



**European Conference of  
Transport Research Institutes**

**ECTRI MEMBERS  
IN  
FP7 and COST PROJECTS**



Report n°2009/3  
September 2009





September 2009

## ECTRI MEMBERS IN FP7 and COST PROJECTS

This document presents an overview of the European projects in which ECTRI members are involved; it focuses on 7<sup>th</sup> Framework Research and Development Programme (FP7) [first and second calls] and COST funded projects. This overview is based on the available data ECTRI could gather, it is a non-exhaustive list which will regularly be updated.

The projects are listed by thematic: mobility, urban mobility, safety and security, energy and environment, freight and logistics, Intelligent Transport Systems (ITS), transport economics and policy, transversal issues. They cover all modes of transport (rail, road, waterborne, cross-cutting). The Directorates-General that launched the call (DG Research Technology and Development (RTD), DG Transport and Energy (TREN), DG Information and Society (INFOS) and DG Environment (ENV)) are also mentioned as well as the call identifiers and the task of the workprogramme, when known. When available, a short description of the project including objectives, partners, coordinator and website are provided. The projects which are officially sponsored by ECTRI are specifically indicated in bold.

Therefore, in the first and second FP7 calls, ECTRI members are involved in **90 transport related projects**: **1 Network of Excellence (NoE)**, **63 Collaborative projects (CP)**, **26 Coordination and Support Actions (CSA)** and **6 running COST actions**.

## Table of Content

<b>List of the FP7 projects' Acronyms in alphabetical order .....</b>	<b>4</b>
<b>A – FP7 projects .....</b>	<b>5</b>
1. Mobility, urban mobility .....	5
2. Safety and security .....	7
3. Energy and environment.....	12
4. Freight and logistics .....	16
5. Intelligent Transport Systems (ITS) .....	20
6. Transport economics and policy, transversal issues.....	26
<b>B – COST Actions .....</b>	<b>31</b>

## List of the FP7 projects' Acronyms in alphabetical order

2-BE-SAFE .....	7	HERMES .....	6
2DECIDE .....	25	HOSANNA.....	13
ACCESS 2 ALL.....	5	ICeWin.....	28
ADOSE .....	23	IMVITER.....	24
AIMS .....	19	InGAS.....	12
ARTIC .....	22	INTERACTION .....	20
ASSESS.....	10	INTERSAFE-2 .....	21
ASSET .....	7	ISi-PADAS .....	20
B2B LOCO .....	18	ITERATE IT .....	24
BE LOGIC .....	17	iTETRIS.....	21
BESST .....	25	i-TRAVEL .....	20
CASPER .....	7	KOMODA .....	16
CITY MOVE .....	6	MARPOS.....	27
CITYLOG .....	17	METRONOME.....	27
CityNetMobil.....	5	MoDe.....	14
CIVITAS POINTER .....	6	NEARCTIS .....	23
CLOSER .....	6	OPTIC .....	30
CO2NTROL .....	15	PLATINA .....	26
COMPARE.....	15	POINT .....	30
CONCERTOUR .....	5	PREDRIVE C2X .....	21
COSMA.....	16	PROLOGUE .....	11
DaCoTA .....	12	PROMARC .....	27
DHErgo .....	8	QUIESST.....	14
DIRECT_MAT .....	12	REACT .....	28
DIVEST .....	15	Re-road .....	13
DYNOTRAIN.....	25	ROADIDEA.....	23
EAGAR .....	27	ROSATTE .....	24
EBSF.....	7	SAFERIDER.....	8
e-Freight .....	19	SAFETRIP.....	11
ENABLE .....	18	SAFEWAY2SCHOOL.....	10
ENNAH .....	13	SAVE ME .....	11
EPOCH.....	8	SecureMetro.....	9
ETISplus .....	29	ShLOW .....	7
EU-CARGOXPRESS .....	14	SILENV .....	15
EURIDICE.....	19	SKEMA.....	17
euroFOT.....	23	SmartCM .....	19
eVALUE .....	24	SMART-WAY .....	25
EVITA.....	21	SYMPASS .....	20
EWENT .....	15	TeleFOT .....	22
FESTA .....	22	THORAX .....	8
FIMCAR .....	9	TransNEW.....	29
FOT-NET .....	22	TYROSAFE .....	9
GHG-TransPoRD .....	29	VIAJEO.....	24
GINA .....	26	WEATHER .....	16
HAVE-IT .....	22	YEAR-2010 .....	28

## **A – FP7 projects**

### **1. Mobility, urban mobility**

#### **1. ACCESS 2 ALL “Mobility Schemes Ensuring Accessibility of Public Transport for All Users” - CSA-CA**

##### **Call DG TREN (FP7-SST-2007-TREN-1)**

The main aim of proposing the ACCESS 2 ALL coordination action is to encourage Public Transport operators belonging to the project target group to adopt innovative technological concepts and mobility schemes that enable high quality mobility and transportation services for all, as well as to provide their personnel with the necessary knowledge on the particularities of specific user groups, such as the elderly and disabled, ICT-illiterate, dyslexic and illiterate people, etc. ACCESS 2 ALL aims at defining concrete mobility schemes, guidelines and policy recommendations, ensuring accessibility of Public Transport to ALL users, through the coordination of current research efforts, the production of common research roadmaps, the identification of best practice models and the appropriate use of ICT aids and networks. The achievement of all above stated objectives will be measured and verified through well specified milestones and specific success assessment criteria.

This project includes 9 partners. Coordinator: ERT, France

ECTRI partners: HIT and INRETS

#### **2. CityNetMobil “CITY NETWORK for fair MOBILity” - CSA-CA**

##### **Call DG RTD (FP7-SST-2007-RTD-1)**

CityNetMobil is a three-year EC FP7 support action with the specific objective of helping cities to answer these questions. The project began on 1 September 2008 and will run until 1 September 2011. The project invites all interested cities to join a group of cities sharing an interest in advanced transport systems. Five cities in the group will be selected to organise events, addressed mainly to the general public, featuring a showcase of moving automated vehicles, a conference, audiovisuals, and a poster display. The events will be six to eight months apart and will last between two days and two weeks each. Ideally, other scientific or cultural events will be held at the same time. The first two sites will be chosen before January 2009, and the first event will be held in spring 2009.

This project includes 4 partners. Coordinator: INRIA, France. ECTRI partner: TNO.

<http://citynetmobil.org>

#### **3. CONCERTOUR “Concerted innovative approaches, strategies, solutions and services improving mobility and European tourism” - CSA-SA**

##### **Call DG RTD (FP7-TPT-2007-RTD-1) (Transport contribution to improve competitiveness of European tourism)**

CONCERTOUR is an horizontal activity (Support Action) aiming at creating synergies between transport research and tourism services in Europe, improving competitiveness, encouraging co-modality, focusing on the subject regardless of the involved DG Programme. The overall objective is to propose new concepts guiding tourists through "the stages of whole travel itinerary" and to support EU policies in improving tourism competitiveness, considering emerging needs and tourism demand by acting on main aspects affecting tourism market (e.g. intermodality, information, ticketing).

This project includes 7 partners. Coordinator: FIT Consulting, Italy

ECTRI partners: INRETS and TØI

<http://concertourproject.eu>

**4. CITY MOVE “City multi-Role Optimized Vehicle” - CP**  
**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**  
Coordinator: IVECO, Italy. ECTRI partner: VTI

**5. CLOSER\* “Connecting LOng and Short-distance networks for Efficient tRansport” - CP-FP**  
**Call DG RTD (FP7-TPT-2008-RTD-1) (New mobility/organisational schemes: interconnection between short and long-distance transport networks)**

The European Transport Policy (ETP) proposes the concept of co-modality as an essential instrument to achieve, at the same time, a high level of mobility and of environmental protection. But the existing transport system still remains far away from that concept. The interface between long and short-distance transport networks remains as the weak link in the transport chain for both, passengers and freight. The purpose is to develop innovative tools for the analysis of interfaces, check these tools in a number of case studies, and make recommendations to stakeholders.

This project includes 8 partners.

ECTRI partners: CEDEX, Spain (coordinator), INRETS, TØI, FHG, VTT, CDV, CERTH-HIT and VGTU-TMI

**6. HERMES “High Efficient and Reliable arrangeMEnts for CroSsmodal Transport” – CP-FP**  
**Call DG RTD (FP7-TPT-2008-RTD-1) (New mobility/organisational schemes: interconnection between short and long-distance transport networks)**

HERMES project will provide development and analysis of new mobility schemes and associated organisational patters at the interface and interconnection between long distance transport networks and local/regional transport network and local regional transport networks. Although these are conceptually simple operations, requiring only some real-time telecommunication, there are organizational and contractual difficulties in its realisation. The first part should concentrate on identification of the key requirements of the travellers, the corresponding services and necessary underlying company agreements to provide them, followed by a business plan for the operation. The second part of the project would have demonstrations in the selected corridors for a period of at least 6 months of field experience. The final product of the project should be a handbook of recommendations based on the analytical part and on the demonstration part of the project. Prototypes for the business model of the innovative services will be developed and further tested in case studies for validation of its functional, economic and organizational aspects aiming to provide recommendations regarding enhanced co-ordination between decision-making levels on issues related to the interconnection of transport networks of different scales and modes, addressing institutional, legal, design, planning, technical and deployment aspects.

This project includes 11 partners. Coordinator: UTL-IST, Portugal

ECTRI partners: UPM and CERTH-HIT

**7. CIVITAS POINTER “Support Action for Evaluation and Monitoring of CIVITAS Plus” – CSA-SA**

**Call DG TREN (FP7-SST-2007-TREN-1)**

The aim of CIVITAS POINTER project is to support the monitoring of the demonstration projects and cities by helping to guide the monitoring process via standard management tools. It strives to help all the CIVITAS Plus cities to understand the importance of data collection and evaluation as well as help the cities in a practical way with all work on evaluation. This will be achieved by setting up practical guidelines for data collection, helping with the ex-ante evaluation, communicating in a direct way with the cities through organising workshops. Furthermore, CIVITAS POINTER will undertake a cross-site evaluation for CIVITAS Plus based upon all the data collected by the cities.

This project includes 7 partners, ECTRI partner: TNO (coordinator), The Netherlands.

---

\* The CLOSER project is supported by ECTRI

**8. EBSF “European Bus System of the Future” - CP-IP**

**Call DG RTD (FP7-SST-2007-RTD-1) (High Quality Public Transport)**

The research carried out in the project will lead to the conception and development of an innovative high-quality bus system that will demonstrate the full potential of a new generation of urban bus networks. The project will build upon state-of-the-art clean vehicular technologies and concentrate on improving the bus system as a whole.

This project includes 21 partners. Coordinator: UITP, Belgium

ECTRI partner: INRETS

## **2. Safety and security**

**9. ShLOW “Show Me How Slow: Mobilising Evidence from Transport Research into Speed” - CSA-SA**

**Call DG RTD (FP7-TPT-2007-RTD-1)**

The aim of ShLOW is to have dedicated students undertake speed management activities within their local surroundings in ten EU countries. These actions will help achieve significant reductions in excessive and illegal speeds across the EU's road network. And it is also to spread the Know-How from transport research into speed management across Europe and train and encourage future road safety, transport, and environmental sector professionals to carry out effective speed management measures within their career.

