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By Jörg Schütte

**Vice-Chairman of ECTRI  
Managing Director of  
FHG-IVI**

**Y**esterdays news tickers presented five essential headlines: “Inauguration of the new pope Benedict XVI”, “Italian Government Crisis”, “Traffic shutdown of Europe cities due to violation of the new European directive on micro particles?”, “Additional highway infrastructure investment in Germany creates 60.000 jobs” and “Brent oil high of 52\$/barrel-100\$ in near future?”. While the first two headlines are rather suited to confirm our traditional image of the world, the other three appear problematic, each individually and even more so when they are seen together. Mobility and Transport determines to largest extent our financial markets, economies, environment, technologies and personal developments, with often contradictory effects: What may be good for jobs and mobility today may be closed for environmental reasons tomorrow and go one day out of operation due to resource problems

## Editorial

after (see headlines upstairs)!

ECTRI feels in this context particular responsibilities and roles: as representative organisation of the institutional transport research landscape in Europe it is the vocation of our members to identify and anticipate the day after tomorrow and present prescriptions and solutions already today. In addition, ECTRI assembles as only source in the European mobility universe the most multidisciplinary institutes that can be imagined. While some concentrate on social and behavioural aspects other present essentially technical solutions and third worry about infrastructure planning.

A natural consequence is the broad, interdisciplinary and combinatorial view that we can bring to the public, linking headlines but also transforming them into research agenda recommendations as we have once more accomplished in the European Unions 7<sup>th</sup> Framework Program Preparation. Results of the 7<sup>th</sup> framework preparation debate are earmarked budgets of about 6bn€ for Transport (including aeronautics), 2.5bn€ for Environment and 2.4bn€ Energy. ECTRI as organization and its members are impressed

about finding the Transport Research Budget the third largest individual budget and further more that combined with the energy and environmental budgets, a total of close to 11bn€ is indicated, roughly one fourth of the total 7<sup>th</sup> framework cooperation research budget.

For our organization and its members, the upper headlines and the indicated related research budgets mean one more important thing: Even more than in the past, we will need to join our members’ multidisciplinary forces to combine the individual transport related issues to present holistic views and project proposal, trying also to convince our partners in the commission and in the public that we have the broad view and strength to link the individual domains. In the view of our so far successful active project participation in the 6<sup>th</sup> framework program and the forthcoming research arena I am optimistic that together we have the capacity to convert problem headlines into sustainable mobility schemes that simultaneously “create jobs, protect the environment and save conventional energy resources”.

## Last Assembly Meeting in Oslo

**T**he last ECTRI Assembly meeting was held on 6<sup>th</sup> and 7<sup>th</sup> April in Oslo, Norway and organized by TOI, the ECTRI Norwegian member.

At first, ECTRI new Lithuanian member representative from Vilnius Gediminas Technical University-Transport Research Institute (VGTU-TMI) has been introduced to the Assem-

