- und Raumfahrt e.V.	DE
	LogicaCMG Nederland B.V.	NL
	MIZAR Automazione S.p.A.	IT
	Oracle Belgium N.V.	BE
	Tele Atlas N.V.	NL
	Vialis Public Transport B.V.	NL
	ALTEA Italia srl	IT
	Vlaamse Overheid – Dept Mobiliteit & Openbare Werken (Flanders Gov – DoT)	BE
	Istituto Superiore Mario Boella	IT
	NAVTEQ B.V.	NL
	Planung Transport Verkehr AG	DE
	Technolution B.V.	NL
	Nederlandse Organisatie voor toegepast-natuurwetenschappelijk onderzoek	NL
	Ygomi Europe Kft	HU
	Amadeus SAS	FR

KOMODA

Co-modality - towards Optimised Integrated Chains in Freight Transport Logistics

State of the Art - Background

While there has been a great amount of research performed in the area of transport interoperability as well as related ICT system integration, there is further room for investigation at a higher level - a systems approach favoured by logisticians, where any transport activity is viewed in the context of entire supply chains and networks. Efficiency at this level is different from the uni-modal or even intermodal view of transport operations and fully conforms to the principles of co-modality.

The KOMODA project is presented as an answer to the research objectives launched by call TPT 2007.2 concerning the optimisation of the logistics chain through co-modality. More precisely, KOMODA's objective is to produce a roadmap, with associated action plans, to nurture an integrated e-logistics platform by and between modes of freight transport across Europe. Such a platform must comply with a series of basic requirements: it has to be based on open standards, usable by any concern, able to communicate freely between existing applications and allow the integration of legacy systems and future development. Several such IT logistics platforms are currently in use, but mostly consist of private company applications, which are not connected and not even compatible.

Objectives

The KOMODA project is going to bridge the gap between the development of large, usually bespoke, e-logistics applications, developed by large enterprises such as General Motors, Outokumpu or the supermarkets, and an open standardised e-logistics system that achieves integration but in a many-to-many, multiple vendor and client model.

KOMODA will evaluate and propose actions to release the power of integrated e-logistics for a greater number of companies (including SMEs) in Europe, and do so in a co-modal fashion that recognises the need to utilise modes such as road and air, improve accessibility to systems and services at the periphery, and improve competitiveness.

The final objective is the preparation of a coherent roadmap - a set of technical, economic and policy steps that are necessary and feasible for the development of co-modality in Europe. The formula provided should be implemented beyond the project, realising the potential of the public and private stakeholders working in partnership to further increase the efficiency of European industry, create jobs and stimulate growth while respecting societal and environmental needs.

Description of Work

KOMODA is key in developing the intermodal and uni-modal architectures, standards, platforms and applications already developed for a co-modal future. This will be done by analysing how well they perform in the first work package (WP1), how well they meet the needs of logistics clients and operators (WP2), the obstacles and opportunities extant in Europe today (WP3) and preparing a clear, validated roadmap based on qualitative and quantitative research (WP4).

KOMODA, via its activities, and more specifically in WP5, will also seek to break some common cultural approaches in order to stimulate dialogue and common knowledge about the overall transport global situation and future scenarios which must be faced with new co-operative schemes, solutions and approaches in order to ensure that the overall transport network will be sustainable.

KOMODA will follow a bottom-up approach, with a strong involvement with freight industry stakeholders. The work will include a wide Delphi survey amongst the logistics chain stakeholders to obtain a comprehensive picture of available e-logistics applications used in transport operations, their sources, availability, functionality and use by companies. Obstacles and opportunities will be identified for finally developing a structured and coherent action plan for innovation and change leading towards an integrated e-logistics, Europe-wide system.

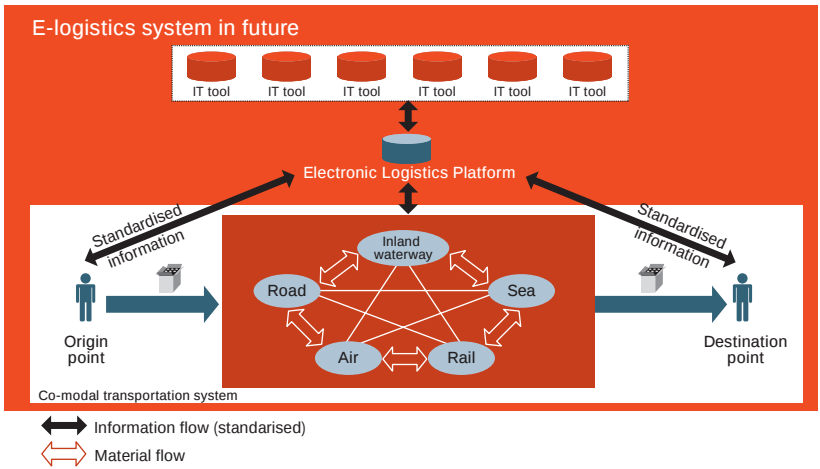
Expected Results

A roadmap for innovative e-logistics solutions (and the associated organisational and business models) will be defined under common specifications and design activity. These will also cope with the different regulatory, administrative and management policies.

KOMODA has brought together local authorities, ICT and e-commerce service developers, freight operators and logistics experts, etc. from different EU countries. This will achieve a pan-European assessment of different impacts and potentials of advanced e-logistic solutions and applications in the current situation as well as in the medium to long-term horizon.

- KOMODA will impact e-logistics and co-modality by:
- offering the actors and providers of e-logistics clear benchmarks of current applications;
 - offering a gap analysis to the ICT industry to develop new and better applications;
 - identifying obstacles that EU actors can remove, and opportunities that clients and users can exploit;
 - making a clear roadmap that fits the single European market model and allows pluralist but standardised development of an integrated many-to-many e-logistics system in Europe.

KOMODA preliminary vision of the integrated e-Logistics system



Acronym:	KOMODA	
Name of proposal:	Co-modality - towards Optimised Integrated Chains in Freight Transport Logistics	
Contract number:	213881	
Instrument:	CP – FP	
Total cost:	1 247 002 €	
EU contribution:	1 018 739 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.01.2008	
Ending date:	31.12.2009	
Duration:	24 months	
Website:	http://www.komodaproject.com	
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	Centre for Research and Technology Hellas	GR
	Planung Transport Verkehr AG	DE
	AMRIE Italia	IT
	NewRail, Newcastle University	GB
	University of Turku - Centre for Maritime Studies	FI
	Mobisoft Oy	FI

WISETRIP

Wide-Scale Network of e-systems for Multimodal Journey Planning and Delivery of Trip-Intelligent Personalised Data



State of the Art - Background

The research and commercial journey planners currently provide adequate services at regional or national level. However, the combination of multisource and multilevel information (urban and long distance) on a wider scale and the delivery of dynamic personalised information during the whole trip process have not yet been addressed. Complexity increases when transport network system boundaries have to be crossed. Connecting routes into a single path comprising destinations, transit stations and different types of transport modes remains a problem to be solved.

Existing journey planners can become active subsystems of a 'global' journey planner system. Such a system can additionally take care of the final stage of information processing which is necessary in order to achieve highly personalised information delivery and adapt it to multiple presentation means. From the user's point of view, a person who wants to travel across regions or nations currently needs to combine different answers from different journey planning systems which might

be unknown. Against this background a new system could become the one-stop-shop for journey planning on a wider scale. To become global, the system should be open and incorporate well-specified interfaces so that journey planners can connect and function as active components that enable expansion to new cities, regions or nations.

Objectives

WISETRIP aims to develop and validate an innovative mobility service platform, which provides and personalises multi-modal travel information sourced from connected variant journey planners and accessible by travellers at anytime and anywhere through various mobile or fixed terminals/devices before and during a journey. The objectives of the project include:

1. Definition of user scenarios and system architecture;
2. Clear and precise interconnection guidelines for journey planner systems to co-operate within WISETRIP;
3. Timely delivery of a system, based upon
 - a) the functional integration of the journey planners and b) the enhanced personalised functions according to the trip life-cycle model needs;
4. Efficient and continuous dissemination; interaction with external users group comprising of members representing variant types of organisations and expertise related to transport operations and technologies;
5. A thorough assessment analysis of the project results, that should lead to and

confirm acceptable functional level and performance;

6. Broad use of WISETRIP services during demonstrations, involving a wide audience of users and testers;
7. An analysis of alternative exploitation models towards sustainability of the system, showing evidence of a clear path for WISETRIP existence and operation after the end of the project.

Description of Work

WISETRIP is the formation of journeys, complex routing and scheduling decisions that involve the determination of entire itineraries, thus optimising the user's travelling criteria while complying with time scheduling constraints. Moreover, users are expecting instant information which requires increasing system complexity. WISETRIP will make a fundamental contribution through the personalisation engine based on multiple personal criteria, either defined before the trip or based on real-time data and events.

The WISETRIP work plan involves:

- a. Definition of the user and system requirements and design of the architecture of the WISETRIP system;
- b. Development of the core journey-planning platform, its interfaces with the participating journey planners and implementation of the necessary adaptation for each journey planner;
- c. Development of a trip life-cycle model, and a location and preferences-based ruled mechanism for provision of real-time personalised information;
- d. Development of the user interfaces necessary for the provision of the services at multiple types of fixed or mobile devices;
- e. Integration of the above modules, execution of lab experiments and real-life trials to measure the system performance, both qualitatively and quantitatively;
- f. Dissemination and evaluation of the project's results and definition of the exploitation strategy and planning.

Expected Results

WISETRIP will deliver a user-centric service platform which provides journey-planner services in order to co-operate creatively and form complex answers, producing real-time personalised information at crucial points of the trip process. The resulting service will reduce unnecessary delays in the trip and will provide continuous availability of high quality, reliable, integrated information at any place and any moment during the trip, allowing the readjustment and optimisation of the scheduling of transport and related activities through the availability and utilisation of real-time information.

Milestones and main results of the project include:

1. Adaptation guidelines and interfaces in order for any journey planner to participate in the WISETRIP system;
2. Delivery of unified multimodal trip solutions and dynamic information services with enhanced personalised features over multiple end-user devices;
3. Evaluation analysis referring to the assessment of the technical performance of the WISETRIP system, and the end user's acceptance and cost-effectiveness estimation. To this end WISETRIP services will be demonstrated in four EU Member States and China, involving a wide audience of users and testers.
4. A clear path for the existence and operation of WISETRIP beyond the end of the project, ensuring the optimum commercial exploitation and utilisation of the project results.

Acronym:	WISETRIP		
Name of proposal:	Wide-Scale Network of e-systems for Multimodal Journey Planning and Delivery of Trip-Intelligent Personalised Data		
Contract number:	213233		
Instrument:	CP – FP		
Total cost:	2 115 388 €		
EU contribution:	1 437 700 €		
Call:	FP7-TPT-2007-RTD-1		
Starting date:	01.02.2008		
Ending date:	31.07.2010		
Duration:	30 months		
Website:	http://wisetrip-eu.org		
Coordinator:	Mr. Vassilis Spitadakis Hellenic Telecommunications and Telematics Applications Company Science and Technology Park of Crete Vassilikia Vouton, R&D GR 71003 Heraklion		
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CATCH

Carbon Aware Travel CHoices in the climate-friendly world of tomorrow

State of the Art - Background

The facts illustrating increased energy use and the resulting environmental impacts of transport are well known; the solutions, however, are less clear. Technologies are being developed throughout Europe providing opportunities to move towards a more sustainable future. However, there remains a need for a trusted and easily accessible resource which enables travellers, policy-makers, operators, etc. to determine appropriate actions to address the growing environmental challenge.

Individuals, businesses, municipalities and governments need to make informed choices to change their own behaviours but the options available to them, and the potential impacts of these options, are less clear. This is particularly the case in personal trip decision-making, where the increasing awareness and desire to travel responsibly is often clouded by a lack of trust in whether or not a behavioural change is in fact 'worth it'. The example of carbon calculation is particularly pertinent. Many users of such tools become disillusioned as the calculation is not transparent, based on accurate or reliable information, and is often not consistent across calculators.

Furthermore, citizens and other stakeholders are increasingly asking themselves if they should bother changing their actions if larger forces at sway elsewhere are dwarfing or negating the positive impacts of their own lifestyle change.

Objectives

The vision of CATCH is for it to become the natural place to look for mobility-related greenhouse gas (GHG) reduction advice and information. In order to achieve this, it will develop and disseminate a trusted and credible open knowledge platform which:

- enhances awareness of the environmental impacts of mobility and potential solutions to their management;
- enables travellers to make timely and informed climate-friendly travel choices;
- empowers public transport operators, city managers and other mobility stakeholders to more readily and accurately incorporate environmental opportunities and challenges into their planning and innovation processes;
- identifies/forecasts the changes in climate-friendly behaviour resulting from the introduction of financial measures or incentives targeted on GHG reduction;
- links the knowledge platform to fiscal measures provided by taxes, charges and carbon trading schemes to ensure that the combination of such measures and the knowledge platform encourages behavioural change;
- ensures that new mechanisms for funding and impact (e.g. carbon offset and trading, clean development mechanism) will be exploited, integrating the global dimension of GHG reduction with individual behavioural change;
- enhances the transparency and public understanding of government and corporate climate change policies, thereby increasing trust.