This project includes 14 partners. Coordinator: ETSC, Belgium

ECTRI partners: CDV, HIT and ITS

<http://www.shlow.eu/>

**10. 2-BE-SAFE “2-wheeler behaviour and safety” - CP-FP**

**Call DG RTD (FP7-SST-2007-RTD-1) (Human physical and behavioural components & safety and security by design)**

The high rate of motorcycle-related deaths and injuries calls for new and refined countermeasures, deriving from solid behavioural and ergonomics research. In this proposal we outline an innovative program of research, involving partners from Europe, Israel and Australia, that directly targets those behavioural and ergonomic factors cited in the MAIDS study as contributing to PTW crashes.

This project includes 26 partners. Coordinator: Cyprus University of Technology

ECTRI partners: CDV, INRETS, TRL and VTT

**11. ASSET “Advanced Safety and Driver Support in Essential Road Transport” - CP-IP**

**Call DG RTD (FP7-SST-2007-RTD-1)**

ASSET project promotes a holistic traffic safety theory where safety is a product of four different entities: driver and operator, vehicle and traffic, infrastructure and environment, regulation and control as a push to traditional Systems Theory.

The work focuses on the most common interactions of these entities based on the knowledge of accident causation and nature of multiple factors in the birth of accidents.

This project includes 23 partners. Coordinator: PTV, Germany

ECTRI partners: VTT and VTI

**12. CASPER “Child Advanced Safety Project for European Roads” - CP-FP**

**Call DG RTD (FP7-SST-2007-RTD-1)**

The objectives of CASPER are to reduce fatalities and injuries of children in traffic accidents. Children are more and more often involved in all modes of transportations; they have no choice, they are bind to the adult careers, taking for granted that the adults will take good care of them.

CASPER will address two main aspects: 1. on one hand, the improvement of the efficiency of child protection through the development of innovative tools, such as sensors, dummies models and child human models, completed by test procedures in frontal and lateral impacts, with associated injury criteria, in order to provide to CRS (Child Restraint Systems) manufacturers the possibility to develop and test their products at a lower cost, with new methods, and at a same guarantee of efficiency; 2. on another hand, the analysis of the reasons and consequences of misuse of CRS's and of the influence of the conditions of transportation of children, as compared to the certification test procedures. The main deliverables will be the improvement of behaviour of dummies, associated to new sensors, as well as dummies and child human numerical models and improved test procedures, allowing solving the issues of children protection. Reports on the conditions of use of CRS and consequences in accidents, including campaigns of information, will be made in order to solve the problem of children involved in traffic accidents.

This project includes 14 partners. Coordinator: PSA Renault, ECTRI partners: INRETS and TNO

**13. DHErgo “Digital Humans for Ergonomic design of products” - CP-FP  
DG TREN (FP7-SST-2007-TREN-1)**

Ergonomic evaluation of a product often requires building up a physical mock-up or a prototype, having a group of experts or a representative sample of users to test it and to give their discomfort feeling. Digital Mock-Ups (DMU) together with Digital Human Models (DHM), are more and more used in the early phase of product design in order to reduce the product development time and cost. In order to help the designer to evaluate the future product, the digital human should ideally behave like a real human being, not only in terms of anthropometry but also in terms of motion, discomfort perception and work related tissue injury. Therefore the main objective of the project is to develop more advanced digital humans for ergonomic design of products (DHErgo).

This project includes 10 partners. Coordinator: ERT, France. ECTRI partner: INRETS  
[www.dhergo.org](http://www.dhergo.org)

**14. EPOCH “Enabling protection for older children” - CP-FP**

**Call DG RTD (FP7-SST-RTD-2007-1) (Safety and security by design)**

The EU Directive that covers seat belt wearing requires children less than 150cm tall (or where there is an exemption - 135cm) travelling in cars, vans and goods vehicles to use an appropriate child restraint. The concept of EPOCH is to drive the improvement of safety for older children travelling in vehicles. This will be done by extending the development of the protocols, test procedures and measurement tools necessary to carry out impact tests for restraint systems designed to protect older and larger children in vehicle collisions.

This project includes 5 partners, ECTRI partner: TRL, United Kingdom (coordinator).  
<http://www.epochfp7.org/>

**15. THORAX “Thoracic injury assessment for improved vehicle safety” - CP-FP**

**Call DG RTD (FP7-SST-RTD-2007-1)**

The objective of THORAX is to develop the required understanding in thoracic injury mechanisms and to implement this into numerical and experimental tools that will enable the design and evaluation of advanced vehicles restraint systems that offer optimal protection for a wide variety of car occupants.

This project includes 12 partners. Coordinator: First Technology safety systems, The Netherlands  
ECTRI partners: INRETS, TRL and UPM

**16. SAFERIDER “Advanced telematics for enhancing the SAFETY and comfort of motorcycle RIDERS” - CP-FP**

**Call DG INFOS (FP7-ICT-2007-1) (for Intelligent Vehicles and Mobility Services)**

SAFERIDER aims to enhanced PTW riders' safety by applying ADAS/IVIS on PTWs of all types for the most crucial functionalities and develop efficient and rider-friendly interfaces and interaction

elements for riders' comfort and safety. Relevant applications prioritisation is based on in-depth accident studies, riders needs and wants, as well as benchmarking and ergonomic inspection of existing applications.

This project includes 20 partners.

ECTRI partners: CERTH -HIT, Greece (coordinator), FHG and INRETS

<http://www.saferider-eu.org>

## **17. TYROSAFE “TYre and Road surface Optimisation for Skid resistance And Further Effects” - CSA-CA**

### **Call DG RTD (FP7-SST-2007-RTD-1)**

The main objectives of the TYROSAFE project are to raise awareness, to coordinate and prepare for European harmonisation and to optimise the assessment and management of essential tyre/road interaction parameters in order to increase safety and support greening of European road transport.

This project includes 7 partners. Coordinator: Arsenal Research, Austria

ECTRI partners: DVS and TRL

<http://tyrosafe.fehrl.org>

## **18. SecureMetro “Inherently secure blast resistance and fire safe metro vehicles” – CP**

### **Call DG RTD (FP7-SST-2008-RTD-1)**

Aim: Increased safety and security of metro vehicles from terrorist attacks by explosives and firebombs through materials choices and design, thereby increasing resilience and reducing the impact of attacks on passengers, staff, infrastructure and property. Objectives: The SecureMetro project will consider threats from conventional explosives and firebombs. The four project objectives are: 1. To increase metro vehicle resilience to terrorist bomb blast through selection of vehicle materials and structural design. This will reduce injuries from fragments of vehicle materials and improve structural integrity in blast situations, offering greater security to passengers and staff. This includes enhancing the ability of a vehicle to remain on the track and keep moving so that underground rescue is not required. Contribution: to structural integrity standard EN12663 will allow wide and interoperable implementation of vehicles offering security by design. 2. To increase security against a firebomb attack through design of fire barriers and fire suppression technology while also contributing to passenger safety from accidental or vandalism fires. Design of features to prevent the spread of fire and fumes will contribute to standards compliance (prEN 45545 and TS 45545) for fire protection of railway vehicles. 3. Through increasing resilience of vehicles to blast and fire attacks and reduced damage to adjacent vehicles and infrastructure, speed up recovery following attack, allowing the rail system to "bounce-back" to normal operation quickly. 4. Reduce the attractiveness of metro systems as a target for attack by reducing deaths and injuries, increased resilience, reducing economic impact and making recovery faster. This will be achieved through wide dissemination of the findings of SecureMetro, and promotion of transfer to high speed rail of the vehicle design and technology developed for metro systems.

Coordinator: University of Newcastle upon Tyne (United Kingdom)

ECTRI partner: INRETS

## **19. FIMCAR “Frontal Impact and Compatibility Assessment Research” – CP**

### **Call DG RTD (FP7-SST-2008-RTD-1) Safety and security by design**

For the real life assessment of vehicle's safety in frontal impact accident the compatibility (described by the self protection level and the structural interaction) between the opponents is crucial. Although compatibility has been analysed worldwide for years, no final assessment approach was defined. Taking into account the EEVC WG15 and the FP5 VC-COMPAT project activities, two test approaches are the most important candidates for the assessment of compatibility. Both are composed of an off-set and a full overlap test procedure. However, no final decision was taken. In addition another approach (tests with a moving deformable barrier) is getting more and more in the focus of today's research programmes. Within this project different ODB, full overlap and MDB test procedures will be analysed to be able to propose a compatibility

assessment approach, which will be accepted by a majority of the involved industry and research organisations. The development work will be accompanied by harmonisation activities to include research results from outside the consortium and to early disseminate the project results taking into account recent GRSP activities on ECE R94, EuroNCAP, etc..

Coordinator: Technische Universität Berlin (Germany) ECTRI partners: TRL and TNO

## **20. ASSESS “Assessment of Integrated Vehicle Safety Systems for improved vehicle safety” - CP**

### **Call DG RTD (FP7-SST-2008-RTD-1) Safety and security by design**

The European Union (EU 27 countries) is home to about 493 million inhabitants and over 270 million motorised vehicles. Each year there are 43,000 road fatalities and 1.8 million road casualties. Although the number of road fatalities has declined by more than 17% since 2001, greater improvement are required if the European Commission’s target of halving the number of deaths on the roads by 2010 is to be met. From previous and existing research projects it is well known that Integrated Vehicle Safety Systems that combine elements from active and passive safety have a high potential to improve both comfort and safety of vehicles and their occupants. The objective of the ASSESS Project is to enable widespread introduction of these systems by **A**) developing required understanding on the evaluation of Integrated Vehicle Safety Systems and **B**) implementing these findings in test and assessment procedures that will set targets for optimal systems in terms of occupant protection. As such ASSESS responds to the topic SST.2008.4.1.1 Safety and security by design “*Technologies and methodologies for the design of transport systems with intrinsic safety and security characteristics which support harmonization and standardisation*”. To address this objective, ASSESS mobilises the European car industry and research community to develop a relevant set of test and assessment methods applicable to a selection of current integrated vehicle safety systems. Methods will be developed for driver behavioural aspects, pre-crash sensing performance and crash performance under conditions influenced by pre-crash driver and vehicle actions. The knowledge gained will be implemented in a proposal for test and assessment procedures that will be evaluated on the basis of actual systems currently offered to the market. By doing so, ASSESS aims to stimulate the introduction of new “crucial” technologies in vehicles to further reduce road fatalities and injuries to car occupants in Europe and to make the traffic environment safer for all road users. As such, the project also aims to increase the level of competitiveness of the European automobile industry; safety is a proven selling point. This is underlined by a substantial involvement of European car industry (OEM’s and suppliers) in this project and their willingness to provide systems and expertise to this project.

