Strategy 2021-2030
Update

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List of Abbreviations

Abbreviation	Meaning
ACARE	Advisory Council for Aeronautics Research in Europe
AI	Artificial Intelligence
ALICE	Alliance for Logistics Innovation through Collaboration in Europe
CCAM	Cooperative, Connected and Autonomous Mobility
DGA	Data Governance Act
DG	Directorate General (from the European Commission)
DG CONNECT	Directorate General for Communications Networks, Content and Technology
DG MOVE	Directorate General for Mobility and Transport
DG RTD	Directorate General for Research and Innovation
EC	European Commission
ECF	European Competitiveness Fund
EGVIAfor2Zero	European Green Vehicles Initiative Association for the 2Zero Partnership
EHEA	European Higher Education Area
EHESO	European Higher Education Sector Observatory
EIB	European Investment Bank
EIC	European Innovation Council
EIT	European Innovation and Technology Institute
EOSC	European Open Science Cloud
EP	European Parliament
ERA	European Research Area
ERRAC	European Rail Research Advisory Council
ERTRAC	European Road Transport Research Advisory Council
ETP	European Technology Platform
ETRA	European Transport Research Alliance
ETS	EU Emissions Trading System
ETS2	Second EU Emissions Trading System
ETRR	European Transport Research Review
EU	European Union
FAIR	Findable, Accessible, Interoperable and Reusable
FP	Framework Programme
FP10	10th EU Research and Innovation Framework Programme (“Horizon Europe 2028-2034”)

GDPR	General Data Protection Regulation
H2020	Horizon 2020 - the Framework Programme for Research and Innovation (2014-2020)
HE	Horizon Europe – the Framework Programme for Research and Innovation (2021-2027)
IT	Information Technology
ITRE	Committee on Industry, Research and Energy from the European Parliament
ITS	Intelligent Transport Systems
KIC	Knowledge and Innovation Communities
KPI	Key Performance Indicator
MaaS	Mobility as a Service
MoD	Mobility on Demand
MoU	Memorandum of Understanding
OSPP	Open Science Policy Platform
R&D	Research and Development
R&I	Research and Innovation
SME	Small and Medium-size Enterprises
SRIA	Strategic Research and Innovation Agenda
SRL	Societal Readiness Level
TF	Task Force
TG	Thematic Group
TRAN	Committee on Transport and Tourism from the European Parliament
TRL	Technology Readiness Level
V2X	Vehicle-to-Everything
WP	Work Programme
ZEWT	Zero Emission Waterborne Transport Partnership

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1. Background

Mobility and transport play a vital role in European society in providing resilient access to services for passengers and goods and supporting economic growth, competitiveness, jobs, and trade. At the same time, transport is impacting society and the environment in an unprecedented way (pollution, congestion), while the demand for transport keeps on increasing.

Transport is a rapidly evolving and changing sector with many radical and continuous developments in its societal, technological and business aspects. The mobility of people and goods is thus highly dependent on, and, at the same time, helps shaping the context in which it is operating.

In this ever-changing context, any description of emerging trends may be rapidly outdated. Nevertheless, it is relevant to get a background understanding of the main societal trends and driving forces occurring at the time this strategy is being established.

The following gives (non-exhaustive) examples of indicative factors that are foreseen to affect the European transport and mobility system up to 2035:

1 – Current and emerging societal trends include:

- Demographics; notably ageing population and migration;
- Patterns of urbanization (urban sprawl);
- Transport poverty;
- Health, wellness and well-being, active mobility;
- Geopolitical risks, uncertain global contexts and dependencies;
- Sharing economy;
- Focus on industrial competitiveness.

2 - Key paradigm shifters and game changers include:

- Artificial Intelligence (AI), Generative AI platform;
- Electrification, charging and grid access;
- Digitalisation and data-driven mobility;
- Connected, cooperative and automated mobility (CCAM);
- Greening of all transport modes, decarbonisation and air quality;
- Resilience, cyber-threats and -security.

3 - New enabling technologies include:

- AI, Generative AI and Advanced Information Technologies
- Communication, and Cloud, Edge, and High-Performance Computing
- Automated and cooperative systems, Vehicle-to-everything (V2X) communication;
- Remote operations and control;
- Traffic big data handling algorithms and analytics;
- Lightweight materials, graphene and nano-coatings;
- Augmented Reality;
- Battery and hydrogen solutions.