Description of Work

Detailed understanding of target audiences and the factors which will impact their behaviour is the bedrock upon which the knowledge platform will be built. The detailed content of the platform – the combinations of information and knowledge which will trigger real behavioural change – will be ascertained in user-requirement grounding and innovative platform-designed charrettes.

The knowledge engine will provide a single source where information from disparate

sources can be effectively managed and syndicated for delivery to consumers/users. This should result in adding value to the way that information can be exploited and handled in order to meet the stakeholders and users' strategic requirements.

The capability of analysing data to provide information for improved planning, logistics, feedback and so on will also be incorporated. This has already proven itself useful for other applications such as operational logistics and the utility to analyse behavioural data, for example. Feeding the output back to the stakeholders should help in the overall process of urban planning.

The research into concepts of an exchange platform currently used in the financial sector and e-business area will be investigated here in prototyping some ideas for a carbon trading exchange.

Expected Results

A range of deliverables from individual work packages will be presented from CATCH. The overarching substantive outputs will be:

- The CATCH platform, which will be delivered via a dedicated user website. This will provide the main interface for the user and the platform, and is the most appropriate media for the Virtual Environmental Travel Assistant.
- The Virtual Environmental Travel Assistant itself, which will allow travellers to under-

stand the impacts of their current and potential behaviours on carbon output. It will utilise validated and trusted data and calculations, and make use of appropriate triggers to bring about effective change. This will adopt visualisation tools of future scenarios of GHG changes.

- The Awareness and Advocacy Tools and Innovation Resource, which will be in the form of an online search for a range of key documents and information sources, and will utilise an interactive message board.
- The CATCH knowledge engine consisting of a GHG and performance database and a support database.
- An exploitation plan based on the work of an ongoing Green Business Design Workshop, which will explore new organisational and financial models for carbon reduction in mobility and the role of the platform within this.
- Dissemination activities including four Interest Group Conferences and a Final Conference as well as related activities.

Acronym:	CATCH	
Name of proposal:	Carbon Aware Travel CHOICES in the climate-friendly world of tomorrow	
Contract number:	234094	
Instrument:	CP – FP	
Total cost:	1 923 711 €	
EU contribution:	1 484 035 €	
Call:	FP7-TPT-2008-RTD-1	
Starting date:	01.08.2009	
Ending date:	31.01.2011	
Duration:	30 months	
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	Federal University of Rio de Janeiro	BR
	Department of Manufacturing and Management Engineering - University of Palermo	IT
	Systematica S.p.A.	IT
	Handan Municipal Government	CN
	Union Internationale des Transports Publics	BE

DEMOCRITOS

DEveloping the MObility CRedits Integrated platform enabling travellers to improve urban TranspOrt Sustainability

State of the Art - Background

In transportation, pollution has taken centre stage from the early concern with sulphur emissions to concentrate today on NO_x and particulate matter. The greenhouse gas (GHG) issue for mobility has been confined for the moment to the car manufacturers' level which set thresholds on the fleet average CO₂ g/km produced by new cars. At the system level, an indirect contribution to the issue has been given by the congestion charging schemes applied in some cities, since congestion has a direct effect on increasing the GHG production due to engines not working at their optimal conditions.

Recent studies on transport emission reduction strategies agree that the foreseeable improvement in car technology is inadequate to meet GHG reduction targets and emphasise the need for approaches that combine technological, economic and social aspects. There is a general agreement that individual policies will not significantly contribute to reduce CO₂ emissions and improve air quality, and that only combined policies including soft measures designed to raise awareness and acceptability can. The important aspect is that the combination of push-and-pull policies are able to simultaneously improve different dimensions of the transport emissions problems, as the synergies of combining different measures are such that the effect of their combination is better than the sum of single policies effects.

Objectives

The project introduces the Mobility Credits model as a transport specific platform that will enable travellers, mobility and technology

providers, and transport planners to understand the implications of climate policy and increasing prices for GHG, and to identify new opportunities in urban (and extra-urban) mobility. The Mobility Credit model will actually work at optimal conditions when implemented over a wide area: province, region and country.

The project goal is to establish an exhaustive framework of the platform aiming at:

- further enhancing the theoretical framework addressing medium and long-term effects (relocation of industrial, commercial and residential activities, price inflation on goods and services, local competitiveness, etc.);
- exploring different ways to implement the model pillars (theoretical schemes, sustainable mobility loads, mechanisms of credits distribution, etc.);
- exploring how the model could spur innovation in individual transport means through a positive selective pressure to induce the use of low-polluting, low consumption and small vehicles;
- assessing the implications of different technology scenarios;
- assessing the social awareness and concerns in applying such a model.

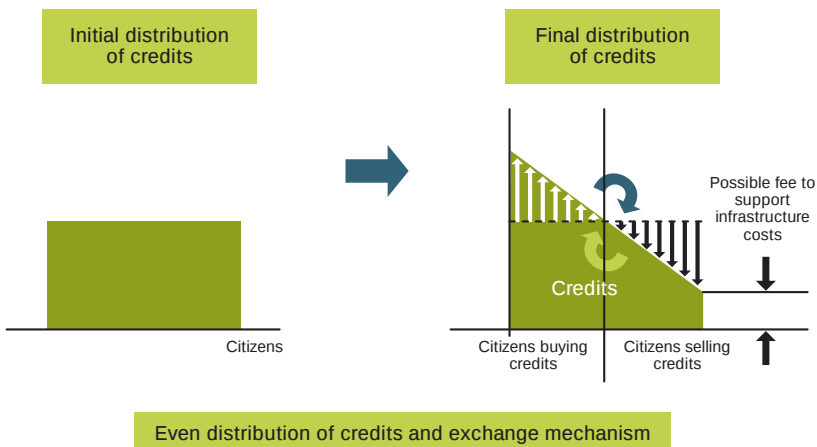
Description of Work

- Develop a comprehensive theoretical framework in order to provide a solid background addressing all the implementation issues and effects of the integrated platform.
- Define the technology architecture to support the Mobility Credits Platform (MCP) based on the requirements defined by the theoretical study.

- Specify the framework needed to assess the long-term effect of the MCP. The analysis of some long-term effects could provide feedback on the theoretical development.
- Design local developments, taking into account all the alternatives and evaluating their cost/benefit impacts at the strategic level. It must be acknowledged that in the complex contexts addressed in this project, the theoretical developments have intrinsic limits in providing quantitative answers. The simulations of specific cases (to be done in Genoa - IT, Stuttgart - DE, Lisbon - PT and Craiova - RO) will provide the necessary insight in order to verify MCP effectiveness and efficiency, the potential reduction of GHG due to adoption of the MCP in the different application contexts and the possibility of answers to specific issues concerning social acceptance.
- Define real-scale demonstrators, targeted to give all the 'instructions' to implement such a mobility policy.
- Compare results obtained for finalising the MCP scheme for the participating cities and for European municipalities and regions.

Expected Results

- Municipalities and regional authorities of the consortium will have a sound basis on which to decide upon the adoption of the MCP as a means to influence the travelers' choices in order to reduce GHG. In this respect, Mobility Credits shall be part of a broader mobility management scheme, where responsibilities and tasks are allocated between public and private sector and between levels of government (local, regional, national and European).
- Consultancies will have a clear understanding of the concept and of the associated technologies to assist public administrators, municipalities, enterprises, interest groups, communities and citizens in and outside Europe to implement the platform.
- Other European administrations at differing levels (cities, regions, countries) will have been involved in the diffusion actions in order to make them aware of the benefits in adopting the Mobility Credits Platform.
- Organisations at the European level, with particular reference to the transport and automotive associations, will have been involved in the diffusion actions in order to make them understand how the MCP could influence their strategic agendas and their actions for future innovations.



Acronym:	DEMOCRITOS	
Name of proposal:	DEveloping the MObility CRedits Integrated platform enabling travellers to improve urban TranspOrt Sustainability	
Contract number:	233744	
Instrument:	CP – FP	
Total cost:	1 742 445 €	
EU contribution:	1 358 761 €	
Call:	FP7-TPT-2008-RTD-1	
Starting date:	01.10.2009	
Ending date:	30.09.2011	
Duration:	24 months	
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	City of Stuttgart	DE
	Verband Region Stuttgart	DE
	TIS.PT, Consultores em Transportes, Inovação e Sistemas, S.A.	PT
	Lisboa E-Nova - Agência Municipal de Energia e Ambiente de Lisboa	PT
	SC IPA SA - R&D, Engineering and Manufacturing for Automation	RO

EWENT

Extreme Weather impacts on European Networks of Transport

State of the Art - Background

Even though climate change has been studied widely, most of the studies concern the mitigation issues. The studies dealing with transport in relation to climate change adaptation are rare.

The IPCC reports on the impacts of climate change and the Stern Review Report has only little to say about potential impacts on the transport systems.

The EVASERVE project in 2007 (www.evaserve.fi) collected a database of approximately 100 different studies on weather-related impacts on transportation operations and infrastructure management logistic operations and evaluated the benefits of meteorological services.

The most comprehensive database regarding extreme weather conditions in Europe is the European Severe Weather Database (<http://www.essl.org/ESWD/>) which was initiated in 2002 (Dotzek et al., 2007).

Watkiss et al (2005) provide a review and analysis of the impacts and economic costs from climate change on infrastructure and tourism. Some studies dealt with European

climate change mitigation or adaptation, e.g. ADAM (Adaptation and mitigation strategies). However, most studies deal with safety and security of transport or future climate circumstances in different parts of Europe.

EWENT will deliver extremely important and novel information on the costs and impacts of extreme weather events on European transport systems.

Objectives

The goal of EWENT is to estimate and monetise the disruptive effects of extreme weather events on the operation and performance of the EU transportation system. EWENT will also evaluate the efficiency, applicability and finance needs for adoption and mitigation measures which will reduce the cost of weather impacts.

EWENT will begin by identifying the hazardous phenomena, their probability and consequences and proceed to assessing the expected economic losses caused by extreme weather when it impacts the European transport system. It will also take into account the current and expected future quality of weather forecasting and warning services within Europe.



Getting into the correct lane

EWENT will apply the IEC 60300-3-9 risk management standard framework.

Description of Work

The methodological approach is based on generic risk management, starting with the identification of hazardous extreme weather phenomena, followed by impact assessments and concluding with mitigation and risk control measures.

The project's working methods are:

1. Identification and definition of hazards on EU transport systems caused by extreme weather phenomena and the development of the most relevant scenarios.
2. Estimation of the 'probabilities of risk' scenarios caused by extreme weather phenomena; this is done by mode and time axis (operational vs. strategic risks).
3. Estimation of consequences of hazards
 - based on empirical experiences and applied to scenarios - on EU transport infrastructure and operations, first on infrastructure, then on operations and finally on supply chains and mobility.
4. Monetising harmful consequences per mode as part of the risk evaluation, on both infrastructure and operations (including mobility and supply chain impacts).
5. Risk assessment based on impact evaluation and options for reduction and control of harmful events in the short and long term.
6. The effectiveness analysis of different management and policy options. This includes the assessment of feasible options in terms of required investments, intergovernmental co-operation, risk management tools and functional decision-making processes.

Expected Results

The results of the projects are:

- Advanced and more detailed weather forecasting models which improve public services and lead to the development of new commercial services.
- Improved knowledge of impacts on transport economy, freight and business operations, which give the experts the possibility to develop new services.
- Improved knowledge of impacts on physical infrastructure and on human safety and security, which give countries and the EU the possibility to create new standards and guidelines for infrastructure design and civil protection.

The short-term viewpoint is focused on monitoring processes and forecasting, and warning/alarm services on weather phenomena. The long-term view provides the starting point for planning and standard setting.

Acronym:	EWENT	
Name of proposal:	Extreme Weather impacts on European Networks of Transport	
Contract number:	233919	
Instrument:	CP – FP	
Total cost:	1 915 794 €	
EU contribution:	1 478 981 €	
Call:	FP7-TPT-2008-RTD-1	
Duration:	30 months	
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	Ilmatieteen Laitos (Finnish Meteorological Institute)	FI
	Cyprus Meteorological Service	CY
	via donau - Österreichische Wasserstraßen-Gesellschaft mbH	AT
	European Severe Storms Laboratory e.V.	DE
	World Meteorological Organization	CH

TOSCA

Technology Opportunities and Strategies towards Climate-friendly trAnsport

State of the Art - Background

Transportation is an important growth market for the EU, accounting for about 13% of GDP and providing nearly 20 million jobs. At the same time, it generated 26% of all energy-related EU-wide greenhouse gas (GHG) emissions in 2005, up from 21% in 1990. With ongoing trends toward globalisation and structural economic shift towards services, this share is likely to continue to increase.