Coordinator: First Technologies Safety System Europe.

ECTRI partner: TNO and TRL

## **21. SAFEWAY2SCHOOL “Integrated System for safe transportation of children to school” – CP**

### **Call DG RTD (FP7-SST-2008-RTD-1)**

Between 1994 and 2001, 361 children were injured or killed during transportation to/from their school in Sweden, whereas 455 were killed or injured in Austria only in 2007 and 97 were killed in Italy in 2005. In a single school bus accident in Greece in 2003, 20 children lost their lives. Different as the above numbers may be, they all tell us one thing: Crashes involving school buses and crashes involving children travelling from/to school are far from negligible and require further efforts to be drastically reduced.

SAFEGWAY2SCHOOL aims to design, develop, integrate and evaluate technologies for providing a holistic and safe transportation service for children, from their home door to the school door and vice versa, encompassing tools, services and training for all key actors in the relevant transportation chain. These include optimal route planning and rerouting for school buses to maximize safety, on-board safety applications (i.e. for speed control and seat belts), intelligent bus stops, effective warning and information systems for bus drivers, children, parents and the surrounding traffic; as well as training schemes for all actors. The project innovative systems, services and training schemes will be tested in 4 sites Europe wide, including North (Sweden), Central (Austria), South (Italy) and Eastern (Poland) Europe; to evaluate their usability, efficiency, user acceptance and market viability; taking into account the very different children s transportation

to/from school systems across the different European regions as well as key cultural and socio-economic aspects.

This project includes 15 partners.

ECTRI partners: VTI, Sweden (coordinator), CERTH-HIT, INRETS and ITS

**22. SAFETRIP “Satellite Application For Emergency handling, Traffic alerts, Road safety and Incident Prevention” - CP**

**Call DG RTD (FP7-SST-2008-RTD-1)**

This project includes 20 partners. Coordinator: SANEF, France. ECTRI partners: FHG, DLR and VTT

**23. SAVE ME “System and Actions for VEHICLES and transportation hubs to support Disaster Mitigation and Evacuation” - CP**

**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**

SAVE ME aims to develop a system that detects natural (i.e. earthquake, fire, etc.) and man-made (i.e. terrorist attacks) disaster events in public transport terminals / vehicles and critical infrastructures (i.e. tunnels, and bridges) and that supports quick and optimal mass evacuation guidance, to save the lives of the general public and the rescuers, giving particular emphasis to the most vulnerable travellers (i.e. children, elderly and disabled). To achieve this, it develops a common ontological framework for hazard recognition, classification and mitigation, innovative algorithms on human behaviour under stress, panic and strong emotions, standardised interface elements for intuitive human guidance, a holistic disaster mitigation strategy and intelligent agents algorithms for guidance personalisation. It employs a Wireless Sensor Network for emergency detection, environmental awareness and travellers’ position and movements monitoring, as well as a fault tolerant communication network infrastructure. It integrates simulator model data with real time data from these sensors, to reach enhanced crowd behaviour models and uses them in a Decision Support System, to supervise the overall disaster mitigation operation. Thus, it supports the infrastructure operator, guides the rescue team through PDA and the trapped travellers by environmental displays and audio systems, as well as personalised guidance in their mobile phone to the nearest safe and free exit, taking into account their profile (i.e. disability, agility, language, etc.). It also develops appropriate training curricula, content and tools for operators, rescuers and the general public; guidelines to the infrastructure / vehicle operators and designers and standardisation proposals to the policy makers. All project developments are thoroughly and iteratively tested and optimised by lab tests as well as two in pilot sites, at a metro station in Newcastle (UK) and the Gotthard tunnel (Switzerland).

This project includes 11 partners.

Coordinator: University of Newcastle upon Tyne, United Kingdom

ECTRI partners: CERTH-HIT and UPM

**24. PROLOGUE “Promoting real Life Observations for Gaining Understanding of road behaviour in Europe” - CP**

**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**

The number of road fatalities in Member States is decreasing too slowly to meet the EU-targets. A new generation of measures is needed, underpinned by a new generation of research methods. Recent technology developments allow for this: naturalistic observations. This means that road user behaviour is observed unobtrusively in a natural setting for a longer period of time. This technique allows for analysing the interrelationship between road user, vehicle, road and other traffic in normal situations, in conflict situations and in actual collisions. Results will lead to a better understanding of road safety and help to realise an intrinsically safe road transport system, including in-car technology, self-explaining roads, driver training, etc. The main objective of PROLOGUE is to prove the feasibility and usefulness of a large-scale European naturalistic observation study. The project aims at road safety researchers and other stakeholders including car industry, insurance companies, driver training and certification organisations, road authorities, and governments. Whereas road safety is the main motive, the project will also look at the

relevance for environmental issues, e.g. CO<sub>2</sub> emissions, and traffic management. Based on inventory studies, a series of small-scale field trials, and close involvement of user groups and stakeholders, PROLOGUE will result in recommendations and an outline for a large-scale naturalistic study, dealing with research questions, methodology and technology for data collection, data storage, data reduction, data mining and data analysis. Communication and dissemination to all potential stakeholders are vital to gain their support for and involvement in a large-scale European study. The PROLOGUE consortium consists of nine partner institutes, is well spread over Europe and includes Israel, has a wide experience on all aspects relevant for naturalistic observations, and a large international network of road safety and transport experts.

This project includes 7 partners.

Coordinator: SWOV, The Netherlands. ECTRI partners: CERTH-HIT, TNO and TØI

### **25. DaCoTA “Road safety Data Collection, Transfer and Analysis” - CP**

**Call DG TREN (FP7-SST-2008-TREN-1) (Improving safety and security)**

Evidenced based approaches lie at the heart of the most successful road safety polices and accident and other road safety data is a key component. No single set of data can support all road safety questions and the European Road Safety Observatory has been developed as a focus for a range of data and information types. DaCoTA WP3 aims to continue the efforts made in previous projects by gathering, consolidating and standardizing the available road safety data and information, through the exploitation of all available sources, in a systematic and comprehensive way.

Coordinator: Loughborough University, United Kingdom

ECTRI partners: INRETS and ITS

## **3. Energy and environment**

### **26. DIRECT\_MAT “DISmantling and RECYcling of vehicle Tyres and road MATerials into roads - Sharing knowledge and practices” - CSA-CA**

**Call DG RTD (FP7-SST-2007-RTD-1)**

DIRECT-MAT is a Coordination and Support Action under the EC 7th Framework programme “Sustainable Surface Transport”. The project runs through 2009–2011 and aims to facilitate the sharing of national experiences on dismantling and recycling of road materials into new roads at the European level. This will be achieved through the building of a European Web database and the drafting of Best Practice guides.

The project addresses the dismantling and recycling or safe disposal of unbound, hydraulically bound and asphalt road materials. It also addresses other materials related to road use but not commonly recycled in road construction. These include tyre shreds, sediment from ditches, industrial by-products and reinforcement materials. The intention is that the project results shall support the daily work of practitioners, researchers and standardisation bodies. In this way DIRECT-MAT will actively contribute to reducing the waste disposal associated with roads.

This project includes 14 partners. Coordinator: LCPC, France. ECTRI partner: KTI

<http://direct-mat.fehrl.org>

### **27. InGAS “Integrated Gas Powertrain - Low Emission, CO<sub>2</sub> optimised and efficient CNG engines for passenger cars (PC) and light duty vehicles (LDV)” - CP-IP**

**Call DG RTD (FP7-SST-2007-RTD-1)**

The objective of the INGAS project is to deploy a custom designed engine integrated with specific aftertreatment systems applied to a light duty (LD) vehicle able to achieve a 10% higher fuel conversion efficiency than that of a corresponding 2006 diesel vehicle and complying with an emission level lower than Euro 6. Additional features are advanced storage systems and vehicle architectures, as well as multi-grade fuel tolerance and fuel flexibility.

This project includes 29 partners. Coordinator: Research Centre FIAT, Italy  
ECTRI partner: POLITO  
<http://www.ingas-eu.org>

**28. Re-road “End of life strategies of asphalt pavements” - CP-FP**

**Call DG RTD (FP7-SST-2007-RTD-1)**

The Re-road project aims to develop knowledge and innovative technologies for enhanced end of life strategies for asphalt road infrastructures. Such a strategy has an important impact on the energy efficiency and the environmental footprint of the European transport system and fits within the life-cycle thinking which is being introduced in waste policy at European level. It leads to reduction of the need for new raw materials, prevents the creation of waste and the occupation of landfills and consequently minimizes the need to transport these materials to and from the work site and hence reducing energy, pollution including CO<sub>2</sub> -emissions.

This project includes 11 partners. ECTRI partner: VTI, Sweden (coordinator).

<http://re-road.fehrl.org>

**29. ENNAH “European Network on Noise and Health” CSA**

**Call DG-ENV (FP7-ENV-2008-1) (Health effects of exposure to environmental stressors)**

The network will review the existing literature on environmental noise exposure and health focussing on the consolidation of existing state of the art knowledge and the identification of gaps in the evidence and future research needs and hypotheses to be tested. In the network we will train junior researchers in noise and health through setting up an exchange network across Europe. The network will focus on noise exposure assessment in health studies in order to build more complex analytical models of noise and health effects that take into account moderating factors including the joint effects of air pollution and noise.

This project includes 29 partners. Coordinator: Queen Mary & Westfield College, United Kingdom.

ECTRI partners: INRETS, DLR, TØI, and TNO.

**30. HOSANNA “Holistic and sustainable abatement of noise by optimized combinations of natural and artificial means” – CP**

**Call DG RTD (FP7-SST-2008-RTD-1)**

Noise pollution is a major environmental problem within the EU. The social costs of traffic noise have been estimated to 0.4% of total GDP. Road traffic is the dominant source, and also rail traffic noise is significant. At the same time, road and rail traffic are expected to steadily increase, and the source strength is not expected to significantly decrease within the near future. To reduce the outdoor traffic noise to a sufficiently low level for a good acoustic environment is a major challenge of high need. Here, we will focus on noise propagation abatement for the outdoor environment. Following the EU Directive on environmental noise, a series of major action have been taken in noise abatement, but: the sustainability has rarely been paid attention. The main idea of our project is to optimize the use of green areas, green surfaces and other natural elements in combination with artificial elements in urban and rural environments for reducing the noise impact of road and rail traffic. The project offers a variety of powerful abatement strategies that will make a cost effective improvement by its combination of approaches concerning: ground and road surface treatments; trees, forests and tall vegetation; greening of buildings and other surfaces; and innovative barriers. The noise impact will be assessed in terms of sound levels (including spectra and time patterns) as well as perceived environment (including annoyance, well-being and other health related aspects). The main objectives of the project are: to show by full scale evaluation that the proposed abatement methods work; to deliver noise prediction methods applicable to the proposed abatements, which can also can be used in noise mapping software; to deliver assessment methods for the perceived noise environment; to deliver a good practice guide for the end-users; and to show the cost benefit, including the positive effect on urban air quality and CO<sub>2</sub> neutrality, of the resulting noise abatement methods.