4 - New services and service bundles include:

- Mobility as a Service (MaaS) and Mobility on Demand (MoD) enabling services (carpooling, carsharing, Demand Responsive Transport, schemes, etc.);
- Robotaxis and “flying cars”
- User-centric and customised services;
- Context-aware and real-time information services;

- Support for on-the-fly decision making;
- Increased efficiency in emergency and rescue operations;
- Integrated/automated ticketing;
- Novel tourism/recreational services, incorporating travel and mobility services; including multimodal trip planners and routers;
- Integration of infrastructure-based and in-vehicle services;
- Infrastructure monitoring and assessment;
- Noise & vibration reduction measures (e.g. noise protection, grinding/grooving);
- Information platforms for co-design and participatory planning processes;
- E-commerce and multimodal related services; Consolidation principles (Urban consolidation centres/city hubs, parcel boxes);
- Cooperative logistics.

5 - Emerging business scenarios and opportunities include:

- Retail and (e)commerce continued development;
- Collaborative and sustainable logistics;
- Transport workplace flexibility and workforce flexicurity;
- Crowdfunding schemes that allow new transport-related applications to emerge (i.e. crowd shipping);
- Transport on demand schemes that adapt flexibly to the kind and number of passengers or freight to be transported;
- Electric ferries, vessels and electric aircraft;
- Drone deliveries;
- Fuel availability schemes that offer energy for transport vehicles available at the specific time and the distinct localisation;
- Smart grids, energy system integration and vehicle/fleet electrification;
- Public Private Partnerships and search for new funding models;
- New mobility ecosystems and platform economies.

Mobility and transport research should consider all aspects of these societal trends and driving forces and address the provision of new mobility services in addition to the conventional transport supply. This will help to provide tailored transport solutions and access to goods for all user groups and to reduce social exclusion, and to meet the mobility demands of tomorrow's society and economy.

Research and innovation shall also contribute to mitigating and ultimately eliminating the negative impacts of transport, while addressing transport externalities and maintaining, or further enhancing, the performance and quality of the transport system.

In fact, research and innovation are key means to reach a future mobility system that is "green, safe, efficient and inclusive for people and goods".

2. The European Policy Context

2.1 European Competitiveness: Draghi report and European Competitiveness Compass

In 2025, the European Commission presented the **Strategic Plan 2025-2029**[1], a new plan to leverage opportunities and mitigate challenges emanating from rising global economic and political competition, climate and biodiversity crises and the digital revolution. It shares the vision of "a stronger Europe that delivers prosperity, that protects people and that defends democracy."

Grounded in the results of the **2024 Draghi Report**[2], the Plan calls for joint efforts in restoring competitiveness and a dynamic, sustainable economic growth. Europe already has a strong foundation for growth, supported by robust education, health and welfare systems. It needs, however, to focus on three areas of action: 1. Closing the innovation gap; 2. A joint roadmap for decarbonisation and competitiveness; 3. Reducing excessive dependencies and increasing security.

Through the **European Competitiveness Compass**[3], the EU will address the above three necessities as well as five horizontal enablers of competitiveness (simplification, removing barriers in the single market, enabling efficient financing, promoting skills and quality jobs, ensuring better coordination). As a transversal priority, competitiveness is directly inscribed in the EU's **Multiannual Financial Framework for 2028-2034**[4], through the establishment of a new **European Competitiveness Fund**[5]**.** This fund will be closely connected to upcoming EU Framework Program for Research and Innovation (2028-2034), also known as **FP10**[6].

The **Draghi report** outlined the potential of decarbonisation policies as drivers of growth. By investing in clean energy and technologies, circularity and the decarbonisation of energy-intensive industries, the EU could support its industry sector, lower energy prices and reach climate neutrality by 2050, as established under the **European Green Deal**[7]. To fully reap the benefits from the global clean industrial revolution and promote a **global clean and resilient transition**[8], the European Commission proposed the Clean Industrial Deal[9]. The **Clean Industrial Deal** sets 6 areas of action and concrete measures, including the creation of a dedicated Horizon Europe call to stimulate research and innovation on the clean transition. Launched in early 2025, the Deal informs sector-specific European policies, including the Sustainable Transport Investment Plan (STIP)[10] and the Industrial Action Plan for an Automotive Sector[11].