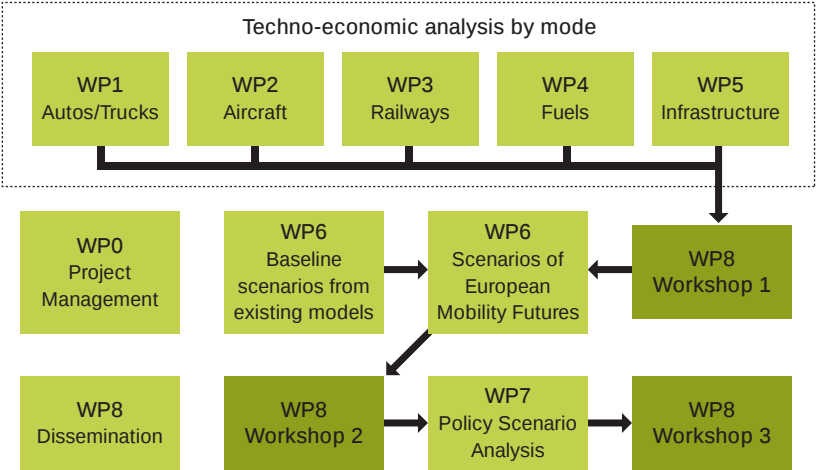
As a way of controlling GHG emissions from transportation, the EU has already put several policies in place, including the automobile tailpipe CO₂ emission targets, the promotion of biofuels and the inclusion of aviation in the EU Emissions Trading Scheme. However, implementing technology policies for reducing GHG emissions can be challenging because technology solutions over both the short and longer term could conflict. For example, over-

investment into further improving the energy efficiency of internal combustion engines over the short term could draw significant funding streams away from still more promising drivetrain technology that may be based upon the hydrogen fuel cell.

This and similar potential trade-offs raise the need for identifying evolutionary technology trajectories that satisfy both time horizons, thus providing efficient technology investments over both the short and long term without compromising one another.

Objectives

The main objective of the proposed activity is thus to identify the most promising technology and fuel pathways that help reduce passenger and freight transport-related GHG emissions over both the short term (2020) and beyond (2050). To better understand the policy interventions that are necessary



Work package dependencies

to push these (more expensive) technologies and fuels into the market, TOSCA tests a range of promising policy measures under various scenario conditions. The scenario outputs are then evaluated with regard to their technical feasibility, economic affordability, social acceptability and overall likelihood of realisation.

TOSCA includes the following three aims:

- identify the techno-economic potential of critical transport technologies (automobiles, buses, trucks, railways, aircraft and their accommodating infrastructure) and fuels for reducing GHG emissions by 2020 and 2050;
- integrate these technology and cost projections in a carefully stated, limited set of scenarios on the future evolution of the EU transport system;
- apply promising policy measures to each scenario to identify prevailing technology and fuel pathways, and understand their impact on society at large.

Description of Work

TOSCA includes seven technical work packages (WP).

WP1-5 include the technology, fuel and infrastructure studies. WP6 corresponds to the scenario formulation and the GHG emissions estimate in the absence of policy measures. The impact of GHG emission policies on technology and fuel trajectories and the society at large is being identified in WP7.

Given the major policy decisions that are at stake, this project is being conducted jointly by academics, industry, industry and trade associations, policy-makers, NGOs, key participants from relevant existing and former EU projects, and key members of the relevant technology platforms. Therefore a significant role is being attributed to workshops in which these communities interact. To allow an informed discussion, these workshops are supported by focused studies on state-of-the-art technology of transport vehicles, fuels, and infrastructures and their possible future development, on the alternative scenarios on future socio-economic development and transport demand in Europe, and through the integration of these components.

Expected Results

TOSCA is designed to provide a better strategic outlook for the future European transport system in terms of identifying the technological pathways required to meet EU GHG emissions targets, the required policy measures to increase the adoption of these technologies, and the various impacts of these measures.

Ideally, after identifying the most promising technology and fuel pathways, GHG mitigation policies should reinforce the EU's position as a major international player in transport technology development.

Acronym:	TOSCA	
Name of proposal:	Technology Opportunities and Strategies towards Climate-friendly transport	
Contract number:	234217	
Instrument:	CSA – SA	
Total cost:	743 196 €	
EU contribution:	743 196 €	
Call:	FP7-TPT-2008-RTD-1	
Starting date:	01.09.2009	
Ending date:	28.10.2011	
Duration:	18 months	
Website:	http://www.toscaproject.org/	
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	Eidgenössische Technische Hochschule Zürich	CH
	Kungliga Tekniska Högskolan	SE
	Paul Scherrer Institut	CH
	National Technical University of Athens	GR

WEATHER

Weather Extremes: Assessment of Impacts on Transport Systems and Hazards for European Regions



State of the Art - Background

Records of reinsurance companies clearly highlight the rising damages caused by the consequences of climate change, particularly of natural catastrophes and extreme weather events. While many studies focus on CO₂ mitigation in transport, research on the vulnerability of the sector on climate-driven effects, namely extreme weather events, has arisen only recently.

Little knowledge has been provided so far on the economic costs of climate and extreme weather-driven damages to transport, and even less evidence is available on the options, costs and benefits of adaptation measures. National adaptation programmes of EU Member States and the fourth assessment report of the Intergovernmental Panel on Climate Change provide only indicative measures and global fields of action. The evidence available on concrete impacts and measures is further reported from the USA. Thus there is a need for European studies which address local conditions.

The third pillar is the role of transport systems for crises management. In the transport literature, the term 'emergency operations' spans a number of topics including logistics, traffic planning and institutional issues. The major tasks under these topics are the transport of emergency vehicles and search-and-rescue teams, medical evacuation, and distribution of goods and local medical aid. In this field of research European evidence is available.

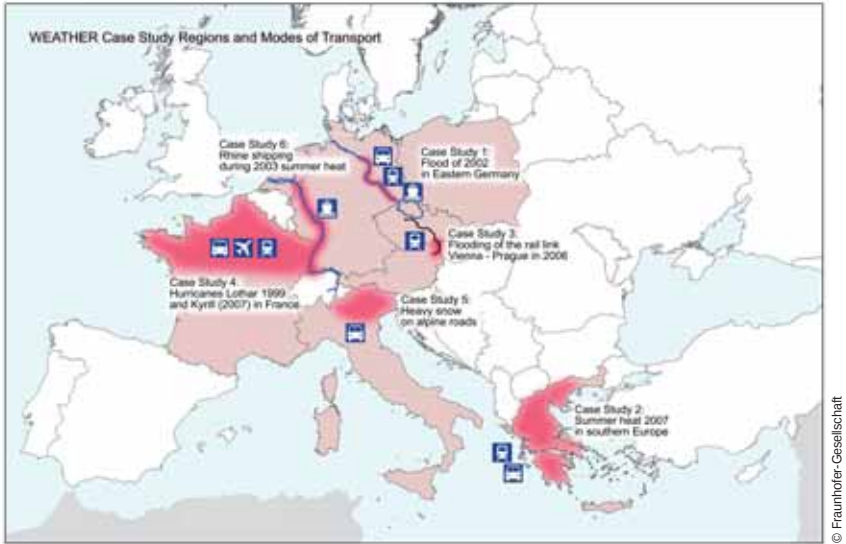
Objectives

The WEATHER project approaches the topic of extreme events and their impacts on transport systems from an economic perspective. Its core objective is to determine the physical impacts and the economic costs of climate change on transport systems, and identify the costs and benefits of suitable adaptation and emergency management strategies.

This general objective is detailed by seven sub-goals:

- develop a dynamic model on the causal relations between the severity and frequency of extreme events, the functionality of critical sectors and social welfare;
- carry out a detailed assessment of the vulnerable elements and damage costs in transport systems;
- work out efficient and innovative mechanisms of managing disastrous events, focusing on maintaining the function of transport systems;
- identify appropriate and efficient adaptation strategies for transportation infrastructures and services to ease the impacts of extreme events in the future;
- clarify the role of governments, companies and industry associations;
- check the applicability of theoretical concepts of vulnerability assessment, crises prevention and adaptation strategies with practical experiences and local conditions;
- disseminate project findings to a wider audience to foster the debate on the costs and implications of more frequent and severe weather conditions on transport systems.

Map of WEATHER case studies



Description of Work

To achieve the wide range of objectives, WEATHER applies several methodological elements, each targeted to the specific tasks and goals. The project toolbox includes:

- literature screening;
- workshops with experts, stakeholders and policy-makers;
- contributions from an international panel of experts;
- statistical downscaling and regional climate weather-prediction models;
- dynamic model development and simulations;
- infrastructure-cost models and business-cost accounting;
- multi criteria and cost-benefit analyses.

The overall work plan of WEATHER follows the logic of the project objectives. It is broken down into two work packages (WP) for management dissemination and seven work packages on research:

WP1: Weather trends and economy-wide impacts;

WP2: Vulnerability of transport systems;

WP3: Crisis management and emergency strategies;

WP4: Adaptation options and strategies;

WP5: Governance, incentives and innovation;

WP6: Case studies;

WP7: Policy conclusions and final conference.

Results will be retrieved by combining literature research at global and national level with interviews, several workshops for practitioners, policy-makers and scientists, worldwide experience from the international panel and six case studies. Moreover, an international research network will be established.

Expected Results

Studies carried out so far have been rather vague on quantitative results. By combining vulnerability assessment, infrastructure cost-accounting and business-accounting frameworks, the project aims to make a decisive step forward in assessing the economic costs of climate change's weather impacts on transport.

The main step beyond the current state of knowledge is, however, to link what happens

in the transport sector to the entire economic and social environment. Impacts from other sectors on transport as well as impacts of transport on other sectors will be considered. By this approach the vulnerability of transport systems with their major inter-linkages to other sectors will be set in relation to the vulnerability of the economy and society as a whole. This new insight has not been delivered by previous work.

Eventually the development of advanced adaptation and emergency management strategies in Europe can be of real value for other, poorer, countries in the world, and could be of economic success for EU countries by establishing a lead market for such technologies and procedures, thus fostering the European innovation system. The project particularly addresses this last point, which could be a valuable argument for politics to invest in prevention and adaptation strategies.

Acronym:	WEATHER	
Name of proposal:	Weather Extremes: Assessment of Impacts on Transport Systems and Hazards for European Regions	
Contract number:	233783	
Instrument:	CP – FP	
Total cost:	1 993 678 €	
EU contribution:	1 462 318 €	
Call:	FP7-TPT-2008-RTD-1	
Starting date:	01.11.2009	
Ending date:	30.04.2012	
Duration:	30 months	
Coordinator:	Dr. Claus Doll	
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	Karlsruhe Institute of Technology	DE
	Istituto di Studi per l'Integrazione dei Sistemi	IT
	Herry Consult GmbH	AT
	ARPA Emilia-Romagna	IT
	NEA Transportonderzoek en -opleiding B.V.	NL
	Center for Research and Technology Hellas	GR

ETNA

European Transport NCP Alliance

State of the Art - Background

National Contact Points (NCPs) play a crucial role in the Framework Programme as providers of information and assistance to potential participants (applicants) of new projects and contractors of ongoing projects. They reach out to the European research community in order to inform and raise awareness about the funding opportunities of the Framework Programme, to advise and assist potential applicants in the preparation, submission and follow-up of grant applications, and to offer support during the execution of projects – especially with respect to the management and administrative aspects of projects.

One of the great strengths of the NCP system is its national orientation and ability to provide support to applicants in their own native language. On the other hand, this national orientation poses certain problems. The decentralised system, which is organised and financed nationally, has led to the development of a collection of heterogeneous structures reflecting different national traditions, working methodologies and funding schemes. As a logical consequence, no European-wide standards exist with respect to the catalogue of services offered or the quality of performance expected of NCPs.

Objectives

In an effort to address this problem, the project European Transport NCP Alliance (ETNA) aims at developing and implementing a coordination mechanism for stimulating closer co-operation among National Contact Points on the theme 'Transport', improving the overall quality of NCP services across Europe and increasing the transparency of EU research to ensure equal access for all.

The ETNA consortium is pursuing the following basic objectives:

- reinforcing the network of Transport NCPs by promoting transnational co-operation;

- identifying and promoting best practice;
- providing training and twinning measures tailored to the specific needs of transport NCPs;
- improving networking with other networks, organisations and initiatives with the ultimate goal of acquiring and disseminating information beneficial to the research community and instrumental in facilitating a higher average quality of submitted proposals;
- developing tools and practical initiatives which benefit cross-border audiences, in particular for supporting potential participants in the search for project partners.

Description of Work

The project is benchmarking the activities of National Contact Points on the theme of transport in the Seventh Framework Programme to identify best practices and pinpointing existing weaknesses within the NCP network. Identified weaknesses will be addressed within the framework of a multifaceted training programme aimed at the eradication of deficits and the overall improvement of NCPs' performance –both at individual and network levels.

ETNA is also developing effective tools and activities for the entire Transport NCP network aimed at raising awareness about the network and the services it offers, as well as increasing the efficiency and effectiveness of efforts to support researchers in their search for qualified project partners.

The project will also work to improve contacts and communication with other relevant networks and organisations with the ultimate goal of securing a sustainable flow of information of benefit to the European transport research community.

Expected Results

Within the framework of this closer co-operation, NCPs will work together to effect a

substantial improvement in the overall quality of NCP services across Europe in the field of transport.

The positive effect of these efforts will not be limited to the NCP network alone. The European transport research community will ultimately benefit from the heightened level of service offered by the network. Individual researchers will profit from higher quality services and information, and the establishment of a more consistent level of NCP services across Europe will contribute to greater transparency of EU transport research funding, thereby facilitating equal opportunities to access the Framework Programme for all.