Coordinator: CHALMERS, Sweden. ECTRI partner: TØI

**31. EU-CARGOXPRESS “Greening of surface Transport through an innovative and competitive CARGO-VESSEL Concept connecting marine and fluvial intermodal ports” – CP**  
**Call DG RTD (FP7-SST-2008-RTD-1)**

A completely new type of freighter is needed; one that can access these ports and load or unload goods by its own means, whilst being faster than traditional freighters. Moreover, this Project's intention is to halt the declining situation of the European Shipyards, being impossible for them to compete within the international market due to costs and a lack of their own know-how. At the same time, anticipating the rise of energy costs in the future for maritime transport, the need of low fuel consumption technology and the use of additional alternative energies is crucial. The project CargoXpress is aiming to use its unique construction of the superstructure to make use of wind propulsion in adequate meteorological conditions, which could easily add an additional saving of fuel consumption of about 10 to 12%. The second path to use alternative energy is the intent to cover part of the very flat surface of the superstructure and the loading bay inclosures for solar collectors which should in the near future have considerable higher output per square meter.

This project includes 7 partners.

Coordinator: Compania Transmediterranea, Spain. ECTRI partner: UPM

<http://cargoxpress.eu>

**32. QUIESST “QUIetening the Environment for a Sustainable Surface Transport” - CP**  
**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**

The European Commission clearly addresses transport noise through its 2002/49/EC Directive: its objective is to encourage environmental noise reduction, and surface transport is one of the main targets. However, with EC expected impacts of noise reduction of about 10 to 20 dB, it is evident that no action limited to a single step of the whole noise problem could obtain such reduction in noise values: one should act (and optimise the means of action) at all the consecutive steps of the whole process (sound emission, sound propagation, and sound reception). Acting on sound propagation, ground transport Noise Reducing Devices (NRD) do play an important role in the reduction of noise: depending on numerous different factors, their global effectiveness could be as low as a few decibels (if used inadequately), or reaching up to 20 dB (while using appropriate design). Today, many efforts have been done on both sides of the characteristics leading NRD to be effective: the product side, and the in-situ side. However, too few and limited research has been done yet in order to integrate both sides, while the true final noise reduction clearly depends on both (in a true holistic approach). The main idea of QUIESST is to optimise the knowledge, the methods, the use and the GLOBAL effectiveness of the ground transport NRD, in order to allow a durable and sustainable development of transport.

Coordinator: A-tech - acoustic technologies, Belgium

ECTRI partners: TNO and DVS

**33. MoDe “Maintenance on Demand” – CP**

**Call DG RTD (FP7-SST-2008-RTD-1)**

The combination of Structural Health Monitoring (SHM) with smart structures and advanced method of structural durability allows the realisation of an advanced life cycle management of vehicles (through all transport modes). Beside a functional SHM system the availability of a reliable smart structure able to control the structural properties is a precondition for designing a Maintenance-on-Demand system. Currently, smart structures are primarily developed to control noise and vibrations but could also be used to monitor and control the structural health at the same time. The SHM system provides information on the endured operational loads and the actual condition of the structure. From this, the remaining durability and life time expectancy can be estimated and new cost functions for the smart structure is derived. The embedded actuators and sensors allow now the minimisation of the local loads in the damaged area extending the life-time of the overall structure. Topics to be addressed: -Usage-Monitoring; -Self-diagnosis of components; -Life-time and durability assessment; -Handling of data

ECTRI partners: FHG, Germany (Coordinator) and VTT

**34. CO2NTROL “Integrated Solutions for Noise and Vibration Control in Vehicles” - CP**  
**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**  
ECTRI partner: FHG (coordinator)

**35. SILENV “Ships oriented Innovative soLutions to rEduce Noise and Vibrations” - CP**  
**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**  
Coordinator: DCNS, France. ECTRI partners: TNO and VTT

**36. ComPair “Continuous health monitoring and non-destructive assessment of composites and composite repairs on surface transport applications” - CP-FP**  
**Call DG RTD (FP7-SST-2007-RTD-1)**

Composites are used in a wide range of applications in surface transport. Damage to composite components in vehicles and surface transport applications is not always visible to the naked eye and the extent of damage is best determined for structural components by suitable non-destructive and evaluation (NDT & E) techniques. A detailed NDT and/or health monitoring procedure for proper damage assessment needs to be performed. This involves identification of the nature of the damage, its position and its extent, during different phases of the material and/or structure, i.e. during manufacturing and assembly, as well as during maintenance and repair. One can also locate damage by simply tapping the composite s surface and listening to the sound (boundary between good and damaged composite can easily be mapped to identify the area for repair). Inspection for composite damage should be included in the regular maintenance schedules for composite structures. Nonetheless, particular attention should be made to areas that are more prone to damage by using continuous health monitoring approaches, as well as prompt and reliable NDT approaches. Transient thermal NDT is a prompt and reliable approach and has the ability to provide quantitative information about hidden defects features in composite materials and/or structures. Analysing the transient temperature in the time domain typically attains this. Furthermore, since most damage to fibre-reinforced composites is a result of low velocity and sometimes high-velocity impact, 3-D laser micro-topography could also be used for the surface morphology and analysis of the composites. The SMEs and RTOs in this project are proposing to bring their expertise in composites assessment and/or NDT & E and in partnership with the LEs Public Bodies who also have great expertise in the field of composites and/or surface transport and/or NDT.

This project includes 11 partners. Coordinator: TWI LIMITED, United Kingdom  
ECTRI partner: VTT

**37. DIVEST “Dismantling of Vessels with Enhanced Safety and Technology” - CP-FP**  
**Call RTD (FP7-SST-2007-RTD-1)**

Policy-makers are in dire need of up-to-date objective scientific data to support their decision making as applied to ship dismantling. The objective of the project is to “define an integrated risk and economic framework” applicable to the optimisation of ship dismantling activities and infrastructure, from a social, economic and environmental point of view. The framework will apply across the life cycle of a ship.

This project includes 14 partners. Coordinator: V. Navy (France)  
ECTRI partner: TNO.

**38. EWENT “Extreme Weather impacts on European Networks of Transport” - CP-FP**  
**Call DG RTD (FP7-TPT-2008-RTD-1) (Assessing disruptive effects of extreme weather events on operation and performance of EU transport system)**

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. The methodological approach is based on generic risk management framework that follows a standardised process starting from the identification of hazardous extreme weather phenomena, followed by impact assessment and concluded by mitigation and risk control measures. EWENT will evaluate the efficiency,

applicability and finance needs for adaptation and mitigation measures which will minimise the costs of extreme weather impacts.

This project includes 9 partners.

ECTRI partners: VTT, Finland (coordinator), DLR and TØI

**39. WEATHER “Weather Extremes: Assessment of impacts on Transport Systems and Hazards for European Regions” - CP-FP**

**Call DG RTD (FP7-TPT-2008-RTD-1)** (*Assessing disruptive effects of extreme weather events on operation and performance of EU transport system*)

The WEATHER project aims at adding to the current state of knowledge on the impacts of extreme weather events on economy and society in total and on European transport systems in particular. The project starts from the broad picture of climate scenarios and breaks them down to specific regions. Best practices in emergency management are identified by studying the numerous damage cases world wide and options for adapting to more frequent and / or more extreme weather events are assessed. Moreover, the project will identify policy options to implement the recommended measures and demonstrate the competitive potential and the innovation power of a European lead market for adaptation and emergency management technologies and policies. The toolbox of the project consists of literature review, targeted interviews, workshops, cost accounting models and case studies.

This project includes 8 partners.

ECTRI partner: FHG, Germany (coordinator) and CERTH-HIT

**40. COSMA “Community oriented solutions to minimise aircraft noise annoyance” – CP**

**Call DG RTD (FP7-AAT-2008-1)** (*Airports*)

COSMA aims to develop engineering criteria for aircraft design and operations in order to reduce the annoyance within airport communities due to aircraft exterior noise. By today, such criteria do not exist since aircraft noise engineering has historically focused on achieving ever lower noise levels for individual events and at close distance from the runway. Within the frame of a unique approach, COSMA will:- improve the understanding of noise annoyance effects due to aircraft in the airport surrounding community through field studies and dedicated psychometric testing; - use these findings in setting up optimised aircraft noise shapes;- develop techniques for a realistic synthesis aircraft noise around airports; - validate the optimised aircraft noise shapes and their associated engineering guidelines and put in place an efficient knowledge management for design practices and scientific information on aircraft exterior noise annoyance effects.

This project includes 21 partners. Coordinator: EADS, Germany

ECTRI partners: DLR and INRETS

<http://www.xnoise.eu/index.php?id=379>

## **4. Freight and logistics**

**41. KOMODA “Co-modality - towards optimised integrated chains in freight transport logistics” - CP-FP**

**Call DG RTD (FP7-TPT-2007-RTD-1)** (*Optimisation of an integrated chain for freight transport logistics by co-modality*)

The KOMODA proposal is presented as an answer to the research objectives launched by call TPT 2007.2 concerning the optimization 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 platform must comply with a series of basic requirements: has to be based in open standards, usable by any concern, able to communicate freely between existing applications and allow the integration of legacy systems and future development.

This project includes 10 partners. Coordinator: ILIM, Poland.

ECTRI partner: CErTH-HIT

<http://www.komodaproject.com>

**42. BE LOGIC “Benchmarking Logistics and Co-modality” - CP**

**Call DG TREN (FP7-SST-2007-TREN-1) (Benchmarking and logistics)**

Efficient use of transport modes and resources requires to understand the options and to be able to make the right logistics choices. Benchmarking is an instrument which can help to answer this question. The major improvement potential in logistics performance is among small and medium sized enterprises (SMEs'), including shippers with relatively small transport volumes. Therefore, the focus in BELOGIC lies on applying the logistics benchmark methodology on SMEs.

This project includes 9 partners. Coordinator: ECORYS, The Netherlands

ECTRI partner: VGTU-TMI

<http://www.be-logic.info>

**43. SKEMA “Sustainable Knowledge Platform for the European Maritime and Logistics Industry” - CSA CA**

**Call DG TREN (FP7-SST-2008-TREN-1)**

SKEMA is a three year project funded by the European Commission - DGTREN under the Seventh Framework Programme. It is aimed at establishing a Sustainable Knowledge Platform for the use of stakeholders in the Maritime Transport & Logistics industry. The SKEMA Knowledge Platform will contain a Knowledge Base that will be populated by project Studies and outputs from workshops and case studies addressing key challenges for the European maritime transport and logistics industry. The Studies will be constructed to facilitate improved usability and accessibility of valuable results from previous projects, studies & publications.

This project includes 14 partners, ECTRI partner: VTT, Finland (coordinator).