[1] Strategic plan 2025-2029 - European Commission, November 2025
[2] The Draghi report on EU competitiveness - European Commission, September 2024
[3] Competitiveness compass - European Commission, January 2025
[4] The 2028-2034 EU budget for a stronger Europe, European Commission, September 2025
[5] European Competitiveness Fund - European Commission, July 2025
[6] Horizon Europe 2028 - 2034: twice bigger, simpler, faster and more impactful - Research and innovation, July 2025
[7] https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en, December 2019
[8] EU's new strategy to shape a global clean and resilient transition - European Commission, October 2025
[9] Clean Industrial Deal - European Commission, February 2025
[10] Commission unveils the Sustainable Transport Investment Plan - European Commission, November 2025
[11] Industrial Action Plan for the European automotive sector - European Commission, March 2025

2.2 European Policy on Research & Innovation

The European Union aims to create a single, borderless market for research, innovation, and technology across the EU. Once achieved, the **European Research Area** (ERA) would foster the free movement of researchers, scientific knowledge and a more competitive European industry[12]. In 2021, the newly adopted **Pact for Research and Innovation**[13] aligned European research objectives with the green and digital transition and established a set of ERA principles and priority areas. Since then, **ERA Policy Agendas** delineate voluntary actions to advance the European Research Area[14].

The **European Research Area Act**[15], expected for adoption in 2026, plans to strengthen Research and Development (R&D) investment in the EU, bringing it up to the 3% GDP target. The act also aims to enhance research infrastructures and mainstream open science practices.

Open science is central to European research policy. Facilitated by digital and collaborative tools, it fosters research transparency, accessibility, quality, and responsiveness to society's needs. In 2016, the EU defined eight policy ambitions on open science, then monitored by the **Open Science Policy Platform (OSPP)**. The EU now builds on established Open science enablers to promote open science[16].

One such enabler can be found in the **Common European data spaces.** Introduced in 2020, via the **European strategy for data**[17]**,** it allows data holders to make available data and exchange it in a secured, trustworthy way – notably through the European Open Science Cloud[18]. Based on the FAIR principles[19], it follows the prescriptions from the **Data Governance Act** (DGA)[20], the **General Data Protection Regulation** (GDPR)[21] and the **Data Act**[22].

Faced with global scientific competition, the EU prioritises scientific excellence and technical innovation. In 2024, the concept of a "**fifth freedom**" – the free movement of research, innovation and knowledge across Europe – was introduced as a core enabler of economic vitality, societal and cultural advancement in the face of market uncertainty[23]. A year later, the European Commission adopted the **European strategy on research and technology infrastructures**[24], anchoring the access of researchers and innovators to cutting-edge "facilities, equipment, capabilities and resources required to develop, test, upscale and validate technology"[25], as an EU priority[26].

A long-term objective of the EU[27], the **European Higher Education Area** (EHEA) is expected to bring coherence and facilitate learners' mobility across higher education systems[28].

[12] ERA History | European Research Area Platform, 2000
[13] Pact for Research and Innovation in Europe - Council Recommendation, November 2021
[14] ERA Policy Agenda 2025-2027 | European Research Area Platform, June 2025
[15] European Research Area (ERA) Act - European Commission, 2025
[16] Open Science - Research and innovation - European Commission, 2018
[17] A European strategy for data | Shaping Europe's digital future, February 2020
[18] European Open Science Cloud (EOSC) - European Commission, 2018
[19] JRC Publication Fair Data Guidelines, February 2025
[20] Data Governance Act - European Commission, June 2022
[21] General Data Protection Regulation - European Commission, April 2016
[22] Data Act | Shaping Europe's digital future - European Commission, September 2025
[23] Enrico Letta - Much more than a market (April 2024), April 2024
[24] Commission launches new strategy to strengthen Europe's research and technology infrastructures, September 2025
[25] Technology Infrastructures - Research and innovation - European Commission, August 2025
[26] The European Strategy on Research and Technology Infrastructures - Research and innovation, September 2025
[27] European Higher Education Area and Bologna Process - EHEA, June 1999
[28] The Bologna Process and the European Higher Education Area - European Education Area, March 2010

In 2022, the European Commission proposed the **European Strategy for Universities**[29], at the crossroads between education, research, innovation, society, and economic impact. Building on the **European Universities Initiative**[30], the strategy proposed four key objectives and flagship initiatives for mid-2024 and launched the European Higher Education Sector Observatory[31] (EHESO) – a monitoring mechanism, combining EU data and capacities on European Higher Education.