Acronym:	ETNA	
Name of proposal:	European Transport NCP Alliance	
Contract number:	212957	
Instrument:	CSA – CA	
Total cost:	1 934 532 €	
EU contribution:	1 934 525 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.04.2008	
Ending date:	31.03.2011	
Duration:	36 months	
Website:	http://www.transport-ncps.net/	
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	Europe Recherche Transport	FR
	Centro para el Desarrollo Tecnológico Industrial	ES
	SenterNovem	NL
	Instytut Podstawowych Problemów Techniki - Polskiej Akademii Nauk	PL
	Foundation for Research and Technology Hellas (HELP-FORWARD)	GR
	Agenzia per la Promozione della Ricerca Europea	IT
	Israel-Europe R&D Directorate for the EU Framework Programme	IL
	Scientific and Technological Research Council of Turkey	TR
	Aerospace Valley	FR
	National Office for Research and Technology	HU
	Agência de Inovação - Inovação Empresarial e Transferência de Tecnologia, S.A.	PT
	Research Promotion Foundation	CY

GHG-TRANSPORD

Reducing Greenhouse Gas Emissions of Transport beyond 2020: Linking R&D, Transport Policies and Reduction Targets

State of the Art - Background

In early 2007, the EU adopted the objective to limit climate change to 2 degrees Celsius (EC COM(2007)2). More specifically, European leaders defined a target to reduce greenhouse gases by at least 20% by 2020, or 30% if an international agreement is achieved, compared with the emission levels of 1990. By 2050 the reductions of the EU emissions should reach 60 to 80%.

Transport currently contributes about 27% of the total EU greenhouse gas (GHG) emissions. In a trend scenario this share is expected to grow due to continued strong growth of transport demand, particularly freight and air passenger transport.

The existing GHG reduction targets do not assign a specific reduction target for the transport sector, though for specific modes like air transport the planned inclusion into the European emissions trading scheme (EU-ETS) will indirectly impose targets for these modes in a few years.

Given the overall EU GHG reduction targets, it is obvious that in the future the transport sector will have to contribute to GHG emission reductions, so that reduction targets for the different transport modes can be anticipated, and aligned research strategies and transport policies can be developed to meet these reduction targets efficiently and effectively for the medium to long term.

Objectives

The main objective of GhG-TransPoRD is to support the EU in defining a feasible research and policy strategy for GHG reductions in transport that fits and contributes to the over-

all GHG reduction targets of the EU. Such a policy strategy would propose GHG reduction targets for transport as a whole as well as for each transport mode.

The project aims to contribute to the development of a research strategy for the EU to reduce the GHG emissions of the different transport modes and so link this research strategy with the available policy measures. Thus the project supports the Seventh Framework Programme objective to develop integrated, greener and smarter transport systems.

The following detailed goals should be achieved:

- identify promising and feasible measures (i.e. technology pathways and policies) that reduce GHG emissions of transport;
- techno-economic analysis of details of promising measures to estimate the effectiveness of GHG reductions as well as technical feasibility, economic cost and affordability;
- formulate scenarios consisting of both selected technology pathways and transport policies that would achieve GHG reduction targets for 2020 and 2050, and linking the promising scenarios with a suggestion for an EU research strategy;
- communicate with stakeholders about project findings and recent advancements to have a platform of mutual understanding.

Description of Work

The following five basic elements constitute the concept of the project:

1. GHG-TransPoRD will take a backcasting approach to develop an integrated R&D strategy for climate and transport in the EU by analysing existing European R&D

strategy and the existing innovations system of the transport sectors, together with the policy projects already available which come from different sources, i.e. policy decisions and policy documents, European technology platforms of the business and research communities, as well as past and ongoing European research projects.

2. Available transport policies and technologies will be synchronised to generate an R&D strategy.
3. Policy-makers have quantified GHG reduction targets for two time horizons so both these are focused on, i.e. 2020 and 2050, for the formulation of the R&D strategy and GHG reduction targets for transport. Detailed parameters of the measures will be elaborated.
4. A mix of qualitative/quantitative desk research with advanced modelling approaches will be carried out to assess the impacts of analysed measures.
5. A communication strategy will be developed enabling the research strategies developed by the Technology Platforms and Joint Technology Initiatives related to transport to be taken into account, as well as communicating and exchanging the findings of GHG-TransPoRD with the stakeholders.

Expected Results

The final output of the project should be the suggestion of an integrated strategy for the EU that links R&D policy for transport with a transport policy strategy so that the GHG reduction targets for 2020 and 2050 can also be met for transport. At this stage we presuppose that the EU reduction targets for 2020 (30%) and 2050 (60 to 80%) would constitute a feasible objective for the development of future transport GHG emissions. If more detailed targets are specified by policy-makers during the course of the project then the Consortium will take these into account.

Proposed policy measures and R&D strategy will be documented in project reports that can be downloaded from the website. These will also be presented at a final conference.

Acronym: GHG-TRANSPORD

Name of proposal: Reducing Greenhouse Gas Emissions of Transport beyond 2020: Linking R&D, Transport Policies and Reduction Targets

Contract number: 233828

Instrument: CSA – SA

Total cost: 1 324 120 €

EU contribution: 940 675 €

Call: FP7-TPT-2008-RTD-1

Starting date: 01.10.2009

Ending date: 30.09.2009

Duration: 24 months

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Commission of the European Communities - Joint Research Centre BE
Transport & Mobility Leuven BE
University of Leeds UK

REACT

Supporting Research on Climate-Friendly Transport

State of the Art - Background

In 2000, the European Commission set up the European Climate Change Programme (ECCP) as the key vehicle for identifying and developing, with Member State experts and other stakeholders, the most promising and cost-effective policies and measures that can be taken at EU level to reduce greenhouse gas emissions.

Under the programme, around 40 crosscutting and sectoral policies and measures have been identified and a large majority of these are already being implemented, including the EU Emissions Trading Scheme. A new phase of the ECCP was launched in autumn 2005, with carbon capture and storage and transport emissions (aviation and cars) among its initial focuses.

In a White Paper published in 2001, the European Commission set out its intention of taking measures to reverse the trend towards ever-increasing reliance on road transport and to return the market shares of the various transport modes to their 1998 levels by 2010. This involves targeted action to

improve the attractiveness and competitiveness of more environment-friendly modes of transport, notably by revitalising the railways and promoting maritime and inland waterway transport.

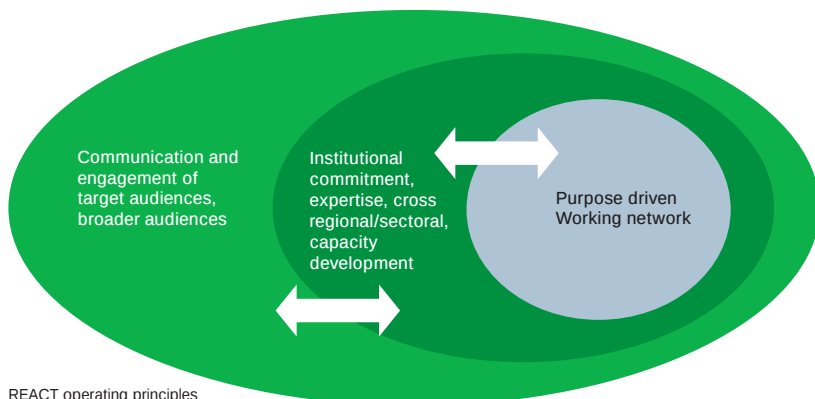
The package of proposals put forward in the White Paper is designed to redirect the common transport policy towards sustainability. The policy objectives have a challenge to overcome the current situation in the transport sector.

Objectives

In light of the societal need for, and policy-relevance of, sustainable mobility, an active and down-to-earth plan for creating awareness and making use of the research results from climate-friendly transport is of utmost importance. The creation and exploitation of knowledge networks in research and dissemination of scientific breakthroughs will benefit the alternative solutions, which go beyond state of the art.

REACT will also actively contribute to the incorporation of consensus and a common strategy among the European Commis-

Operating Principles



REACT operating principles

sion, Member States and associated states research and technological development funding agencies. Climate-friendly transport challenges will be addressed in a unified perspective and effective way by fully exploiting the resources available, answering a social and economic imperative for the life of European citizen and the future of forthcoming generations, and avoiding resource spillage and fragmentation of research in such a crucial issue as climate-friendly transport.

There are two main aspects that will define the supporting activities of high quality research:

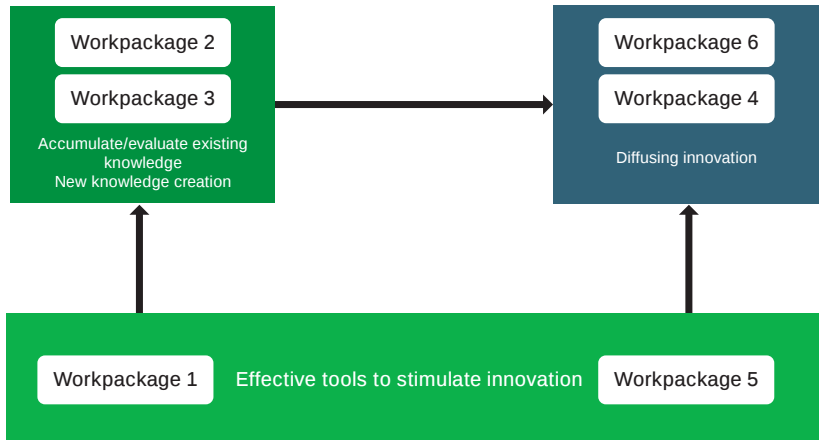
- the successful management of the knowledge network that will be created during the REACT project implementation;
- the strong connections and persistent effort to build on pre-existing research projects and research networks that have been created through EC funding support.

Description of Work

The project work is divided in the following technical work packages (WP):

WP2: Elaboration of the Strategic Research Agenda: It includes the activities to produce the roadmaps, to validate them with the stakeholders, and to bring them into practice (e.g. the tactics to select the most effective initial actions). It also includes the collection and analysis of the best practices and of the lessons learned.

REACT work breakdown



WP3: Supporting the public-funded initiatives: Identification and description of national funding procedures and revealing the procedure on how the priority agenda is articulated in each country.

WP4: REACT event organisation: The REACT consortium aims at organising a breakthrough event in the green transport field. A conference will be held in order to help disseminate the project results.

WP5: REACT Co-operative Information Platform: This platform is an important building block of the project. It will act as the virtual networking area for the consortium, policy-makers, researchers and stakeholders.

WP6: Dissemination and awareness (WP6): All achievements and the new knowledge produced as a result of REACT will be disseminated widely.

Expected Results

The key results expected from the project are as follows:

- Expert consultation procedure: in order to get a deep insight into the future trends and demands, an expert consultation procedure will be followed. High profile experts and key players in green transport will form the team for scientific insights in the forthcoming years. The questionnaires and discussion

- panels will be the tools for delivering high quality results.
- Open consultation procedure questionnaire will be the tool for collecting feedback from various industry stakeholders via workshops and through the REACT communication platform.
- Benchmarking funding procedures among EU Member States and associated countries. The benchmarking procedure will commence with the identification and description of national funding schemes and processes in each country.
- Mapping the existing climate-friendly transport initiatives and programmes.
- REACT will develop a common set of indicators for the carbon impact of transport/mobility research.
- The organised event will create awareness, stimulate joint research activities and bring climate-friendly transport initiatives into the limelight.
- Creation of an online Co-operative Information Platform.

Acronym: REACT

Name of proposal: Supporting Research on Climate-Friendly Transport

Contract number: 233984

Instrument: CSA – SA

Total cost: 1 457 920 €

EU contribution: 996 875 €

Call: FP7-TPT-2008-RTD-1

Starting date: 01.08.2009

Ending date: 31.07.2011

Duration: 24 months

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EC Officer: Karsten Krause

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	Arachni Olokliriomenes Efarmoges Pliroforikis kai Rompotikis Epe	GR
	Univerzitet u Beogradu - Saobraćajni fakultet	RS
	Pomorski fakultet u Rijeci	HR
	Cardiff University	UK
	Oikon - Institute for Applied Ecology	HR

TRANSNEW

Support for Realising New Member and Associate States' Potentials in Transport Research

State of the Art - Background

TransNEW is a European Research project aimed at supporting transport research activities in the new Member States and Associated States of Europe. It aims to stimulate, encourage and facilitate the participation of the new Member States and particularly small to medium-sized enterprises in national, regional and European research. TransNEW covers all transport modes, including aeronautics, and aims to exploit the synergies between air transport and surface transport. This means that the national transport research capability for 26 countries will be defined and the information will be available to all through the use of a publicly accessible user-friendly database.

Objectives

To achieve the overall goals of the project there will be a collation of transport research data concerning the countries involved and this will be built on to use in the database as a tool for finding potential partners for local, national and European projects and also to identify any gaps in the current transport research arena.

The database information will also highlight the strengths and weaknesses in transport research throughout both the countries and the regions. One of the aims here is to make this database available for public access via the Internet to enable networking and partner searching. The database will continue to grow after the life of the project as information can be directly input by any interested parties.

The overall objectives will be achieved by each partner in the project having a responsibility. The work is divided into regions:

- The Baltic States will cover Latvia, Estonia and Lithuania;

- Central Europe will cover the Czech Republic, Poland, Slovakia and Hungary;
- The West Balkan States will look at Slovenia, Croatia, Serbia, Kosovo, Montenegro, Bosnia-Herzegovina and Macedonia;
- The South Balkans and the Mediterranean look at Romania, Bulgaria, Albania and Turkey in the South Balkans region, and Cyprus and Malta in the Mediterranean;
- The Associated States covers research in Norway, Switzerland, Iceland, Israel and Lichtenstein.

Description of Work

The work will be split into work packages (WP). WP1-5 determine the transport research capacities through national research projects plus the patterns and levels of collaboration on a regional and European level. This will maximise the benefits of regional transport research collaboration.