<http://www.skematransport.eu>

**44. CITYLOG “Sustainability and efficiency of city logistics” - CP**

**Call DG RTD (FP7-SST-2008-RTD-1)**

The CITYLOG project proposal aims at increasing the sustainability and the efficiency of urban delivery of goods by means of an adaptive and integrated mission management and innovative vehicle solutions. Three action domains have been identified to improve today's city logistic system: - logistic-oriented telematic services are expected to give a decisive contribution to improve mission planning processes by utilising optimized routing and drivers' support systems. Towards the final customers, tracking and communication capabilities need to be deployed to reduce the number of unsuccessful deliveries; - vehicle technologies represent a key factor to increase the operational flexibility of lorries and vans. It means that the vehicles shall be able to support different mission profiles, and thus reduce the number of vehicles needed for the tasks. In other words, what should be achieved is the interoperability among the vehicles, especially in terms of load unit handling; - innovative load units need to be carefully designed to operate, similar to the vehicles, in different missions. Therefore, a re-configurable internal layout will enable different uses either as simple container or mobile pack station (BentoBox concept). In the latter case, the goal is the de-synchronization of the delivery process between operators and final customers in order to reduce the number of non-successful deliveries. The innovative approach of CITYLOG will lead to decrease the number of delivery vehicles and optimise the use of delivery trucks in urban areas, while resulting in an increased quality of services. From the logistics operator point of view the groundbreaking CITYLOG solutions and technologies are of highest interest due to the increased energy efficiency and quality of services.

Coordinator: Research Centre FIAT, Italy. ECTRI partners: TNO and FHG

**45. ENABLE “Stimulate Sustainable Freight Transport Systems with Latin American countries” - CSA**

**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**

The primary aim of the project ENABLE is to contribute to the external relations of the EU with Latin American countries, specifically Argentina and Brazil, in the area of co-modal and intermodal freight transport. The project will stimulate sustainable freight transport systems with Latin American countries. In order to achieve this goal, the work plan of ENABLE entails inventories and surveys to obtain a sound picture of the situation of intermodal freight transport in Latin America; state-of-the-art reviews in Europe that will allow the identification of strengths and innovations of the European freight transport industry and research; and concrete roadmaps to facilitate their effective transfer to the target areas. Special attentions will be paid to networking and partnership building actions that will strengthen the dialogue between Europe and Latin America and foster international cooperation between the two geographical areas. A stakeholder's forum will be established in Latin America. Furthermore, Forum session, conferences and other dissemination actions will contribute to the visibility of the project's results and engage the stakeholders of both parts in a fruitful dialogue. The partners of the project comprise a team that covers all disciplines that are essential and necessary for the successful implementation of the work plan. The two Latin American partners have a deep knowledge about the intermodal freight transport activities in their countries and the greater region, and they will play the role of agents in the knowledge transfer activities. The European partners are three of the most active organizations in the continent's freight transport activities. The consortium will be assisted by the European Intermodal Association (EIA) by engaging its extensive know how in European innovations as well as its members expertise and contacts in the Latin American intermodal transport society.

The project includes 5 partners. ECTRI partners: CERTH-HIT, Greece (coordinator) and VTT

**46. B2B LOCO “Baltic to Balkan Network for Logistics Competence” - CSA**

**Call DG RTD (FP7-SST-2008-RTD-1)**

Based on successful FP5&6 experiences of POLLOCO and CENTRAL LOCO projects, the revised and expanded concept of the B2B LOCO project is that local market-oriented research units collaborating in an international network aimed at experience exchange - can substantially increase the participation of SMEs in the FP projects by demonstrating and actively promoting the most business practice-oriented results of past and current RTD projects of the FP among the enterprises. The dramatically increased project area covers now 15 countries, including Old and New Member States and 2 Candidate Countries, covering most of the East of the continent and beyond, from Estonia to Israel. B2B LOCO will target Regional Clusters gathering different types of SMEs: transport and logistics companies, manufacturing and retail companies, hi-tech and green technologies companies. Companies from these groups are often "FP-ready" yet they are not realising their potential because the FP is best communicated to the research community. Therefore B2B LOCO consortium groups research organisations with considerable experience in FPs and a track record in talking directly to SMEs, using their own language and knowing what drives them in everyday operations. B2B LOCO will provide SME community with two international conferences, two practical workshops and three brokerage events, supplemented with permanent communication mechanisms (www, newsletters, alumni networks). As a result of B2B LOCO activities, SMEs will benefit from advanced solutions developed by FP consortia, experiences of successful SME- RTD - Academia co-operation cases which are laudable and should be copied. In addition to this, project will support processes of forming partnerships for future Framework Programmes. Moreover, new information channels which will be created during the project, will support transfer of essential information on transport and logistics.

This project includes 16 partners. Coordinator: Instytut Logistyki i Magazynowania, Poland

ECTRI partners: VGTU-TMI, CDV and VÚD

<http://www.b2bloco.eu/index.html>

**47. e-Freight “European e-freight capabilities for co-modal transport” - CP**

**Call DG TREN (FP7-SST-2008-TREN-1)** (*Encouraging modal shift and decongesting transport corridors*)

The key issues that will be addressed in e-Freight are: Intra-European trade is complicated due to disconnected logistic chains. This hindrance conflicts with the legitimate ambition of achieving a European maritime transport space without barriers. The movement towards a much more open environment for the realisation of co-modality goals is dependent on transport service providers publishing their services in the internet in a manner that can readily be used by independent web based transport management systems. This requires both stakeholder engagement in the promotion of open networks and innovative but practical utilisation of web services' standards and enabling technologies including a suitable registry of e-Freight services.

Coordinator: BMT Group Limited, United Kingdom

ECTRI partners: VTT and CERTH-HIT

**48. AIMS “Advanced Impacts evaluation Methodology for innovative freight transport Solutions” - CSA-SA**

**Call DG RTD (FP7-TPT-2007-RTD-1)**

In different fields of freight transport a variety of research projects have been realised in the Framework programmes FP 5 and FP 6. The results of these projects are widespread concerning aspects like enlargement of scientific knowledge, technological feasibility, commercialisation and level of innovation. In depth analysis and benchmarks of the project results have strong importance regarding future chances of commercialisation. AIMS has the objective to analyse finished FP 5 and FP 6 projects using an innovative approach combining systemic and socio-economic approaches.

This project includes 9 partners. Coordinator: PTV, Germany. ECTRI partner: KTI

<http://www.aims-project.net>

**49. SmartCM “SMART Container Chain Management” - CP-IP**

**Call DG TREN (FP7-SST-2007-TREN-1)**

The project is an urgent respond of key players along the logistic supply chain to make trade and transport more efficient, secure, visible and competitive not only in the EU but across the world in a global intermodal context, while respecting existing initiatives and pilot projects in the context of AEO and Green Lanes implementation. By streamlining custom procedures and container management processes, value is added both for public administrations and private businesses in terms of more accurate and quicker information exchange while scarce capacity and connecting transport modes can be better balanced between continents and from port to hinterland.

This project includes 37 partners.

ECTRI partners: CERTH-HIT, Greece (coordinator), FHG, TNO and VTT

**50. EURIDICE “EUROpean Inter-Disciplinary Research on Intelligent Cargo for Efficient, Safe and Environment-friendly Logistics” - CP-IP**

**Call DG INFSO (FP7-ICT-2007-1)** (*for Intelligent Vehicles and Mobility Services*)

EURIDICE is an Integrating project that will create the necessary concepts, technological solutions and business models to establish information services platform centred on the context of individual cargo items and their interaction with the surrounding environment and the types of users.

This project includes 22 partners. Coordinator: INSIEL, Italy. ECTRI partner: VTT

<http://www.euridice-project.eu>

## 5. Intelligent Transport Systems (ITS)

### 51. i-TRAVEL “Service Platform for the Connected Traveller” - CP-FP

**Call DG RTD (FP7-TPT-2007-RTD-1)** The connected traveller in the city, region and world of tomorrow 'i-Travel' is an original concept that combines three key innovations. The goal of the overall i-Travel IP is to develop, validate and demonstrate an innovative solution for a personalised, context-aware online 'virtual travel assistant' service for travellers, both before and throughout their journey, based on the integration of e-commerce and internet technologies to create the first 'e-marketplace' in the traffic and travel information services sector, through which creation of a wide-ranging community of information and service suppliers who through i-Travel can expand their customer base while fulfilling travellers' needs.

This project includes 20 partners. Coordinator: ERTICO ITS Europe, Belgium

ECTRI partners: DLR, HIT and TNO.

<http://www.i-travelproject.com>

### 52. INTERACTION “Differences and similarities in driver INTERACTION with in-vehicle technologies” - CP-FP

**Call DG RTD (FP7-SST-2007-RTD-1)** (*Human physical and behavioural components*)

New technologies implemented in vehicles are more and more present on the European market. They are slowly adopted by the European drivers. INTERACTION's objective is to study the real use the drivers make of these devices, and the long term effect of this use on the driver behaviour. The retained scientific approach is an association of the declared driving behaviour and the observed behaviour, in a quantitative and qualitative analysis. Differences and similarities of drivers in their interaction with devices will be studied as well at individual level (micro) as at national level (macro).

This project includes 12 partners. Coordinator: ERT, France

ECTRI partners: INRETS, TRL, VTT and CDV

<http://www.interaction-fp7.eu>

### 53. ISi-PADAS “Integrated Human Modelling and Simulation to support Human Error Risk Analysis of Partially Autonomous Driver Assistance Systems” - CP-FP

**Call DG RTD (FP7-SST-2007-RTD-1)**

The main objective of the ISi-PADAS project is to provide an innovative methodology to support risk based design and approval of Partially Autonomous Driver Assistance Systems (PADAS) focusing on elimination and mitigation of driver errors by an integrated Driver-Vehicle-Environment modelling approach. The main objective of the ISi-PADAS project is to provide an innovative methodology to support risk based design and approval of Partially Autonomous Driver Assistance Systems (PADAS) focusing on elimination and mitigation of driver errors by an integrated Driver-Vehicle-Environment modelling approach.

This project includes 10 partners. Coordinator: OFFIS. EV, Germany

ECTRI partners: DLR and INRETS

### 54. SYMPASS “System Modelling Process for Auxiliary Supply Systems” - CP-FP

**Call DG RTD (FP7-SST-2007-RTD-1)**

The project aims to develop a simulation environment for the complex auxiliary power system in railway vehicles together with its onboard control system called TCMS. The environment should be open to hardware-in-the-loop and software-in-loop applications. This project includes 15 partners.

ECTRI partner: DLR, Germany.

**55. PREDRIVE C2X “PREparation for DRIVING implementation and Evaluation of C2X communication Technology” - CP-FP**

**Call DG INFSO (FP7-ICT-2007-2)**

The objectives of PREDRIVE C2X are to create and apply a dedicated tool set that allows the complete interacting system of vehicle traffic, communication and application to be evaluated. Simulation will show the effects of various C2C (car-to-car) applications on traffic safety, traffic flow efficiency and alleviate the environmental impact of traffic. It will point to the driver assistance and assistance systems as well as new kinds of traffic services that are possible through C2C.