In 2024, the EU took additional steps towards the creation of a **joint European degree**[32], seen to promote innovative learning and skilling opportunities, simplify the establishment of joint university programmes and strengthen the common European identity.

To address skills shortage, the European Commission additionally proposed the **European Skills Agenda** – a five-year action plan to equip Europe with better skills**.** Building on the 2016 **New Skills Agenda for Europe**[33], the policy framework set 12 actions and four EU-level targets for 2025 and introduced the **Pact for Skills**[34]. Skills remain an EU priority to this day. In 2025, the European Commission proposed the **Union of Skills**[35], a transversal overarching strategy designed to tackle skills shortages, enhance workforce competitiveness, and ensure high-quality employment.

In recent years, the European Commission also proposed a set of legislations to ensure data protection (**General Data Protection regulation**[36]), the regulation of digital markets (**Digital Markets Act**[37]), the transparency and accountability of digital services (**Digital Services Act**[38]), thus imposing limits on sensitive and potentially harmful data. In 2024 the **AI Act**[39] set for the first time harmonised standards, governance, and enforcement mechanisms to guarantee a trusted, efficient and safe use of AI.

2.3 European Transport Policy

European transport policy is essential for the everyday life of people and businesses, to reap the benefits of digitisation and address climate change. Covering almost a quarter of Europe's greenhouse gas emissions and causing air pollution concerns in cities[40], transport has been at the cornerstone of recent decarbonisation efforts. The **European Green Deal**, for instance, includes a target to reduce transport-related greenhouse gas emissions by 90% by 2050.

In 2021, the European Commission proposed the **Sustainable and Smart Mobility Strategy**[41]. The strategy sets out milestones for 2030, 2035 and 2050, as well as 10 key areas of actions and 82 initiatives, towards achieving a green, digital, and resilient transport sector.

The **EU Emissions Trading System** (ETS) is a key European instrument for decarbonisation. As the first global carbon market, allowing carbon credit exchanges between low and high emitters, it progressively opened to aviation, and in 2024, maritime transport[42]. With its revision in 2023[43], and the creation of the ETS2, carbon emissions from road transport will further join the EU carbon market. ETS2 is planned to be fully operational by 2028.

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[29] European strategy for universities - European Commission, January 2022
[30] European Universities initiative - European Education Area, 2019
[31] European Higher Education Sector Observatory, December 2023
[32] Working towards a joint European degree - European Education Area, May 2025
[33] A New Skills Agenda for Europe - European Commission, June 2016
[34] Pact for skills - European Commission, November 2020
[35] Union of skills - European Commission, March 2025
[36] General Data Protection Regulation (GDPR), April 2016
[37] Digital Markets Act - European Commission, October 2022
[38] Digital Services Act - European Commission, October 2022
[39] AI Act - European Commission, June 2024
[40] Overview - Climate Action - European Commission, December 2020
[41] Mobility strategy - Mobility and Transport - European Commission, December 2020
[42] About the EU ETS - Climate Action - European Commission, 2024
[43] EU emissions trading system for buildings, road transport and additional sectors (ETS2), September 2026

2.4 Research and Innovation Framework Programmes

The **2021-2027 Horizon Europe Programme** is expected to deliver major societal and economic benefits. For every euro invested in a Horizon Europe project, up to 11 Euros of GDP could be generated by 2045[44]. In early 2025, the programme has funded 15 000 projects, for a combined budget of 43 billion Euros.

The **tenth EU Framework Programme for Research and Innovation (FP10)**[45] will be launched for seven years on January 1, 2028. With an expected doubled budget of 175 billion Euros, it will give priority to boosting Europe's productivity and competitiveness and will be closely connected to the European Competitiveness Fund (ECF). Ongoing EU negotiations are expected to precise the nature of these ECF-FP10 interactions. For example, in the face of rising geopolitical tensions, Member States increasingly expect European research to support defence applications alongside innovation. This "**dual use**" may be funded under diverse funding schemes, including FP10 and ECF.

FP10 will introduce Moonshot projects – projects funded under multilevel financing sources – bridging research with demonstration and real-world employment. These projects will focus on key areas of interest, including clean aviation, next-generation AI, data sovereignty and automated transport and mobility. FP10 will also undergo simplification with streamlined reporting obligations, the use of lump sum grants by default, faster procedures, and less prescriptive programming.