WP0: Management of TransNEW.

WP1: The Baltic States.

WP2: Central Europe.

WP3: West Balkan States: an extra goal here is to formulate the first steps towards a Transport Research Plan for the West Balkans.

WP4: South Balkans and the Mediterranean: in addition, shipping will be considered for the island partners. An important consideration is the corridor to the East through Moldova and the transport situation in Moldova will be considered in this context.

WP5: Associated States.

WP6-8 will deal with moving further towards the overall goals of the project.

WP6: Mode evaluation aims to enhance the market uptake of transport research results and capability through a transfer of knowl-

edge to the transport modes and know-how to new Member States.

WP7: Dissemination. Amongst the dissemination activities are:

- expanding the project methodology to assess the current research;
- interactive workshops;
- the creation of a TransNEW website;
- three national proposals;
- partner search services via a database.

WP8: Database development, population and validation.

Expected Results

A user-friendly publicly accessible database will allow direct input and search facilities for users.

Eight regional workshops will be held during the project in the countries or regions of the work package leaders: Lithuania, Czech Republic, Slovenia and Turkey. This will increase awareness of the project and facilitate data collection in terms of research opportunities and potential and future research opportunities, and will also add delegate profiles to the database.

Strategic impact: The strategic impact of TransNEW will be to bring together knowledge about the current levels of transport research expertise in countries in the new Member States. This network will include public bodies such as universities, ministries and private

organisations, particularly focusing on small to medium-sized enterprises. Exploitation of the TransNEW work will be through the continued updating of the database after the life of the project. This will ensure that countries will still be able to access potential project partners for local, national and EU projects. Knowledge will continue to be disseminated via the website and promoted by project partners with regard to the continued public access via networking at conference and other events.

Acronym:	TRANSNEW	
Name of proposal:	Support for Realising New Member and Associate States' Potentials in Transport Research	
Contract number:	234330	
Instrument:	CP – FP	
Total cost:	1 480 157 €	
EU contribution:	1 480 156 €	
Call:	FP7-TPT-2008-RTD-1	
Starting date:	01.01.2010	
Ending date:	31.12.2011	
Duration:	24 months	
Coordinator:	Prof. Mark Robinson Newcastle University Claremont Road UK NE1-7RU Newcastle upon Tyne	
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EC Officer:	Elena Mihaela Williams	
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	Centrum Techniki Okretowej S.A. (Ship Design and Research Centre S.A.)	PL
	Slovenia Control, Slovenian Air Navigation Services Limited	SI
	Scientific and Technological Research Council of Turkey	TR
	Integral Consulting R&D	RO
	Dennis Schut	CZ
	Todor Kableshkov Higher School of Transport	BG
	Technical University of Moldova	MD
	Euromobilita s.r.o.	CZ
	JÁFI-AUTÍKUT Engineering Ltd.	HU
	National Institute for Research and Development in Informatics	RO
	University of Belgrade - Faculty of Mechanical Engineering	RS

GREENTRANSPORT-TV

Enhancing Public Awareness on the Results of European Research Actions on Climate-Friendly Transport Systems through the Professional Use of Television Media

State of the Art - Background

EU-funded research on climate-friendly transport systems encompasses a large variety of RTD issues relevant for society at large. The general public is however largely unaware of the activities and of the benefits which may derive from the exploitation of the results. The communication from the European research is generally not sufficiently appealing or comprehensible to the general public. Raising public awareness is, therefore, a priority for the Transport Theme, and the easiest and most efficient way to achieve this is to use broadcast media.

Unfortunately, audiovisuals are not the preferred dissemination route for most projects as these projects generally target more restricted audiences, their communication is mostly unsuitable for public broadcasting and rarely reaches a large audience.

Against this background the project aims at enhancing public awareness on the results of European research actions on climate-friendly transport systems through the use of television media by addressing the target audience of national and regional TV stations in all 27 EU countries, reached through direct dissemination and via the European Broadcasting Union; the general public, through TV programmes; young people and students, through TV programmes and the Internet; the transport stakeholders' chain, including public institutions and industry players; the Commission services.

Objectives

The strategic objective of GREENTRANSPORT-TV is to contribute to the development of public awareness regarding European research on greening transport in all European countries through the professional use of television media. This is achieved through the exploitation and customisation of an acknowledged innovative television media communication model, based on the youris.com platform (www.youris.com). In particular, GREENTRANSPORT-TV aims to:

- highlight the key results from the Greening Transport research in the Sixth and Seventh Framework Programmes (FP6 and 7);
- create a series of 12 high-quality, free-of-rights video news releases (VNRs) for the general public;
- include all 12 released VNRs into the broadcasting mainstream of the European television stations by implementing a consolidated communication model involving all the national European television media;
- establish a sound science-based dialogue on Greening Transport issues, by introducing all released VNRs and the associated written materials (articles, press releases, etc.) into a series of highly referenced Internet platforms;
- monitor the results of the project and measure its achievements and success by assessing the overall impact of the project and collecting actual broadcasts made by European television stations.



Description of Work

The work carried out in GREENTRANSPORT-TV includes:

- identifying the Greening Transport key results in FP6 and FP7 by transforming the technical content of the projects into information suitable for communication to the general public. The project acts as a 'story seeker' for the TV media and delivers a series of 'supporting stories' for journalistic use;
- producing 12 original TV-quality VNRs. The VNR production process includes the realisation and delivery of short footage (8 to 12 minutes duration, supported by dope sheets, suggested voiceover and other supporting information);
- guaranteeing access of VNRs to main TV distribution gateways in Europe, to television channels, to the web and to institutions. Broadcasting potential is maximised by the exploitation of various channels, including: direct communication with the TV stations; the Eurovision department of the European Broadcasting Union (EBU); Internet resources for TV media journalists, public Internet resources for the transport community; institutional communication channels managed by the European Commission;
- tracking all audiovisual and web distribution, measuring it against a number of defined metrics and assessing the impact of the project on the European media and the capacity for establishing an open dialogue among relevant stakeholders.

Expected Results

The project will impact various audiences:

- the public at large from watching television;
- TV and media professionals, including editors, journalists and producers coming across the GREENTRANSPORT-TV media products;
- online communities: the project output will go online through access to various Internet media portals and specialised thematic online services managed by iCons and Ansaldo STS;
- stakeholders of the domain at large: industry, research institutions, public organisations, policy-makers.

Two main measures constitute the basis for evaluating the success of the distribution to television stations and consequent broadcastings: the number of broadcastings on European TV stations and the number of visits generated by the www.youris.com website and by other involved platforms.

In addition, the efficacy of the proposed action outside the television media domain will be measured through web monitoring, as the science-based dialogue from the project will be mostly created over the Internet. The project will collect structured quantitative and qualitative feedback from all the websites directly managed by the Consortium, namely: www.youris.com and www.youtube.com/youriscom (a mirror site on Youtube). Finally, the project will bring specific impacts aimed to the Commission Services by creating consensus among project's stakeholders.

Acronym: GREENTRANSPORT-TV
Name of proposal: Enhancing Public Awareness on the Results of European Research Actions on Climate-Friendly Transport Systems through the Professional Use of Television Media
Contract number: 234214
Instrument: CSA – SA
Total cost: 822 865 €
EU contribution: 691 910 €
Call: FP7-TPT-2007-RTD-1
Starting date: 01.06.2009
Ending date: 30.11.2010
Duration: 18 months
Website: <http://www.youris.com>
Coordinator: Mr. Mario Martinoli
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EC Officer: Enzo Gueli
Partners: Gedeon Programmes SA
Leonoardo Film GmbH
Ansaldo STS S.p.A.
PROPRS Ltd

FR
DE
IT
UK

MOVE TOGETHER

Raising Citizens Awareness and Appreciation of EU Research on Sustainable Transport in the Urban Environment

State of the Art - Background

Developing sustainable mobility is, more than ever, a challenge for congested urban areas across Europe. Through targeted policies and research, the European Union endeavours to meet this objective. But are European citizens aware of the impact that EU research programmes have on their daily lives? And conversely, do they realise the impact of their individual choices on urban quality of life?

This double question is addressed by the MOVE TOGETHER project. Accordingly, the objective of the project is to raise citizens' awareness and appreciation of EU research in the field of mobility, and of the overarching goal of improving mobility in the Union's major cities, which means satisfying a complex range of economic, environmental and social demands. This groundbreaking project includes average citizens from all EU Member States, working to ensure that people in high places get the message from down on the streets.

Objectives

MOVE TOGETHER aims to enhance citizens' involvement and direct contribution to urban sustainable mobility by:

- raising their awareness of European targeted research and policies which will help to solve urban mobility problems;
- anticipating the knowledge of the impact that such EU research programmes may have on their daily life;
- making them conscious of how far more responsible individual choices can help to achieve better urban mobility and quality of life;

- stimulating a more active support to and participation in planning and implementing European projects, including the related innovations and sustainable mobility policies, in their cities.

The key message of the project is that citizens' involvement is essential to create a new urban mobility culture in our cities, and citizens' participative approaches should be widely disseminated and implemented across Europe.

Citizens and decision-makers should be more seriously and permanently committed together - 'moving together towards a new culture of urban mobility' - to realise the objectives of the EU Green Paper on urban mobility. Ultimately, MOVE TOGETHER will contribute to favour a global behavioural change and the emergence of a new urban mobility culture that will preserve the quality of life in our urban centres, which are home for about 80% of European citizens.

Description of Work

In the first year of the project (2008), the MOVE TOGETHER concept and a digest of the results of relevant EU-funded research projects on urban sustainable mobility have been presented and discussed with two groups of citizens:

- An international focus group of 27 citizens randomly selected from each EU country. These people have been involved in two workshops, in Brussels and Paris, during spring 2008, and a MOVE TOGETHER launch conference on 16 June, at the European Economic and Social Committee in Brussels.
- A local group of 24 citizens randomly selected from each district of the Rome

metropolitan area in Italy. These people have been involved in two workshops, during autumn 2008, and a MOVE TOGETHER local conference on 27 November, hosted by the City of Rome.

In the second year of the project (2009), the MOVE TOGETHER concept and citizens' experiences are going to be communicated to the wider European public by means of the exhibition 'Better Mobility – Move Together towards a New Culture of Urban Mobility'. The exhibition will travel to five locations: Vienna (AT), Rome (IT), Budapest (HU), Nice (FR) and Brussels (BE).

In parallel, the MOVE TOGETHER consortium will organise poster exhibitions to be held during the European Mobility Week of September 2009 in a number of cities across Europe, selected through an open call for proposals.

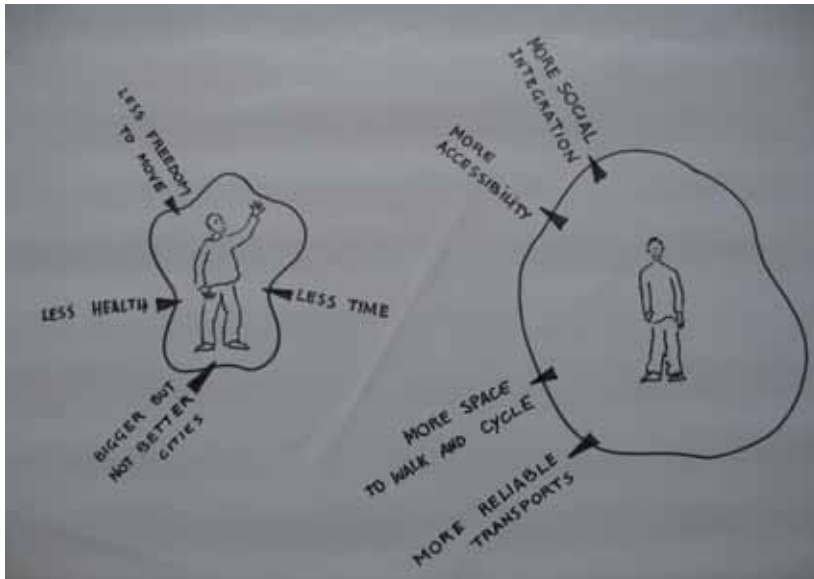
Expected Results

The two groups have summarised their deliberations on the topic of urban sustainable research and citizens' involvement producing two Move Together Citizens declarations, at an EU-wide level and at local level in the Rome city area. The declarations provide a

coherent set of key messages showing the citizens' appreciation of EU research on urban transport and its applicability in their daily life.

Besides the city and poster exhibitions, the project has organised two conferences, hosted by the European Economic and Social Committee in Brussels: a launch conference, held in June 2008, and a final conference planned for 7 December 2009. The latter is with the participation of EU level policy-makers and stakeholders, representatives of the cities hosting the exhibitions, and a number of citizens that have been involved in the MOVE TOGETHER panels.

Relevant project deliverables include the citizens' declarations, a video of the overall process, a citizens' digest of EU urban transport research, methodological guidelines to help local authorities to implement the move together participatory approach at local level, and a final report to the European Commission focusing on the impact that the project methodology could produce if extended to other Seventh Framework Programme fields to raise citizen awareness of EU research goals, outcomes and impacts.