This project includes 22 partners. Coordinator: DAIMLER, Germany

ECTRI partners: DLR, FHG, TNO and INRETS

<http://www.pre-drive-c2x.eu>

**56. INTERSAFE-2 “Cooperation Intersection Safety” - CP-FP**

**Call DG INFSO (FP7-ICT-2007-2) for cooperative systems**

The INTERSAFE-2 project aims to develop and demonstrate a Cooperative Intersection Safety System (CISS) that is able to significantly reduce injury and fatal accidents at intersections. The novel CISS combines warning and intervention functions demonstrated on three vehicles: two passenger cars and one heavy goods vehicle. Furthermore, a simulator is used for additional RandD. These functions are based on novel cooperative scenario interpretation and risk assessment algorithms.

This project includes 13 partners. Coordinator: IBEO, Germany

ECTRI partner: VTT

<http://www.intersafe-2.eu/public>

**57. EVITA – “E-safety vehicle intrusion protected applications” CP-FP**

**Call DG INFSO (FP7-ICT-2007-2) (for cooperative systems)**

Car to car and car to infrastructure communication has a great potential to further decrease road fatalities. But this implies a massive deployment of a communication infrastructure comprising the car, and consequently opens the door to vehicle intrusion threats, which will in turn create substantial threats to the overall car safety functions. It is the distinct objective of EVITA to address these threats by preventing un-authorized manipulation of on-board systems in order to successfully prevent the intrusion into the in-vehicular systems and the transmission of corrupted data to the outside.

This project includes 12 partners. ECTRI partner FHG, Germany (coordinator)

<http://evita-project.org>

**58. iTETRIS “An integrated Wireless and Traffic Platform for Real-Time Road Traffic Management Solutions” - CP-FP**

**Call DG INFSO (FP7-ICT-2007-2) (for cooperative systems)**

Despite the potential development of Field Operational Tests to get the first insights into the benefits and problems faced in the development of wireless vehicular cooperative systems, there is yet the need to evaluate in the long term and large dimension the true potential benefits of wireless vehicular cooperative systems to improve traffic efficiency. To this aim, iTETRIS is devoted to the development of advanced tools coupling traffic and wireless communication simulators. This will enable large scale computing analysis and development of adequate protocols and algorithms, overcoming the limitations of current data dissemination and routing proposals; characterized by over-simplistic wireless conditions.

This project includes 9 partners. Coordinator: THALES, France. ECTRI partner: DLR

<http://www.cvisproject.org/en/links/itetrism.htm>

**59. ARTIC “Antenna research and technology for the intelligent car” - CP-FP**

**Call DG INFSO (FP7-ICT-2007-2) (for cooperative systems)**

Antenna Research is a strategic enabling technology for intelligent vehicles and road safety services. Car-to-car communications, real time congestions localisation, obstacle and collision radars, on board sensor networks, etc. are based on novel antennas solutions and subsystems integration. Coordinator: I.D.S., Italy

This project includes 11 partners, ECTRI partner: UPM.

**60. FESTA “Field Operational Test Support Action” - CSA-SA**

**Call DG INFSO (FP7-ICT-2007-1) (Field Operational Tests)**

The FESTA handbook will cover issues concerning all aspects of the time-line and administration of an FOT, such that advice will be provided regarding aspects from needs analysis at the commencement of an FOT all the way through to the integration of the acquired data and estimation of socio-economic benefits at the end.

This project includes 18 partners. Coordinator: Research Centre of FIAT, Italy

ECTRI partners: VTI, VTT, TNO and INRETS

<http://www.its.leeds.ac.uk/festa>

**61. TeleFOT “Field Operational Tests of Aftermarket and Nomadic Devices in Vehicles” - CP-IP**

**Call DG INFSO (FP7-ICT-2007-2) (for cooperative systems)**

The objectives of the TeleFOT project are to assess the impacts of functions provided by aftermarket and nomadic devices in vehicles and raise wide awareness of their traffic safety potential. These devices can provide different types of driver support functions and almost nothing is known about their safety and other impacts yet. The market penetration of portable navigators and smart phones is exploding today. The timing for the project is ideal.

This project includes 25 partners.

ECTRI partners: VTT, Finland (Coordinator) and CERTH-HIT

<http://www.telefot.eu>

**62. FOT-NET “Field Operational Tests Networking and Implementation” - CSA-SA**

**Call DG INFSO (FP7-ICT-2007-2) (for cooperative systems)**

During the lifetime period of the different FOTs carried out both at the National and European levels, there is a crucial need for a platform of knowledge exchange in order to let these individual FOT's benefit from each others' learning experiences as well as giving the European Commission an overview of the activities involved. This networking platform open to all stakeholders from public and private sectors will give a benchmarking overview of the range of successes in reaching societal benefits with ICT based functions and systems for road transport all over Europe. FOT-Net's prime goal is to establish a support action for strategic networking of existing and future National, European and Global FOTs (e.g. US and Japan).

This project includes 11 partners. Coordinator: ERTICO, Belgium

ECTRI partner: TNO and DVS. 10 Associate partners, including 2 ECTRI partners: DLR and VTT.

<http://www.fot-net.eu>

**63. HAVE-IT “Highly Automated vehicles for Intelligent Transport” - CP-IP**

**Call DG INFSO (FP7-ICT-2007-1) (for Intelligent Vehicles and Mobility Services)**

The path-breaking HAVE-IT proposal aims at the long-term vision of highly automated driving. Within this proposal important intermediate steps will be developed, validated and demonstrated.

These intermediate results on the one hand offer high potential for exploitation within 3-5 years after HAVE-IT and on the other hand form the ideal basis to integrate further next generation ADAS (highly automated functionalities) by adding software modules.

This project includes 20 partners. Coordinator: Continental, Germany

ECTRI partners: DLR and INRETS/LCPC

<http://www.haveit-eu.org>

**64. ADOSE “Reliable application Specific Detection of Road Users with Vehicle On-board Sensors” - CP-FP**

**Call DG INFSO (FP7-ICT-2007-1) (for Intelligent Vehicles and Mobility Services)**

According to ICT-2007.6.1, ADOSE addresses research challenges in the area of 'accident prevention through improved-sensing including sensor fusion and sensor networks'. Besides, focus is on 'increased performance, reliable and secure operation' for 'new generation advanced driver assistance systems'. ADOSE project aims at enhancing ADAS functions through the development of high performance and low cost technologies suitable for reliable detection and classification of road users in hostile environments.

This project includes 12 partners. Coordinator: FIAT Research Centre, Italy

ECTRI partners: VTT and FHG

**65. ROADIDEA “Road Map for Radical Innovations in European Transport Services” - CP-FP**

**Call DG INFSO (FP7-ICT-2007-1) (for Intelligent Vehicles and Mobility Services)**

ROADIDEA argues that effective accessibility to all kinds of useful background information combined with advanced data fusion methods and technological information platforms with high level of standardization are prerequisites for creation of innovative mobility services. These help developing better information infrastructure as well as public and private services providing Clean, Safe and Efficient mobility for people and goods. The hypothesis is a framework for technical development in the project, and verified in Northern, Central and South-Eastern parts of Europe.

This project includes 14 partners. Coordinator: Foreca Consulting Oy, Finland

ECTRI partners: VTT and DLR

<http://www.roadidea.eu>

**66. NEARCTIS\* “Network of Excellence Advanced Road Cooperative Traffic management for the Information Society” - NoE**

**Call DG INFSO (FP7-ICT-2007-2) (for cooperative systems)**

NEARCTIS is an academic network involving several of the main teams working on the field of traffic management and optimisation, with a particular focus on cooperative systems. Within the field of ICT for mobility, the project deals more specifically with the question of cooperative systems for road traffic optimisation, but it covers a wider scope as it appears that cooperative systems have to be integrated into the whole traffic management system. This aims to develop systems able to cope with what are the main problems at stake: safety, energy consumption, environmental impacts and congestion as an obstacle to mobility. The main objective of the project is to constitute what could be considered as a virtual research institute.

This project includes 9 partners. Coordinator: ERT, France

ECTRI partners: INRETS and DLR

<http://www.nearctis.org>

**67. euroFOT “European Large Scale Field Operational Test on In-Vehicle Systems” - CP-IP**

**Call DG INFSO (FP7-ICT-2007-2) (for cooperative systems)**

The Intelligent Car Initiative has identified road safety, energy efficiency, and traffic congestion as the main challenges currently being faced by European transportation. The goal of EuroFOT is to identify and coordinate an in-the-field testing of new Intelligent Vehicle Systems with the potential for improving the quality of European road traffic. This permits assessing their effectiveness on actual roads, while determining how they perform towards the intended objectives. In addition, this offers an early publicity of the technologies, and enables the analysis of the user acceptance and its subsequent potential for market penetration.

This project includes 29 partners. Coordinator: Ford Research & Advanced Engineering Europe.

ECTRI partners: INRETS, POLITO and TNO <http://www.eurofot-ip.eu>

---

\* The NEARCTIS project is supported by ECTRI

- 68. ROSATTE “Road Safety attributes exchange infrastructure in Europe” - CP-FP**  
**Call DG INFSO (FP7-ICT-2007-1) (for Intelligent Vehicles and Mobility Services)**  
 The ROSATTE project aims at establishing an efficient and quality ensured data supply chain from public authorities to commercial map providers with regards to safety related road content. The ROSATTE project will consider national organisational issues and technical interoperability issues and include a substantial number of road authorities and motorways operators, both with and without national road databases.  
 This project includes 20 partners. Coordinator: ERTICO, Belgium  
 ECTRI partner: DVS.  
[http://www.ertico.com/en/subprojects/rosatte/about\\_rosatte](http://www.ertico.com/en/subprojects/rosatte/about_rosatte)
- 69. eVALUE “Testing and Evaluation Methods for ICT-based Safety Systems” - CP-FP**  
**Call DG INFSO (FP7-ICT-2007-1) (for Intelligent Vehicles and Mobility Services)**  
 Going forward to accident free traffic, evaluation and standardised testing methods of ICT-based safety systems are essential. The main focus of the proposed research project is to define objective evaluation and testing methods for ICT-based safety systems. Performance test results presented to the public will help to promote the use of ICT-based safety systems. The project is based on safety systems used in today's vehicles and will investigate the future upcoming ICT-based systems. Aims are to identify evaluation and testing methods, especially for active safety systems, with respect to the user needs, the environment and economic aspects.  
 This project includes 8 partners. Coordinator: RWTHA, Germany  
 ECTRI partner: VTI
- 70. IMVITER “Implementation of Virtual Testing in Safety Regulations” - CP-FP**  
**Call DG RTD (FP7-SST-2007-RTD-1)**  
 Implementation of virtual (VT) procedures in existing safety standards by consolidation of advanced VT technologies, analyzing the ensuing costs and benefits and looking for the improvement of homologation procedures as well as setting the base for improvement of integrative safety.  
 This project includes 13 partners. Coordinator: CIDAUT, Spain  
 ECTRI partner: INRETS
- 71. ITERATE IT “for Error Remediation And Trapping Emergencies” - CP-FP**  
**Call DG RTD (FP7-SST-2007-RTD-1)**  
 The aim of the proposed project is to develop and validate a unified model of driver behaviour and driver interaction with innovative technologies in emergency situations. This model will be applicable to and validated for all the surface transport modes. Drivers' age, gender, education and experience and culture are factors that will be considered together with influences from the environment and the vehicle.  
 This project includes 7 partners. ECTRI partner: VTI, Sweden (coordinator).
- 72. VIAJEO “International Demonstration of Platform for Transport Planning and Travel Information” – CP**  
**Call DG RTD (FP7-SST-2008-RTD-1)**  
 The VIAJEO project will design, demonstrate and validate an open platform which will be able to: support the transport operations, planning and a wide range of traveller information services; deliver dynamic information independent from the language to improve their provision of transport information and traveller services through integrated traffic data collection and management; deliver a solution that enables crossmodal journey planning, dynamic route guidance, effective payment access and improved personal mobility, etc.; provide standardised interfaces to connect a variety of entities needed for the mobility services. The open platform will facilitate the integration of components for data management allowing integration of European and local components as most convenient in Athens, Sao Paulo, Beijing and Shanghai. The demonstration cities in Europe,