FP10 is expected to be grounded in **four pillars**[46]:



Figure 1: FP10 structure, European Commission: Directorate-General for Research and Innovation, Europe's budget – Horizon Europe (2028-2034), Publications Office of the European Union, June 2025

European Partnerships are expected to be a key instrument of the FP10 within Pillar II. Their role and composition for the period 2028-2034 is currently under discussion.

[44] For every euro invested Horizon Europe generates up to €11 in economic gains, April 2025
[45] Horizon Europe 2028 - 2034: twice bigger, simpler, faster and more impactful - Research and innovation, July 2025
[46] The four pillars structure and the budget figures presented in the figure are based on the European Commission proposal from June 2025 and subject to change.

3. ECTRI Key Features

ECTRI, the European Conference of Transport Research Institutes, is an **international non-profit association** that was founded in **April 2003** by 15 Members from 13 European countries. It is the first attempt to unite the forces of the **foremost multimodal transport research centres across Europe** and to thereby **promote the excellence of European transport research**.

ECTRI has grown over the years to become the major European association of research providers in the area of transport; it has **two distinctive characteristics** that distinguish it from any other Association in Europe, namely:

→ It represents the opinion and interests of non-profit research providers, namely the most active research centres and universities in Europe in the area of transport sciences; thus, **independent and vested from commercial interests.**

→ Its interests **cover all transport modes**, with due emphasis on multimodality aspects.

ECTRI **key fields of expertise** include (but are not limited to):

- Cooperative, Connected and Autonomous Mobility (CCAM)
- Environmental issues in mobility and climate change
- Equity, social and health issues related to mobility
- Foresight and geopolitical challenges
- Freight transport and logistics
- Human factors in mobility
- Intelligent Transportation Systems (ITS)
- Mobility and transport planning and policy
- Mobility and travel behaviour
- Mobility impacts of emerging vehicle technologies, Artificial Intelligence (AI) and Drones
- Mobility system management
- Resilience and security in transport and mobility
- Road, rail, air and waterway transport, and their interfaces
- Transport and mobility economics
- Transport safety
- Urban and rural mobility, shared mobility

ECTRI Members are **research establishments** (e.g. research centres/institutes or universities) with **head offices in Europe, full legal personality and tasked with considerable activities of public interest in the field of transport and mobility research** (and in particular in multimodal issues).

In 2026, ECTRI includes 28 major transport research institutes or universities from 21 European countries. Together, they account for more than 3,800 European scientific and research staff in the field of transport.

The figure 2 presents the ECTRI Members in 2026 and the European countries they collectively represent.



Figure 2: ECTRI Membership in 2026

ECTRI is interested in winning new Members from European Countries[47] which excel in any field of mobility and transport research, both to broaden its multidisciplinary expertise, competence and collaboration, and to make its voice more convincingly heard in support of high-quality research and innovation for Europe's competitiveness, sustainability and people's well-being. Following a pan-European approach, ECTRI prioritises Members from countries not yet represented.

[47] European Union Member States and European Free Trade Association (EFTA) countries

4. Vision, Mission, Core Values and Strategic Objectives

The Vision and Mission of ECTRI were reaffirmed in 2020 through a wide consultation of the ECTRI Members, thus staying closely along the lines of the 2011 Strategy Paper. The Strategic Objectives were reviewed and adapted according to the priorities expressed by the Members in 2020 and at the occasion of the Strategy mid-term review in 2026. More precisely:

Vision

ECTRI's vision is to retain and strengthen its role as **leading European research association for sustainable and multimodal mobility**.

Mission

ECTRI is pushing for green, safe, efficient and inclusive transport for people and goods through actions that **Facilitate – Advise – Promote**, namely by:

- Mission 1: **Facilitating the representation and cooperation of its Members,**
- Mission 2: **Providing independent, evidence-based advice to decision makers in Europe,**
- Mission 3: **Promoting mobility research and enhancing its scientific quality and effectiveness.**

Core Values

ECTRI stands for **intellectual independence, transparency** and **scientific excellence** to create real-world **impact.**

Strategic Objectives

In relation to Mission 1 **"Facilitate"**:

F1 – "Offer": Offer added-value services to its Members

- Representation of Members in various fora and initiatives for increasing their visibility and recognition
- Platform for knowledge exchange and networking (seminars & webinars via Thematic Groups)
- Training (Young Researcher Seminar) and other collaborative opportunities (Education, Mobility, Research infrastructures sharing)
- Delivery of targeted information (funding opportunities, policy development, events, EU-contacts)
- Incentive for free publications in European Transport Research Review (ETRR)
- Use of centrally located office in Brussels

F2 – "Support": Support participation in R&D projects

Enhance number and success rate of ECTRI supported R&D projects via:

- Access to advanced information (calls/work programmes, identification of relevant European Commission' officers, competitors)
- Effective mechanisms and processes for consortium building and information exchanges via Thematic Groups
- Leverage networks and contexts where ECTRI and/or individual Members meet industry, technology and SME partners to identify and connect with suitable consortium partners
- Official ECTRI support to Members' projects and participation of ECTRI in selected strategic horizontal projects

In relation to mission 2 **"Advise"**:

A1 – "Shape": Shape European programmes and policies

- Identify relevant research priorities and define research topics of interest in the field of sustainable and multimodal mobility
- Influence the development and updates of Research and Innovation Framework Programmes and Work Programmes and the formulation of EU policies in the fields of transport and research through position papers, meetings with EU officials and other interventions
- Respond to open consultations
- Proactively present to the EC clear and targeted briefings on key societal issues and items along ECTRI's priorities

A2 – "Provide": Provide expert advice

- Provide scientific based advice to National and European decision-makers, notably by becoming member of relevant European Experts and Advisory Groups
- Contribute to key Technology Platforms active in all transport modes, via active representation in their Plenaries, Committees, Working Groups, for Strategic Research and Innovation Agenda (SRIA) and roadmaps' elaboration
- Get involved in relevant European partnerships via membership and experts' participation in Activities

In relation to mission 3 "**Promote**":

P1 – "Engage": Engage in European and International dialogues

- Develop closer ties with major European transport related associations such as EARPA, ERTICO, UITP, POLIS, EUROCITIES, EUCAR, UNIFE, WATERBORNE etc.
- Foster cooperation with FEHRL, FERSI and Networks of Excellence EURNEX and HUMANIST through the European Transport Research Alliance (ETRA)
- Pursue partnerships with the US-TRB (MoU-Memorandum of Understanding), OECD-ITF (Letter of Intent) and other International organisations
- Extend dialogue towards non-transport related European stakeholders such as energy, climate, telecommunications on mobility-related issues
- Identify partners for exploring potential opportunities for dual-use collaborations

P2 – "Disseminate": Disseminate research work

- Assure wide and effective dissemination of Members' scientific knowledge and research results
- Own and support the European Transport Research Review as the leading channel for high quality publications
- Support major European and International Conferences (e.g. Transport Research Arena (TRA), Transportation Research Board (TRB) Annual Meeting, International Transport Forum (ITF) Summit etc.) for maximizing the results' awareness, utilization and impact to society

The Vision, Mission, and Strategic Objectives are illustrated in figure 3.