Acronym:	MOVE TOGETHER	
Name of proposal:	Raising Citizens Awareness and Appreciation of EU Research on Sustainable Transport in the Urban Environment	
Contract number:	212659	
Instrument:	CSA – SA	
Total cost:	1 014 941 €	
EU contribution:	815 384 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.01.2008	
Ending date:	31.12.2009	
Duration:	24 months	
Website:	http://www.move-together.net	
Coordinator:	Dr. Carlo Sessa Istituto di Studi per l'Integrazione dei Sistemi Via Flaminia IT 00196 Rome	
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EC Officer:	Enzo Gueli	
Partners:	Interdisciplinary Centre for Comparative Research in the Social Sciences	AT
	Missions Publiques	FR
	Adelphi Research gGmbH	DE
	Associazione Italiana per il Consiglio dei Comuni e delle Regioni d'Europa	IT
	Federmobilità - Forum per il Governo Regionale Locale e Urbano della Mobilità Sostenibile	IT
	Rome Municipality - Department VII	IT
	Clean Air Action Group	HU
	Comune di Roma	IT
	Provincia di Roma	IT
	Union Internationale des Transports Publics	BE

ShLOW

Show me how sLOW

State of the Art - Background

There is a well-documented relationship between speed and collisions. Excessive and inappropriate speed is estimated to be the single biggest contributory factor in fatal road crashes. Speed – which encompasses excessive speed and inappropriate speed – contributes as much as one-third of fatal accidents and is an aggravating factor in all accidents.

A systemic approach to speed management requires work on three fundamental pillars:

- infrastructure design and planning: setting appropriate and identifiable speed limits;
- education and enforcement: driver behaviour and police enforcement;
- in-built technology: speed management achieved through intrinsic vehicle parameters.

While much work and attention has been given to the first two pillars, arguably less effort has been put into the third. Management of speed can be arranged by intrinsic parameters such as vehicle design, an idea that has been at the core of developments in speed management technology. As a consequence, ShLOW

will give a considerable emphasis on speed management technologies, such as Intelligent Speed Assistance (ISA) systems.

Objectives

The project was designed to:

1. Disseminate research:

The project will help to disseminate high quality research, carried out by experts and the EU, to wider areas of society thanks to the 'Speed Management Lectures', the Speed Management Camp and the students' initiatives under the ShLOW 'Challenge'. Students in particular will be actively involved in promoting this knowledge to greater areas of society (e.g. local authorities, companies, consumers and the wider public);

2. Invest in future transport decision-makers:

By making students across Europe aware of the link between safety and sustainability, ShLOW must be seen as an investment in the future of high quality transport research. Many of the students addressed will become transport decision-makers in their countries;



3. Enforce the 'shared responsibility';
4. Act as a conduit for ongoing activities on speed management:

The students selected within ShLOW will have the opportunity to run an individual action that can be linked to and amplify existing national or local initiatives on speed;

5. To disseminate best practice across Europe;
6. Encourage new efforts:

To encourage new initiatives/research in the field of speed management.

Description of Work

Preparation and management

First 6 months: a ShLOW steering committee was set up and made up of 3 staff members from 23 of the 14 consortium's organisations. ETSC also set up a ShLOW website, which was regularly updated throughout the project.

The Lecture

During months 7 to 12, representatives from the ShLOW beneficiaries gave a series of lectures at 57 universities across Europe. The lectures were delivered by the in-country project beneficiaries. The lectures presented the entire ShLOW programme to students who were then encouraged to apply.

The Challenge

The students will carry out their projects and raise public awareness on Speed Management. The objective will be to run a small-scale speed management project and possibly to get a commitment from an organisation, a public body or a private company. The students are supported by ETSC, the project beneficiaries, and ETSC's 'in country' member organisations.

The Award Ceremony

The students who succeed in running a successful initiative will receive an award during the conference that will take place in Brussels in 2010.

National experts will present their country's perspective on speed management and

exchange best practices, and successful students selected within SHLOW will present their initiatives.

There will be representatives of public bodies, NGOs, European Institutions, private companies and journalists.

Expected Results

The expected results are:

- to have dedicated students undertake speed management activities within their local surroundings in ten EU countries;
- to spread the knowledge from transport research into speed management across Europe;
- to improve road safety and reduce greenhouse gas emissions;
- to motivate students to develop a career in the field of sustainable and safe road transportation.

The project wants to promote solutions that are scarcely implemented, like intelligent speed-assistance systems. The project is intended to reach beneficiaries within the public at large since it will be subject to public scrutiny through media coverage and the organisation of events.

Three strategic elements ensure that students are not the only recipients of ShLOW. Local authorities, young professionals working in transportation, small and medium-size enterprises and NGOs are all affected by the project thanks to:

- The ShLOW Lectures: many stakeholders concerned with speed management had a chance to attend the lectures given at universities;
- The Students' Challenge: students selected within ShLOW will have to demonstrate evidence from transport research into speed by undertaking an awareness-raising campaign;
- The Award Ceremony: Stakeholders with a 'shared responsibility' in reducing road death and injury, and experts on safety will have a chance to attend the award ceremony.

Acronym:	ShLOW	
Name of proposal:	Show me how sLOW	
Contract number:	213292	
Instrument:	CSA-SA	
Total cost:	1 159 520 €	
EU contribution:	1 159 520 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.03.2008	
Ending date:	28.02.2010	
Duration:	24 months	
Website:	http://www.shlow.eu/	
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EC Officer:	Enzo Gueli	
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	Centre for Research and Technology Hellas	GR
	Road Safety Institute Panos Mylonas	GR
	Accident Research Unit – Medical University Hannover	DE
	Deutscher Verkehrssicherheitsrat e.V.	DE
	Kuratorium für Verkehrssicherheit	AT
	Centrum dopravního výzkumu	CZ
	Instytut Transportu Samochodowego	PL
	University of Valencia - Estudi general	ES
	Fundación Instituto Tecnológico para la Seguridad del Automóvil	ES
	University of Lund	SE
	University of Gent – Institute for Sustainable Mobility	BE

TRA2008

Transport Research Arena 2008

State of the Art - Background

At the Lisbon European Council in March 2000, a new strategic goal was set for the EU for the coming decade: 'to become the most competitive and dynamic knowledge-based economy in the world, capable of sustainable economic growth with more and better jobs and greater social cohesion'. To achieve this goal, the EC stressed the importance of creating a common European Research Area (ERA), which would lead towards an innovative society capable of competing with the world.

In the area of road transport, a number of strategic documents exist that support this policy. In 2004 ERTRAC, the European Road Transport Research Advisory Council, prepared two documents which describe the required breakthrough technologies and research demands for a sustainable road transport system in the future: the Vision 2020 and Challenges and the Strategic Research Agenda. In 2006 ERTRAC published its Research Framework, which was the back-

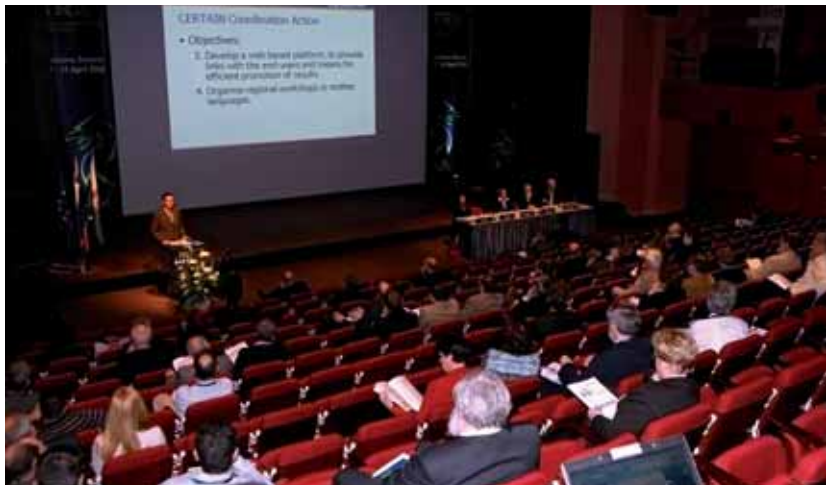
ground document for the Seventh Framework Programme (FP7) in the area of road transport. For road infrastructure, the ERTRAC's documents were fed with concepts and proposals from FEHRL (Forum of European national Highway Research Laboratories) and CEDR (Conference of European Directors for Roads).

To promote these concepts, the Transport Research Arena (TRA) conferences were established.

Objectives

The main objectives of the TRA conferences are:

- to provide tools for dissemination of research results from the entire area of road transport;
- to bring together researchers, industry, end-users and policy-makers;
- to facilitate the presentation of EC (co) financed research projects, not only through presentations in sessions, but also through



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TRA 2008 - Special session for NMS and non-EU countries

organising workshops and seminars for the day following the conference;

- to raise the profile of European transport research and its contributions to both European and international society.

This project has been structured to produce mechanisms that will properly involve people from the new Member States (NMS) and non-EU countries who were not sufficiently involved in the ERA in the past with these activities. Its key objectives are:

- to upgrade the TRA 2008 web platform for these countries;
- to organise sessions dedicated to these countries;
- to establish and maintain the database of stakeholders from these countries;
- to provide dedicated dissemination and advertising material;
- to conduct an awareness raising campaign throughout the new Member States and non-EU countries and provide sponsorship opportunities for experts.

This CSA will provide substantial Community added value through strong interactions between all stakeholders that contribute to or benefit from road transport research.

Description of Work

The work of the project was organised around four work packages (WP).

- WP1: Management: coordination of the project.
- WP2: Programme: worked closely with the conference Programme Committee to prepare a well structured technical programme, attractive to NMS and non-EU countries, and presented, with the Organising Committee, the NMS-related programme on the Internet and in printed materials. The coordination of additional NMS' and non-EU European countries' activities on the day after the official closing of the TRA2008 conference was also carried out here.
- WP3: NMS, Candidate Countries (CC) and other countries: provided the means to increase the number of participants from the NMS, CC and International Co-operation Partner Countries, particularly from the Western Balkans. It organised and maintained a mailing list of over 3 000 addresses

and organised a competition to bring participants from these countries.

- WP4: Dissemination and awareness raising: reinforced the profile of TRA as a major European and internationally important conference in accordance with the TRA mission and assisted the conference committees on all issues related to dissemination and promotion of TRA2008.

Expected Results

During TRA2008, a session on 'Specific New Member States and Candidate Countries' issues' was organised. This was one of only nine strategic sessions which outlined the importance placed on issues related to NMS. It was chaired by Mrs Luisa Prista, Head of DG RTD's Surface Transport Unit. Experiences of four projects from FP6 were presented which had been coordinated by NMS organisations: CERTAIN, SPENS, ARCHES and TransSLO. The feedback from the session was very positive. NMS and non-EU researchers expressed strong interest for better involvement with ERA but several obstacles remain, such as insufficient national support for implementation or results and lack of co-funding for research projects from national resources.

The number of participants from the NMS and non-EU countries was increased. This was done through extensive publicity, both printed and electronic, and through organising a competition, which, from the budget of this project, financially supported 75 eligible delegates. As a result of all the activities, 217 delegates were from Slovenia and 152 from other NMS and non-EU countries came to Ljubljana, around 20 times more than at TRA2006 in Goteborg (SW).

TRA and its NMS activities were actively promoted at ten international events, and in a special brochure dedicated to NMS and other non-EC countries that was sent to 3 000 electronic and 800 mailing addresses.

Acronym: TRA2008
Name of proposal: Transport Research Arena 2008
Contract number: 213131
Instrument: CSA – SA
Total cost: 150 002 €
EU contribution: 150 000 €
Call: FP7-TPT-2007-RTD-1
Starting date: 01.09.2007
Ending date: 31.08.2008
Duration: 12 months
Website: <http://tra2008.fehrl.org>
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AGAPE

ACARE Goals Progress Evaluation

State of the Art - Background

ACARE (the Advisory Council for Aeronautics Research in Europe) is the European Technology Platform for aeronautics and air transport, and its purpose is to provide guidance for the future of the European aeronautics research aiming at two general objectives: to meet society's needs for an efficient air transport system and to achieve global leadership for Europe in civil aviation.

The ACARE origins can be traced back to 2001 when the Vision 2020 document was produced, which identified the challenges and goals to be met by 2020 to enable a sustainable future for European civil aeronautics.

ACARE's work has been very successful, and this can be measured through the influence which it has been exerting on the air transport community at large. ACARE, through the Strategic Research Agenda (SRA), has been providing guidance to:

- Community Framework Programmes
- National programmes of the Member States
- Stakeholders' initiatives

In order to maintain its strategic guidance role beyond the 2020 timeframe, ACARE has set a new roadmap for the development of a third edition of its SRA.

One of the priority objectives to support this roadmap is to measure progress towards Vision 2020's goals. This is essential in order to quantify the state of implementation of the research agenda which is a pre-requisite for setting new goals stretching beyond 2020.

Objectives

The objective of AGAPE is to perform the actual measurement of the progress being achieved towards the Vision 2020 goals starting from the reference of the year 2000, when the Vision 2020 was created. These goals were elaborated in the first Strategic Research Agenda (SRA-1) under a specific Challenge Area:

Quality and affordability:

1. fall in travel charges
2. passenger choice
3. air freight services
4. halve time to market

Noise and emissions:

5. 50% CO₂ reduction
6. 80% NO_x reduction
7. 10 dB reduction in external noise
8. noise footprint reduction

green manufacturing

Safety:

10. 80% reduction of accident
11. minimise human error

Front Page of the ACARE SRA 1



ATS efficiency:

12. 3-fold increase in traffic
13. 99% flights within 15 min
14. time in airport < 15 or 30 min
15. seamless ATM system

Security:

16. zero successful hijack

Performing the measurement involves the evaluation of the impact of the aeronautics research projects performed in the period 2000-2008 in Europe.