China and Brazil have been carefully chosen to ensure that they have a reputation as national role models, allowing the results of successful demonstrations to be extended to other cities in these countries and also potentially to other countries in the respective continents. The scientific and technical objectives of the project are: (1) Design of an open platform with interfaces to a wide range of mobility services (2) Implementation of the open platform in Europe, and in the emerging Economies, i.e. China and Brazil. (3) Validation of the open platform (4) Assessment of social and transport impacts of the implementation and demonstration of the open platform. VIAJEO will involve users, traffic managers, public authorities, transport operators, equipment manufacturers, vehicle manufacturers, service providers, application and service developers, content owners and providers, and research organisations.

Coordinator: ERTICO, Belgium. ECTRI partners: CERTH-HIT and DLR

**73. BESST “Breakthrough in Europe Ship and Shipbuilding Technologies” - CP**

**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**

Coordinator: FINCANTIERI, Italy. ECTRI partner: VTT

**74. 2DECIDE “Toolkit for sustainable decision making in ITS deployment” - CSA-SA**

**Call DG TREN (FP7-SST-2008-TREN-1) (Encouraging modal shift and decongesting transport Corridors)**

2DECIDE addresses one of the most important ITS (Intelligent Transport Systems and Services) deployment related challenges on European level: Support and speed up consistent decision making related to ITS deployment for road and public transport (timely, cost-effective, interoperable, positive impact to urban and interurban mobility, positive cost/ benefit ration). Key ambition of 2DECIDE is to support both EU ITS policy goals as well as national ITS deployments strategies to gain the utmost benefit of ITS deployment and the related investments for a sustainable road and public transportation system. In this respect 2DECIDE takes also care for an post project operation and maintenance strategy within the form of EASYWAY (TEN-MAP: 2007-2013).

Coordinator: Austria Tech, Austria. ECTRI partners: VTT and CERTH-HIT

**75. DYNOTRAIN “Railway Vehicle Dynamics and Track Interaction Total Regulatory Acceptance for the Interoperable Network” – CP**

**Call DG RTD (FP7-SST-2008-RTD-1)**

The DYNOTRAIN project aims at developing and introducing a computer-aided certification process that allow to decrease the time and cost of rolling stocks certification against ENs and TSI by transferring some of the current physical track tests to simulation.

Coordinator: Association of European Railway Industry, Belgium

ECTRI partner: INRETS

**76. SMART-WAY\* “Galileo based navigation in public transport systems with passenger interaction” - CP**

**Call DG TREN (FP7-GALILEO-2008-GSA-1) (Task GALILEO.2008.1.7.1: “LBS”)**

The idea of the proposal is to develop a real public transport navigation system based on mobile devices that give passengers the possibility to act as they are used to do with common navigation systems in their cars. Once entered the destination of their trip they will be able to get into a vehicle and to jump off/on as often as they like to. The system will always guide them to the destination. Passengers are not longer bound to a printout of the route. They may change and interrupt their trips as often as they want to. To put this into praxis, existing studies about the Galileo satellite system, about navigation, and about mobile applications from former projects and several sources will be analysed and put

---

\* The SMART-WAY project is supported by ECTRI

together with user needs and general conditions into a meta study, the technical developments of the project will be based on. The focus of the project will be the development of all necessary applications for the passenger navigation system based on a business plan that is focused on a sustainable operation for all usual public transportation networks in Europe. Functional tests and demonstrations will verify the functionality of the system and the effect analysis will verify and adjust the proposed business model. Finally an evaluation and dissemination process will ensure the sustainable usability and the successful knowledge transfer from research and development to an operational service of this passenger navigation system.

The project includes 8 partners.

**ECTRI partners:** FhG, Germany (coordinator), CERTH/HIT, VTI, POLITO and UPM.

#### **77. GINA “GNSS for Innovative road Applications” – CP**

##### **Call DG TREN (FP7-GALILEO-2007-GSA-1)**

GINA project is addressing the adoption of EGNOS and Galileo in the road sector considering the technical feasibility of the concept on a large scale, its economic viability and positive impacts in aspects such as congestion and pollution, as a general scope. The final objectives of the project will comprise 3 main aspects: -1. The analysis of the context (legal, regulatory, interoperability, standardisation) affecting a nation wide GNSS-based road pricing solution (and VAS running on same platforms) -2. The thorough market and business potential analysis for the applications (Road pricing + VAS), to base a commercially feasible large scale adoption of the solution -3. To acquire valuable operational information only accessible thanks to the implementation to the fully operational implementation of a large-scale demonstrator of GNSS-based Road Pricing at national level and VAS (PAYD for car leasing companies and traffic information generation, modelling and provision) which is technically feasible and allows to go a step beyond for the adoption of GNSS for these applications. The demonstrator will be fully based on the planned ABvM system being defined by the Dutch Government. The information about the ABvM will be used as far as available and will be either public information or that obtained from the meetings arranged by Connekt (in which GMV normally participates)(ABvM Special Knowledge Group Meetings). This choice is due to the fact that the Dutch ABvM is the first and unique nation wide road pricing scheme planned in the world and, if successful, will most likely become the main reference for other future projects.

This project includes 13 partners. Coordinator: GMV, Spain

**ECTRI partners:** CENIT, TRL

<http://www.gina-project.eu>

## ***6. Transport economics and policy, transversal issues***

#### **78. PLATINA “Platform for the implementation of NAIADES” – CSA-CA**

##### **Call DG TREN (FP7-SST-2007-TREN-1)**

The main objective of PLATINA is to support the Commission, Member States and third countries in the implementation of the NAIADES action programme. This will be achieved by providing technical, organisational and financial support for targeted policy actions and by building on strong interrelations with existing expert groups, projects and initiatives.

This project includes 23 partners. Coordinator: Via Donau, Austria

**ECTRI partner:** DVS.

<http://www.naiades.info/platina>

**79. EAGAR “European Assessment of Global Publicly Funded Automotive Research– Targets and Approaches” - CSA-SA**

**Call DG RTD (FP7-SST-2007-RTD-1)** (*Stimulating Research with international cooperation partner countries and EU neighbouring regions*)

Objective of the project is benchmarking public automotive research activities at international level, in particular the UE versus North-America, Japan, South-Korea, India, China and ASEAN, and identify potential cooperation areas.

This project includes 7 partners. Coordinator: AVL List, Germany

ECTRI partner: TNO

**80. METRONOME\* “Methodology for evaluation of project impacts in the field of transport” - CSA-SA**

**Call DG RTD (FP7-TPT-2007-RTD-1)**

An extensive amount of transport research projects has been conducted in the past EU Framework Programmes. Traditionally, the projects have been grouped under more specific themes aiming towards commonly defined objectives for those themes. In Policy oriented transport research projects sustainable mobility has often been the key objective, in technology oriented projects the focus has been more in the European competitiveness. Quite seldom project objectives have included both of these issues. The METRONOME project will provide three contributions to the above dilemma. Firstly, it will identify the criteria to measure the effectiveness of European transport research. Secondly, the project will develop a methodology for the evaluation of Framework Project impacts in the field of transport. Thirdly, METRONOME project will perform the evaluation to a representative number of different projects. The ultimate aim of the evaluation results will be to help in definition of new research policy objectives and intermediate performance targets for FP7.

This project includes 6 partners.

ECTRI partners: VTT, Finland (coordinator), CDV, DVS, HIT, TRL and UPM

**81. MARPOS “MARitime POLicy Support” - CSA-SA**

**Call DG TREN (FP7-SST-2007-TREN-1)**

The project consists of a coordinated initiative lending support to European transport policies covering six thematic fields of special relevance: maritime transport efficiency, marine environment, prevention of contamination, technologies for vessels and training and employment in the maritime industry. With this objective in mind the main European maritime research findings of the last 10 years will be revised, the implications of the European Commission’s Maritime Policy Green Paper will be analysed in depth, a series of different debates will be organised in various European countries (including Spain-Valencia) and a series of recommendations and initiatives will be compiled contributing to the definition of R&D&I priorities in Europe for the coming years.

This project includes 5 partners. ECTRI partner: CERTH-HIT, Greece (coordinator).

**82. PROMARC “PROmoting MARine Research Careers” - CSA-SA**

**Call DG RTD (FP7-SST-2007-RTD-1)**

In order to remain at the cutting edge of knowledge and technology for green, competitive, safe and secure advanced maritime products and operations not only naval architects, offshore and marine engineers but also marine scientists, marine transport economists and financiers as well as other related science and engineering graduates have to be attracted to undertake research and development in the maritime sector. PROMARC will raise awareness of job opportunities in the marine transport technology sector in Research and Innovative product development through different tools.

This project includes 10 partners. Coordinator: WEGEMT, United Kingdom

---

\* The METRONOME project is supported by ECTRI

ECTRI partner: UPM.

<http://www.wegemt.org.uk/projects/promarc.htm>

**83. ICeWin “Innovative Icebreaking Concepts for Winter Navigation” - CP**

**Call DG RTD (FP7-SST-2008-RTD-1) negotiation pending**

ECTRI partner: VTT, Finland (coordinator)

**84. YEAR-2010\* “Young European Arena of Research – 2010” – CSA**

**Call DG RTD (FP7-SST-2008-RTD-1)**

The Young European Arena of Research 2010 is a competition for early-stage researchers exploring the area of surface transport within their research. The competition gives the students an opportunity to showcase their work to experts within the field, both on the web and, for the best applicants, at the Transport Research Arena conference, TRA2010 in Brussels in June 2010. Students are asked to submit an abstract on-line under one of the YEAR2010 scientific pillars, or the additional pillar of Future Visions of Transport. This collection of submitted abstracts is hosted online on the YEAR2010 website and represents a showcase of European research and is open for viewing by all those interested in the field. All abstracts will go through an online judging review, after which the top 50 finalists will be invited to attend the TRA2010 Conference in Brussels to display their research in an exhibition space. The 50 finalists will be judged a second time at the conference and the Gold, Silver and Bronze medals for each of the pillars will be announced and presented during the conference, for an expected 1,500 delegates to observe.