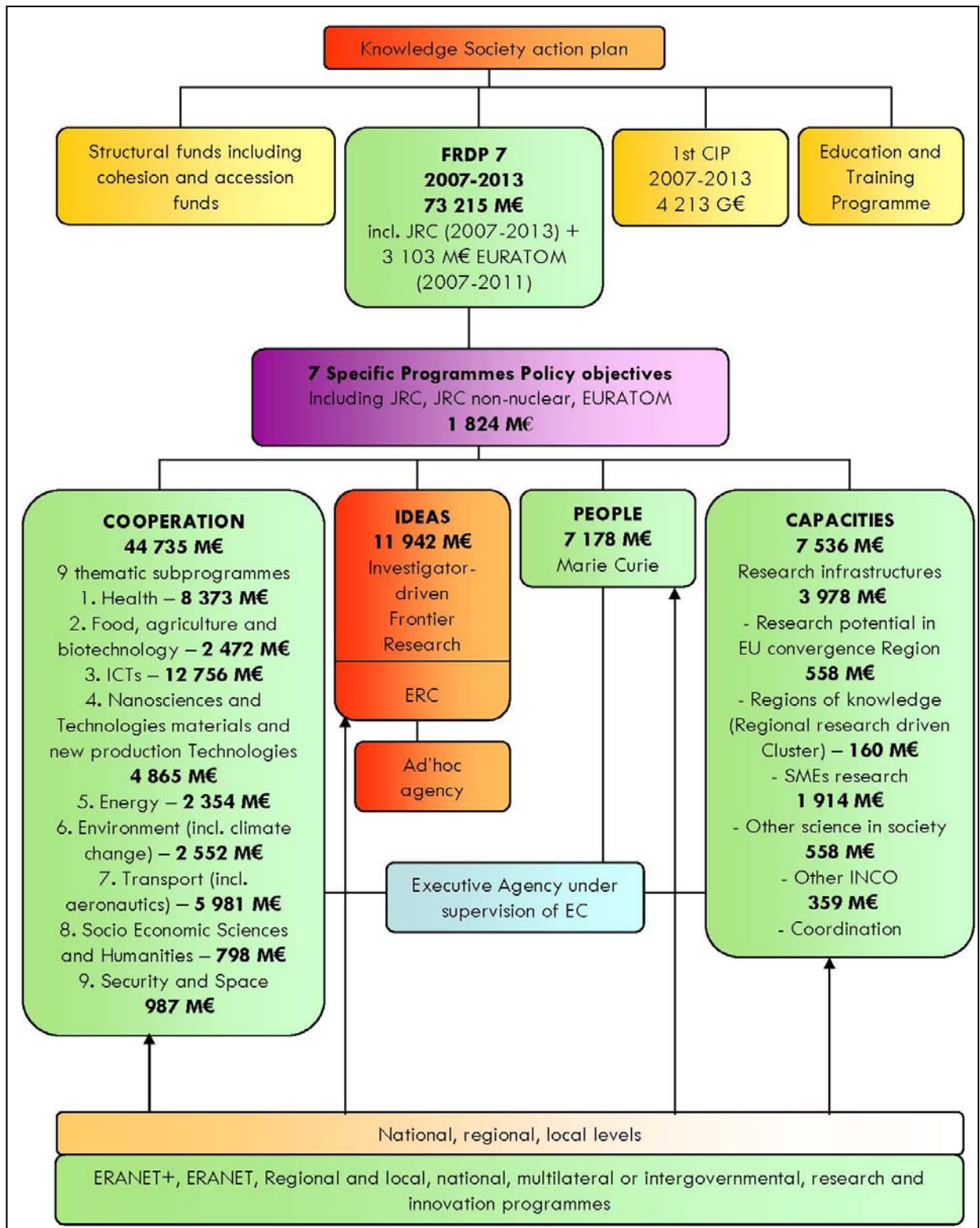
bly as well as the ECTRI member from Serbia & Montenegro (TU Belgrade-Faculty of Transport and Traffic Engineering) who was present for the first time in an ECTRI meeting.

On the first day of the meeting, the ECTRI Secretariat received the Memorandum of Understanding from Poland for a joint

membership in ECTRI of the Motor Transport Institute (ITS) and the Railways Scientific and Technical Centre (CNTK).

The Assembly approved the 2004 accounts presented by the Board and approved by the Auditor as well as the ECTRI Annual Report for the year 2004.

## The seventh framework programme for research and development (2007-2013)



Focus

Sources : EC Documents  
COM (2005) 118 Final  
COM (2005) 119 Final

## The Fraunhofer Gesellschaft Zur Förderung Der Angewandten Forschung Institut für Verkehrs und Infrastruktursysteme FHG-IVI



Fraunhofer Institut  
Verkehrs- und  
Infrastruktursysteme

Presentation of our members

The Fraunhofer Gesellschaft Zur Förderung der Angewandten Forschung e.V. with its Institut für Verkehrs- und Infrastruktursysteme (FHG-IVI) is an association under the laws of Germany with headquarters at Leonrodstraße 54, 80636 München, Germany and official post address : Postfach 19 03 39, 80603 Muenchen, Germany and with its « Institut für Verkehrs und Infrastruktursysteme (IVI) » at Zeunerstraße 38, 01069 Dresden, Germany.

In the past, outstanding engineering science achievements in the field of traffic

and transportation systems technology and controls technology have already had a lasting effect on social development. In Dresden in particular, traffic research has a tradition going back many years, a tradition which the Fraunhofer IVI also sees itself committed to continue.

The Institute's research focus is on the development and application of: intermodal transport information and transport management systems, vehicle guidance and driver assistance systems, automation systems for transport and utility systems, integration of new energy

carriers into vehicle technology and development of new urban transport systems (Intermediate Systems). Interdisciplinary research and development is targeted at the field of telematics, transport ecology, transport economics, life cycle cost engineering and transport planning.

The Fraunhofer IVI does work for the European Union, German Federal Ministries, municipalities, administrative cooperatives as well as national and international industry partners, small and medium-sized companies, public transport companies and systems vendors.

## German Aerospace Centre DLR



Deutsches Zentrum  
für Luft- und Raumfahrt e.V.  
in der Helmholtz-Gemeinschaft

The German Aerospace Center (DLR - Deutsches Zentrum für Luft und Raumfahrt e.V.) is an association under the laws of Germany, which is headquartered at Linder Höhe, 51147 Köln, Germany.

Following its decision in 1999 to establish a new department devoted to "Transport Research and Technology", DLR has seized the opportunity to extend the focus of its efforts into

an area with great development potential.