The main objects of analysis are the Framework Programmes (FP) and in particular FP5 and FP6, as well as relevant national and privately funded programmes.

Performing the measurement involves understanding the factors which are controlling progress, the capabilities which can enable progress, the interactions among goals, etc.

Description of Work

The AGAPE project is organised around four work packages (WP).

WP1: Data collection: Information on the research projects to be evaluated is gathered.

WP2: First stage review: Teams of experts in different disciplines review and analyse the aeronautical research (in FPs, and national and privately funded), either finished or ongoing, to evaluate the progress achieved towards the completion of the goals.

WP3: Detailed review: the process is similar to the one used in WP2, but the goals are considered in more detail. The evaluation of the anticipated progress is performed based on the available information. The experts in charge of the evaluation of a goal take a broader angle of analysis by taking into account the interdependencies across goals and by carrying out sensitivity analyses, reviewing the influencing factors and identifying gaps and opportunities.

WP4: Data synthesis: From the review performed by the experts, this work package is dedicated to bring all the elements together in a synthetic form to generate the AGAPE Final Report. All the experts will take part in a workshop to consider cross-challenge and cross-goal influences and sensitivity analysis.

Expected Results

AGAPE defines an approach and mechanisms which will enable periodical quantitative evaluation of the progress being achieved by the output of R&T activity (in particular the Framework Programmes) towards the ACARE goals. The end deliverable of the project is a final report addressing the measures of overall progress towards each goal and the understanding of potential barriers for further progress. The final report contains an analysis of the SRA-1 framework better outlining what has changed since it was developed and new developments which have taken place but were not initially foreseen.

The output of the AGAPE project will be used for several purposes but the prime ones to consider are:

1. to provide ACARE with information for it to be able to consider the next steps (including a future edition of the SRA);
2. to provide information to assess/reassess priorities;
3. to contribute to the definition of new research policy objectives;
4. to provide information to demonstrate the benefits of ACARE's SRA approach.

By investigating the state of play of research conducted at European level, the proposed evaluation activity will constitute a useful tool for the future planning of European research in aeronautics.

Acronym: AGAPE
Name of proposal: ACARE Goals Progress Evaluation
Contract number: 205768
Instrument: CSA – SA
Total cost: 1 031 474 €
EU contribution: 506 674 €
Call: FP7-TPT-2007-RTD-1
Starting date: 01.07.2008
Ending date: 30.06.2010
Duration: 24 months
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EC Officer: Frank Smit
Partners: /

AIMS

Advanced Impacts Evaluation Methodology for Innovative Freight Transport Solutions

State of the Art - Background

Freight transport is a key element for the economy, raising various environmental, social, security or safety issues that are severely increasing in number. High investments in freight transport RTD are made but many RTD projects have never passed the commercialisation threshold.

Innovation is key. The success of innovation, however, is not only a question of techniques or technologies. Many non-technological (social, economic, legislative, etc.) factors have a strong influence and a range of research initiatives has integrated socio-economic issues in their approaches. Existing methodologies may require modifications to be accessible to non-expert evaluators (e.g. transport decision-makers, policy-makers).

Seven assessment types can be distinguished: technical, economic, socio-economic, financial, market, user acceptance and impact assessment. In the economic, socio-economic and financial assessments, the cost-benefit analysis plays an important role. The consideration of the time criteria is generally restricted to a comparison between zero state and the future and does not take into account the past. Classic analysis methods, like cost-benefit analysis, are sometime unable to assess the relevance (or non-relevance) of a concept or a product.

Objectives

AIMS will develop a methodology to assess and evaluate projects supported by the Fifth and Sixth Framework Programmes (FP5 and FP6) in all fields of freight transport.

Based on the results and findings obtained from the evaluation and assessment of past FP5 and FP6 projects, recommendations will

be developed with concerned transport and research actors to maximise the RTD benefits.

This Support Action requires an approach that can handle the complexity and transversal aspects of innovation in the freight transport system. In order to identify the framework conditions for freight transport innovations in not only a broader but also a technical sense, AIMS is based on the combination of a systemic approach and a socio-economic approach: the TST (Techniques, Society and Territories) approach.

AIMS will identify critical factors of RTD projects through analysing the success and failure of previous FP5 and FP6 projects. Based on results coming from the analysis of the past, present and future, AIMS will assess the positive or negative impacts of European research and projects, particularly in the economic, social and environmental fields. Guidelines for current and future FP projects will then be produced with the aim of minimising the risks of research, and providing recommendations for the definition of new research policy objectives.

Description of Work

The work plan of the project is divided into six work packages (WP).

WP1 is concerned with the overall project management, administrative and financial issues.

WP2 is dedicated to the analysis of past research projects in the field of freight transport for each mode of transport (road, rail, air, maritime, inland waterways and intermodal).

Within WP3, the current status of the research projects in FP7 will be analysed.

WP4 is covering the future related and available visions for research activities.

WP5 is concerned with producing conclusions and recommendations.

All dissemination activities, including the organisation of workshops and conferences, setting up the website and preparing the final publication is being done in WP6.

A selection of projects to be analysed will be made using specific criteria and in accordance with EC objectives. The data collection and analyses consist of desktop research, interviews and e-mail surveys. Different stakeholders will be interviewed to generate qualitative input for the research activities. Dedicated experts in each transport type will be constantly involved to review the project progress and results of the different work steps. The organisation of workshops with experts and different stakeholders is to contribute to an exchange of experience and knowledge in the field of European freight transport research.

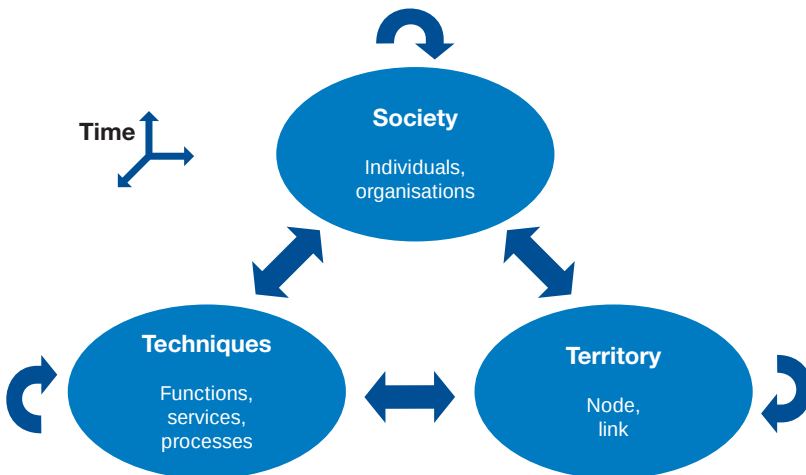
Expected Results

AIMS will produce an innovative evaluation methodology to assess research projects in freight transport at European level. The methodology should help FP managers to set up RTD projects and programmes and improve the capacity to manage innovation in freight transport. Research actors will be better enabled to set up and implement RTD projects.

Furthermore AIMS will:

- elaborate guidelines for the success of RTD projects in the field of freight transport;
- contribute to the definition of new research policy objectives in the field of freight transport.

The results should contribute towards creating better chances for success of research activities and lead towards future, innovative research foci. AIMS will contribute to generating new knowledge on transport RTD and relevant social, environmental and economic issues, establish a better dialogue between policy, industry and research, ensure consistency between their approaches, and strengthen their competitiveness and innovation efforts toward a sustainable transport system.



View of the simplified TST approach

Acronym:	AIMS	
Name of proposal:	Advanced Impacts Evaluation Methodology for Innovative Freight Transport Solutions	
Contract number:	213342	
Instrument:	CSA – SA	
Total cost:	1 092 807 €	
EU contribution:	1 092 807 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.09.2008	
Ending date:	28.02.2010	
Duration:	18 months	
Website:	http://www.aims-project.net	
Coordinator:	Mr. Marcel Huschebeck Planung Transport Verkehr AG Stumpfstrasse 1 DE 76131 Karlsruhe	
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	Közlekedéstudományi Intézet Kht.	HU
	Institute of Ship Operation, Sea Transport and Simulation, Hamburg	
	University of Technology	DE
	ETH / IVT – Zürich	CH
	Centre de recherche public Henri Tudor	LU
	Université Libre de Bruxelles	BE

MEFISTO

METHodology for Framework programmes' Impact aSSessment in TranspOrt



State of the Art - Background

The European Commission has, for some years, supported research and technology development for different modes of transport in order to improve European transport capabilities.

MEFISTO is supporting the EC by performing an impact analysis which relies on a comprehensive set of data and personal feedback from European actors in aeronautics research.

The impact analysis is concentrating on the aeronautical transport sector. The methodology will be validated by feedback from the aeronautical sector, but should be so general that it can be used and subsequently transferred to other transport sectors.

Objectives

The prime objectives of MEFISTO are:

- to provide a methodology for assessing the impact of the Fifth and Sixth Framework Programmes (FP5 and 6) in the transport domain;
- to provide expert impact assessment by applying the methodology to air transport and aeronautics research and technology development (RTD) of FP5 and FP6, covering both the support activities of DG Research and DG Transport;
- to provide a validated methodology for impact assessment of EU support to other transport modes and to make recommendations for FP7.

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

- a driving effect;
- a structuring effect;
- a leverage effect.

The expert impact will address three parameters:

- the impact on the industrial competitiveness;
- the impact on sustainable development and societal issues;
- the impact on community policy and public services.

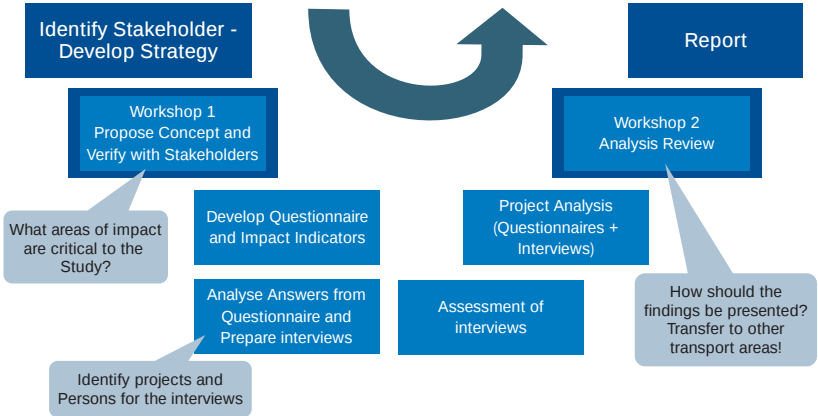
The MEFISTO team will work closely with the ACARE initiatives on the technical and institutional observation platforms.

Description of Work

The MEFISTO team will provisionally select a number of subjects that will need assessment and input them for the draft matrices. Next a group of stakeholders, drawn from within and outside the aviation community, will be invited to a workshop to verify and decide on the final subjects for assessment. These subjects will be discussed and adjusted, and impact indicators will be examined and agreed upon. Based on these decisions, the MEFISTO team will prepare a questionnaire guide that will be used to obtain the opinion of the many different stakeholders, individuals and agencies involved in the air transport research activities, or on their impact upon other people and activities.

The analysis of the questionnaires will be backed up by a large number of interviews (over 50) for better analysis and conclusion on the questionnaire feedback.

MEFISTO methodology



These results will be assessed and an initial report prepared. This report will be discussed in a second workshop to verify that all essential elements are well covered. A final report will then be prepared containing all the findings on the impact assessment on air transport and RTD.

The conclusions will be discussed along with the other transport modes in a dissemination workshop. A dissemination report will summarise the conclusions and provide the recommendations for future actions.

Expected Results

Two workshops with major stakeholders will be held to discuss the methodology of impact assessment and to agree on the findings from the project work.

The European Commission will be kept closely informed and a quarterly review will consider the status of work and what has been achieved.

The main outputs are:

- a draft report, expecting feedback from all stakeholders including European Commission services;
- a final report presenting the conclusions;
- a website;
- a dissemination report from a common dissemination event (five different assessment reports).

Acronym:	MEFISTO	
Name of proposal:	MEthodology for Framework programmes' Impact aSsessment in TranspOrt	
Contract number:	211723	
Instrument:	CSA – SA	
Total cost:	395 939 €	
EU contribution:	395 939 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.06.2008	
Ending date:	28.02.2010	
Duration:	21 months	
Website:	http://www.mefisto-project.eu	
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EC Officer:	Frank Smit	
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	Aerospace and Defence Industries Association of Europe	BE
	Dziomba Aeronautical Consulting	DE
	Schmitt Dieter Georg	FR
	Netherlands Agency for Aerospace Programmes	NL
	Wytwórnia Sprzętu Komunikacyjnego PZL - Rzeszów S.A.	PL
	Trevor Truman	UK

METRONOME

Methodology for Evaluation of Project Impacts in the field of Transport

State of the Art - Background

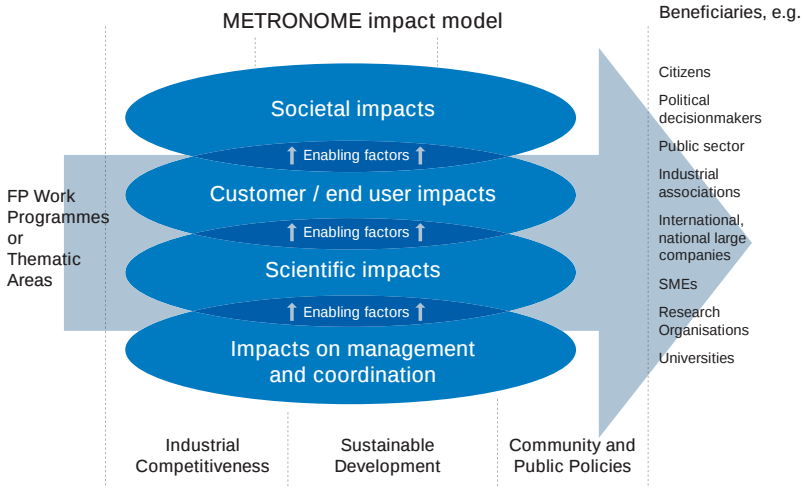
The European Transport White Paper and its mid-term review introduce objectives relating to both sustainability and competitiveness of the European transport system. To be able to steer the European transport system into a sustainable as well as a competitive future, different actors within the transport system need different kinds of research knowledge as a basis for their duties, because sustainability and competitiveness objectives are considered and emphasised in different ways.