This project includes 6 partners. Coordinator: National University of Ireland (Dublin).

ECTRI partner: ECTRI

<http://year2010.fehrl.org>

**85. REACT “Supporting Research on Climate-friendly Transport” – CSA-SA**

**Call DG RTD (FP7-TPT-2008-RTD-1) (The climate-friendly travel choice in the city, region and world of tomorrow)**

React project scope is to act as a driving force for coordinating, supporting and strengthening the RTD area on climate-friendly transport and mobility so as to avoid spillage of funding resources and achieve integration of funding opportunities at European level, in relation to mitigation of greenhouse emissions from transport. React project has the following concrete aims: 1. Exchange of experience among research program managers in the Member States, Associated States and EC. Identification of the national and regional initiatives and research programs on climate-friendly transport and mobility, in to identify opportunities for stakeholders and researchers. 2. Articulate a long term vision and a Strategic Future Research Agenda on climate-friendly transport that will contribute to the development of a European strategy on the issue. 3. To improve synergies between Member States, Associated States and EU RTD Agenda on climate-friendly transport and mobility by enhancing coordination of funded research initiatives among EC and national agencies. 4. Organise a set of focused dissemination activities that will enhance the impact of research outcomes from EC funded projects to the highest degree. Coordination with the activities of ERANET-Transport. 5. To develop a common set of indicators for the carbon impact of the transport research.

This project includes 9 partners. Coordinator: Coventry University Enterprises Ltd, United Kingdom. ECTRI partner: TTEF

---

\* ECTRI is partner of the YEAR2010 project

**86.** [GHG-TransPoRD “Reducing greenhouse-gas emissions of transport beyond 2020: linking R&D, transport policies and reduction targets” - CSA-SA](#)

**Call DG RTD (FP7-TPT-2008-RTD-1)** (*Techno-economic analysis per mode and combined to meet EU GHG emission reduction targets at time horizon 2020 and beyond*)

The GhG-TransPoRD proposal aims to contribute to the development of a research strategy for the EU to reduce the GHG emissions of the different transport modes (road, rail, air and shipping) linking this research strategy with the available policy measures. Thus the proposal supports the FP7 objective to develop integrated, "greener" and smarter transport systems.

This project includes 5 partners. ECTRI partner: FHG, Germany (coordinator)

**87.** [TransNEW “Support for realising new Member and Associate States’ potentials in transport research” – CSA-SA](#)

**Call DG RTD (FP7-TPT-2008-RTD-1)** (*Assessing, analysing and defining strategies for realising new Member and Associated States’ potentials in transport research*)

TransNEW is a Horizontal Activity for the implementation of the Transport Programme. It is a Coordinating and Support Action aimed at supporting transport research activities in the New Member States. It contributes to the implementation of the Framework Programme and to the preparation of future Community research and technological development. It also stimulates, encourages and facilitates the participation of the New Member States and particularly SMEs in those countries in national, regional and European research. TransNEW has one primary focus to assess, analyse and define strategies for realising New Member and Associated States potentials in transport research. TransNEW aims to map the transport research capacities in new Member States (and Associated States) by analysing their transport research activities to establish their recent patterns of collaboration. With this information evaluated by Mode and by Activity this will then be used to maximise the benefits of transport research at regional level and at a mode level. TransNEW covers all the transport modes including Aeronautics and aims to evaluate research capability in order to support the involvement of New Member States in a number of topics and potentially exploit the synergies between Air transport and surface transport modes. Through mode evaluation, TransNEW will assess the research actors who can make an active contribution to the common (transport research) objectives of advancing competitiveness, anticipating and responding to the socio-economic and environmental challenges of the transport system. TransNEW will cluster the research capacity results by Activities. The five Activities are: 1. Greening - environmental impacts of transport and climate change; 2. Enhanced integration of transport modes; 3. Safety and Security; 4. Transport system efficiency and Mobility; 5. Competitiveness

This project includes 15 partners. Coordinator: Newcastle University, United Kingdom

ECTRI partners: VGTU-TMI, CDV, and TTEF

**88.** [ETISplus “European Transport policy Information System Development and implementation of data collection methodology for EU transport modelling Corridors” - CSA-SA](#)

**Call DG TREN (FP7-SST-2008-TREN-1)** (*Encouraging modal shift and decongesting transport*)

ETISplus sets out to build upon the strengths of the ETIS project (2005) and to address the lessons learnt. In principle, the Commission’s objectives have not changed, but greater emphasis is required upon the frameworks. In ETISplus several innovations and extensions are proposed. By proposing the innovations and extensions as mentioned above the proposal gives a balance between at the one hand building on existing results through updating and at the other hand innovation using new technologies for data collection, new efficient cost-effective methods in cases where the quality is still behind standards, a new retrieval tool, extending both geographically and by adding new variables and developing a business model for the future. TRANSTOOLS is the key application that the project ETISplus must support.

This project includes 17 partners. Coordinator: NEA Transport research and training, The Netherlands. ECTRI partner: TNO

<http://www.tmlleuven.be/project/etisplus/home.htm>

**89. OPTIC “Optimal Policies for Transport in Combination” - CSA-CA**

**Call DG TREN (FP7-SST-2008-TREN-1)** (*Encouraging modal shift and decongesting transport corridors*)

OPTIC is a high level policy support activity that will consolidate and extend knowledge for policy-making in the process of construction and implementation of optimal packages of transport policy measures. A strong emphasis on training, dissemination and user involvement is maintained throughout the project through a Page 1 of 3 series of activities including a webpage, a transport conference session, academic publications, targeted workshops and newswire services.

ECTRI partners: TØI, Norway (coordinator), DLR, DTU and CDV

**90. POINT “Policy Influence of Indicators” – CP**

**Call DG RTD (FP7-SSH 2007-1)** (*Current Use of and Emerging Needs for Indicators in Policy*)

Our overall aim is to help find better ways of using indicators in all aspects of policy, but with a thematic focus on the role of indicators in fostering and supporting change in areas of policy making towards ‘Sustainable Development’. The research area of indicators in the presumed service of sustainability will provide a rich ground for addressing the actual use, influence and impacts of indicators, reflecting dynamic interactions between forces for policy continuation and versus policy change. The project includes 9 partners. Coordinator: NERI-AU, Denmark

ECTRI partner: DTU

## **B – COST Actions**

1. **EST** - COST action n°356 «Towards the definition of a measurable environmentally sustainable transport» This action consists of designing harmonised and scientifically sound methods to build better environmental indices (or indicators) by using existing European indices, and to build methods to be applied to the decision-making process of the transport sector in the different European countries. This action includes the following ECTRI partners: INRETS, France (coordinator), DLR, DTU, KTI, POLITO, TØI, TRL, UPM and VTI. <http://cost356.inrets.fr>
2. **PROHELM** - COST action n° 357 «Accident Prevention Options with Motorcycle Helmets». The main objective of this action is to increase knowledge on how motorcycle helmets could be improved to help facilitate the avoidance of accidents. ECTRI partner: INRETS. <http://www.cost357.org>
3. **PQN** - COST action n°358 «Pedestrians' Quality Needs». The main objective of this action is to provide an essential contribution to systems knowledge of pedestrians' quality needs and the requirements derived from those needs, thus simulating structural and functional interventions, policy making and regulation to support walking condition throughout the EU and other involved countries. This action includes the following ECTRI partners: DVS, The Netherlands (coordinator), CDV, INRETS, TNO, TØI and VTT. <http://www.walkeurope.org>
4. **TU0702** «Real-time Monitoring, Surveillance and Control of Road Networks under Adverse Weather Conditions». The main objective of this action is to understand better the impacts of weather on freeways/motorways as well as on urban networks highway operations and to develop, promote and implement strategies and tools to mitigate those impacts. This action includes the following ECTRI partners: INRETS, France (coordinator). <http://www.cost.esf.org/index.php?id=1561>
5. **SHANTI** – Cost action n° TU0804 «Survey Harmonisation with New Technologies Improvement».The main objective of the Action is to provide guidelines for harmonizing national travel surveys across Europe. This harmonization aims at improving their comparability without preventing longitudinal analyses with previous surveys at country level and therefore should increase data quality at national level. The Action will build bridges between European countries as well as among researchers, enhancing research and disseminating recommendations throughout European society. This action includes the following ECTRI partners: INRETS, France (coordinator), CDV, DTU, VTT, DLR, POLITO, TØI and UPM. [http://w3.cost.esf.org/index.php?id=240&action\\_number=TU0804](http://w3.cost.esf.org/index.php?id=240&action_number=TU0804)
6. **TU0903** «Methods and tools for supporting the use, calibration and validation of traffic simulation models». The main objective of the Action is to develop, implement and promote the use of methods and procedures for supporting the use of traffic simulation models, especially on the topics of model calibration and validation. This action includes the following ECTRI partners: INRETS, DLR and CENIT [http://w3.cost.esf.org/index.php?id=240&action\\_number=TU0903](http://w3.cost.esf.org/index.php?id=240&action_number=TU0903)





**CDV** - Czech Republic  
<http://www.cdv.cz>



**LET** - France  
<http://www.let.fr>



**CEDEX** - Spain  
<http://www.cedex.es>



**POLITO** - Italy  
<http://www.polito.it>



**CENIT** - Spain  
<http://www.cenit.es>



**TNO** - The Netherlands  
<http://www.tno.nl>



**DLR** - Germany  
<http://www.dlr.de>



**TØI** - Norway  
<http://www.toi.no>



**DVS** - The Netherlands  
<http://www.verkeerenwaterstaat.nl>



**TRL** - United Kingdom  
<http://www.trl.co.uk>



**DTU-Transport** - Denmark  
<http://www.dtf.dtu.dk>



**TTEF** - Serbia  
<http://www.sf.bg.ac.yu>



**FHG-FVV** - Germany  
<http://www-fvv.iml.fhg.de>



**UPM** - Spain  
<http://www.upm.es>



**HIT** - Greece  
<http://www.hit.certh.gr>



**VGTU-TMI** - Lithuania  
<http://www.tmi.vgtu.lt>



**INRETS** - France  
<http://www.inrets.fr>



**VTI** - Sweden  
<http://www.vti.se>



**ITS and CNTK** - Poland  
<http://www.its.home.pl>  
<http://www.cntk.pl>



**VTT** - Finland  
<http://www.vtt.fi>



**KTI** - Hungary  
<http://www.kti.hu>



**VÚD** - Slovakia  
<http://www.vud.sk>

ECTRI  
 c/o INRETS - Case 24  
 25, avenue François Mitterrand  
 69675 Bron cedex  
[info@ectri.org](mailto:info@ectri.org)

<http://www.ectri.org>