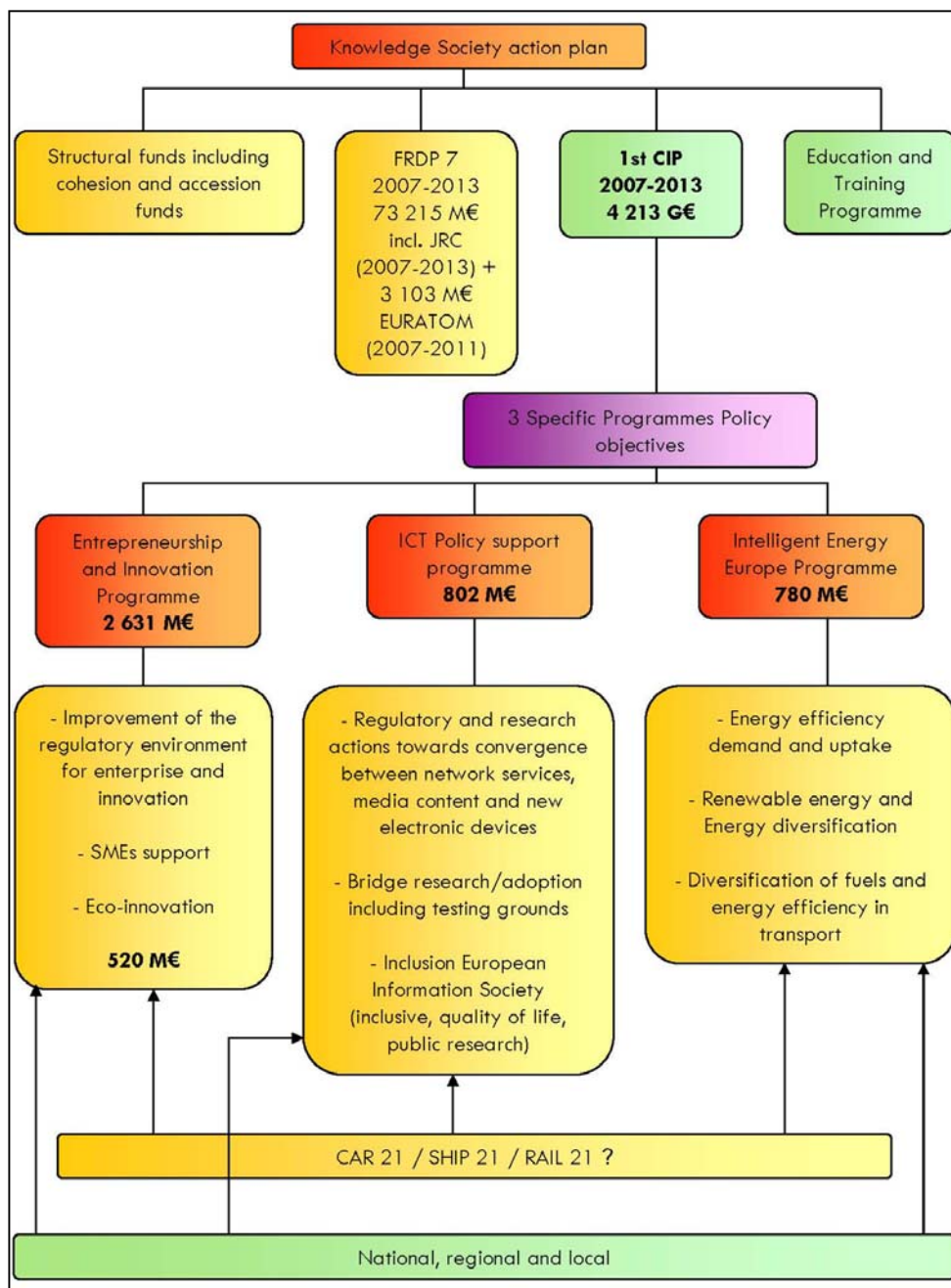
In doing so, it brings into play its existing knowledge and skills in the aerospace and energy domains.

Here DLR has set itself the following goals: strengthening the existing productive efforts in the area of transport research and technology; expanding the focus and orientation of the research program to include

specific solutions to central transport problems; structuring the project internally to optimize interdisciplinary cooperation among the different DLR institutes; collaborative networking with industry, the transport sector and the scientific community.



## The first competitiveness and innovation framework programme (CIP) (2007-2013)



Source : EC Documents  
COM (2005) 118 Final  
COM (2005) 121 Final

## Next Events / News

- Next Assembly meetings :  
> Madrid, 24 & 25 November 2005
- Next Board meetings:  
> Köln, 6 September 2005  
> Madrid, 24 & 25 November 2005