Much transport research knowledge on both sustainability and competitiveness of the transport system has been produced in recent Framework Programmes (FP). The knowledge production has been quite diverged, serving only one of those objectives at a time, and even being mode or theme specific, i.e. not considering both of them as equally important; there have also been duplications. Many problems also exist regarding

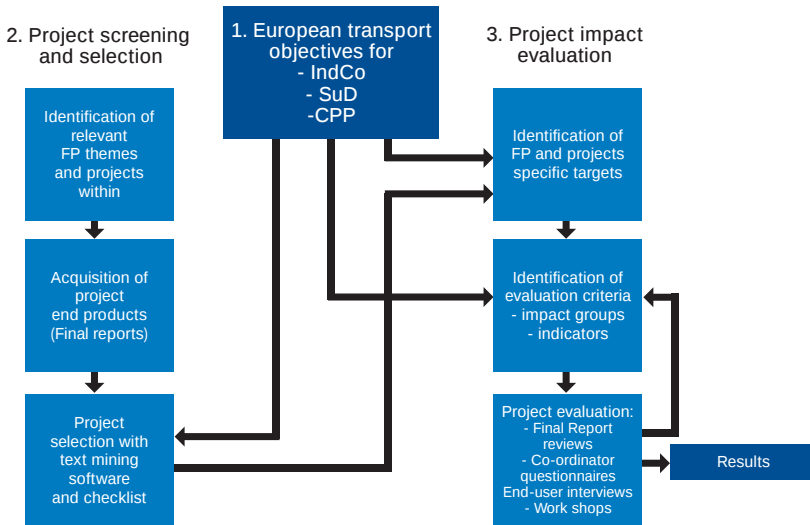
the European transport research being fit-for-purpose from the point of view of policy support: the research results (tools and methods) are often difficult to use in practice, they do not constitute a coherent system, most of them are appropriate for implementation but do not reach civil servants and decision-makers, there is the need for a better market, and organisational and strategic understanding on policy options.

Objectives

The overall aim of the METRONOME project is to evaluate the contribution and effectiveness that previous transport research and transport-related development of new technologies can make to the user community and society at large from different perspectives. This information will be used to define intermediate performance targets for FP7 as well as for new research policy objectives. Contributing to these targets can be consid-



The three phases of the METRONOME evaluation methodology and their linkages



ered as the main objective of METRONOME. This will be accomplished by:

- developing a methodology to assess projects supported in FP5 and FP6 from the perspectives of:
 - a. strengthening industrial competitiveness
 - b. contributing to sustainable development
 - c. improving Community and public policies by disseminating the knowledge generated and engaging the target users;
- evaluating a sample of FP5 and FP6 projects with the developed methodology;
- producing recommendations regarding future transport research objectives based on the evaluation results;
- producing guidelines to the Commission for the further use and development of the methodology.

Description of Work

The work plan consists of five work packages (WP).

WP1 covers project management.

WP2 will provide an overall framework for screening and selecting FP5 and FP6 projects. It will clarify what types of projects are to be evaluated and what the generic cri-

teria or principles are for their selection. The work in WP2 will be carried out in two parts: the first part at the beginning of the project and the second part at the end, after WP3, 4 and 5 have been completed. It will combine all the results and formulate the final end product as well as recommendations to advise the EC in defining future research. In addition, WP2 will include two workshops where knowledge will be gained from different stakeholders (EC, industry, operators, etc.) about their needs and preferences for the methodology.

WP3 will develop an evaluation methodology for FP5 and FP6 projects from the perspective of strengthening industrial competitiveness in European industry and apply it to the projects selected.

WP4 will develop an evaluation methodology for FP5 and FP6 projects from the perspective of contributing sustainable development and apply it to the projects selected in WP2.

WP5 will use the preliminary results of WP3 and 4 and continue the methodological development even further to evaluate how to improve Community and public policies with the research knowledge gained in FP5 and FP6 projects.

Expected Results

The main products will comprise the methodological report presenting the METRONOME methodology for project evaluation (Figure 1), the METRONOME impact model (Figure 2), and the first results on testing the model to a sample of FP5 and FP6 projects. The results will be used for the definition of intermediate performance targets for FP7 as well as for new research policy objectives.

Deliverables:

D1.1 Inception Report.

D3.1 Industrial competitiveness methodology development and application results.

D4.1 Sustainable development methodology development and application results.

D5.1 Methodology development on contribution to Community and public policies and application results.

DFMETRONOME Final Report.

Acronym: METRONOME

Name of proposal: Methodology for Evaluation of Project Impacts in the field of Transport

Contract number: 213546

Instrument: CSA – SA

Total cost: 396 412 €

EU contribution: 396 412 €

Call: FP7-TPT-2007-RTD-1

Starting date: 01.02.2008

Ending date: 31.07.2009

Duration: 18 months

Website: <http://www.vtt.fi/sites/metronome/>

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Partners: The Transport Research Centre of the Ministry of Transport, Public Works and Water Management NL
Hellenic Institute of Transport GR
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SITPRO Plus

Study of the Impacts of the Transport RTD Projects in FP5 and FP6



State of the Art - Background

A well-developed transport sector is one of the major preconditions for economic growth as well as being an important sector of the economy in its own right. But the fast growth of transport volumes over recent years also poses a major challenge to the efforts of reducing CO₂ emissions and thus combating climate change.

Efficiency gains in the transport sector could lead to a double form of decoupling: transport growth from economic growth and transport volumes from CO₂ emissions. This can be achieved in a variety of ways including technical progress (e.g. engines), improvements in logistics, intelligent land-use planning, public transport organisation and better infrastructure.

Transport research in all of those areas is supported by the Framework Programmes for Research and Technological Development, the most important European instrument for conducting and coordinating transport research and bridging the gap between the research community, the stakeholders and decision-makers.

The SITPRO Plus project builds on the earlier work of the SITPRO project that analysed the impacts of European transport research in the Fourth Framework Programme (FP4).

SITPRO Plus is part of a cluster of five projects in the Seventh Framework Programme. The projects are closely related and SITPRO Plus seeks to coordinate its work with the other four projects.

Objectives

The main objectives of SITPRO Plus are to employ the results and findings from FP5 and FP6 projects in the Transport Programme so as to contribute to:

- a. the definition of new research policy objectives, and
- b. intermediate performance targets for FP7.

As regards the first objective, in the context of European transport research, policy objectives are determined by several factors: the specific objectives of the Common Transport Policy (CTP), the broader objectives of other Community policies and the development of the European Research Area (ERA). Based on these objectives, a research agenda will be drawn up which, in turn, will determine the content of the Transport Research Programme and the specific research projects.

To achieve the second project objective, SITPRO Plus will develop a methodology for assessing and evaluating transport research projects supported in FP5 and FP6 and based on an 'objectives-led' approach. The types of impacts will ultimately be measured against the following objectives:

- strengthening the industrial competitiveness of European industry;
- contributing to sustainable development and addressing societal problems in terms of generating new knowledge relevant to social, environmental and economic issues;
- improving Community and public policies by disseminating the knowledge generated and involving the target users.

Description of Work

The methodology of SITPRO Plus will be partly based on the well-tested methodology of the SITPRO project that carried out an assessment of the impacts of transport projects in FP4. However, this method will

be modified to take into account the lessons learned in the earlier projects and the differences in structure and improved data availability between FP4, FP5 and FP6.

Essentially the methodology can be broken down into seven elements:

1. analysis of databases;
2. interviews with Commission officials;
3. Internet questionnaire;
4. project sampling;
5. desk review of project reports;
6. telephone interviews with coordinators;
7. analysis of projects' impact pathways.

SITPRO Plus will attempt to analyse the research results in a way that is directly useful for providing a feedback loop to the definition of new research objectives as well as providing input to the development of the Common Transport Policy and the European Research Area.

Expected Results

The two expected impacts of the SITPRO Plus project are the use of the results and findings from FP5 and FP6 projects in Transport to contribute towards a) the definition of new research policy objectives and b) intermediate performance targets for FP7.

In addition to excellent project work based on a sound methodology, which was tested in FP4 and developed further for FP5 and FP6, the following steps will be required to bring about those two specific impacts:

1. Understanding of user requirements

Continuous and close interaction throughout the project with the responsible Commission services will be required to tailor the project work and outputs as much as possible to the needs of:

- those persons who will be in charge of setting new research policy objectives, and
- those who will be administering FP7, assessing its performance and able to make adjustments during the course of the programme.

2. Policy relevant outputs

Based on the interaction with users and the assessment of their requirements, SITPRO Plus will focus on producing policy relevant outputs directly rather than a broad assessment of the impact of FP5 and FP6 projects.

3. Dissemination/Co-operation with users

The project outputs will not only be tailored directly to the requirements of the specific users at the European Commission but they will also actively be presented to and discussed with those users.

Acronym:	SITPRO Plus	
Name of proposal:	Study of the Impacts of the Transport RTD Projects in FP5 and FP6	
Contract number:	213910	
Instrument:	CSA – SA	
Total cost:	799 707 €	
EU contribution:	799 707 €	
Call:	FP7-TPT-2007-RTD-1	
Starting date:	01.10.2008	
Ending date:	30.09.2010	
Duration:	24 months	
Website:	http://www.sitproplus.eu	
Coordinator:	Dr. Liana Giorgi	
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	TIS.PT, Consultores em Transportes, Inovação e Sistemas, S.A.	PT
	Nouveaux espaces de transport en Europe	FR

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AGAPE	ACARE Goals Progress Evaluation	205768	81
AIMS	Advanced Impacts Evaluation Methodology for Innovative Freight Transport Solutions	213342	84
CATCH	Carbon Aware Travel CHOices in the climate-friendly world of tomorrow	234094	41
CLOSER	Connecting LOng and Short- distance networks for Efficient tRansport	234180	23
CONCERTOUR	Concerted Innovative Approaches, Strategies, Solutions and Services Improving Mobility and European Tourism	213372	19
DEMOCRITOS	DEveloping the MObility CRedits Integrated platform enabling travellers to improve urban TranspOrt Sustainability	233744	44
ETNA	European Transport NCP Alliance	212957	57
EWENT	Extreme Weather impacts on European Networks of Transport	233919	47
GHG-TRANSPORD	Reducing Greenhouse Gas Emissions of Transport beyond 2020: Linking R&D, Transport Policies and Reduction Targets	233828	60
GREENTRANSPORT-TV	Enhancing Public Awareness on the Results of European Research Actions on Climate-Friendly Transport Systems through the Professional Use of Television Media	234214	69
HERMES	High Efficient and Reliable arrangeMEnts for croSS-modal transport	234083	26
i-Travel	i-Travel the connected traveller	212785	32
INTERCONNECT	Interconnection between Short and Long-Distance Transport Networks	233846	29
KOMODA	Co-modality - towards Optimised Integrated Chains in Freight Transport Logistics	213881	35

Acronym	Project name	Grant Agreement	
MEFISTO	METhodology for Framework programmes' Impact aSSessment in TranspOrt	211723	87
METRONOME	Methodology for Evaluation of Project Impacts in the field of Transport	213546	90
MOVE TOGETHER	Raising Citizens Awareness and Appreciation of EU Research on Sustainable Transport in the Urban Environment	212659	72
REACT	Supporting Research on Climate-Friendly Transport	233984	63
ShLOW	Show me how sLOW	213292	75
SITPRO Plus	Study of the Impacts of the Transport RTD Projects in FP5 and FP6	213910	93
TOSCA	Technology Opportunities and Strategies towards Climate-friendly trAnsport	234217	50
TRA2008	Transport Research Arena 2008	213131	78
TRANSNEW	Support for Realising New Member and Associate States' Potentials in Transport Research	234330	66
WEATHER	Weather Extremes: Assessment of Impacts on Transport Systems and Hazards for European Regions	233783	53
WISETRIP	Wide-Scale Network of e-systems for Multimodal Journey Planning and Delivery of Trip-Intelligent Personalised Data	213233	38

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Transport horizontal activities in the Seventh Framework Programme

The aim of this publication is to provide information on 25 projects which were selected in the first two FP7 Calls for «Transport - horizontal activities».

The background, objectives, description of work and expected results of each project are described.

The contact details of the project coordinators and the partnerships are also given.

Comprehensive lists by theme, acronym, partner and instrument are also provided to facilitate your search.»



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