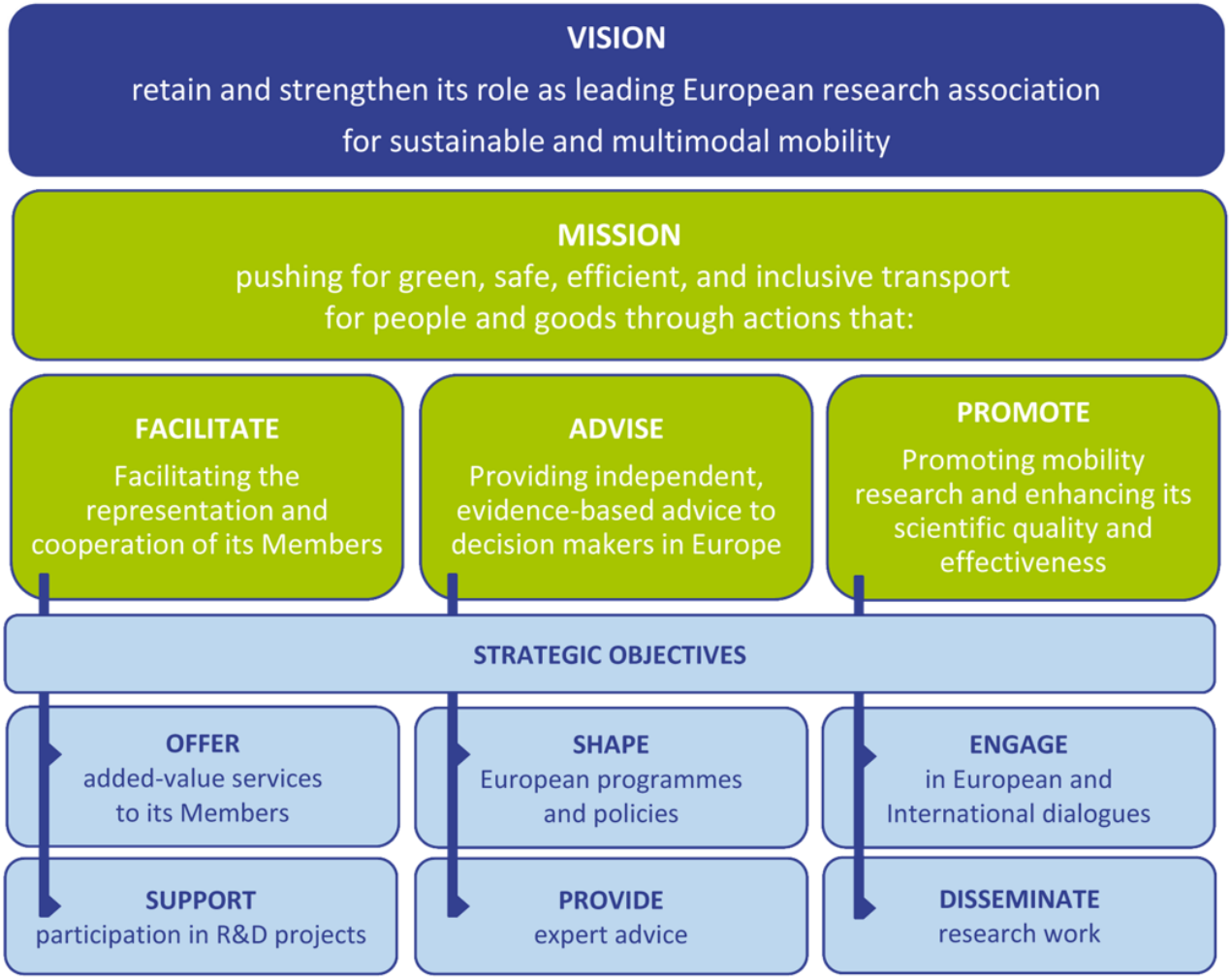


Figure 3: ECTRI Vision, Mission and Strategic Objectives

5. ECTRI Research Monitoring Mechanisms

As a means to support the ECTRI Strategy Implementation, ECTRI has set up the ECTRI Thematic Groups (TGs) and Task Forces (TFs), which are strong and effective mechanisms for obtaining common positions in today's most urgent transport issues as well as achieving scientifically sound and well documented solutions to transport problems.

The **ECTRI Thematic Groups** established in 2008, and reviewed in 2013, and then every two years, are composed of Members' researchers, and are considered as the ECTRI 'research workforce'. They are meant to represent ECTRI's core research priorities, be in line with framework programmes, and cover multimodal and sustainable perspectives. To achieve its Strategic Objectives, ECTRI defines **five (5) Thematic Groups** in the following areas:

- **Mobility**
- **Freight and Logistics**
- **Economics and Policy**
- **Safety**
- **Traffic Management and Modelling**

Those groups have three (3) objectives:

- Define research topics of interest for supporting European policies and programmes,
- Increase successful participation of ECTRI Members in European projects,
- Provide a platform for networking and scientific exchanges.

The scope and functioning of those groups are further detailed in a separate document. The expected outputs for each of the three objectives are set by Key Performance Indicators (KPI).

The **ECTRI Task Forces**, an instrument established in 2011, are set for taking up specific assignments on cross-cutting topics. They are initiated top-down according to needs, have a fixed term and are expected to deliver specific results. **Three (3) Task Forces** are defined to cover the following topics:

- **European Policy**
- **International partnerships**
- **Training, Education and Mobility**

The scope, objective and functioning of each Task Force is defined in specific terms of reference.

In the work pursued by both TGs and TFs, emphasis in the upcoming period will be given to:

- **Accelerating transport decarbonisation** by:
  - Contributing to identify effective CO2 mitigation measures
  - Gathering and sharing knowledge and evidence for best practices that will accelerate the transition to a carbon-neutral mobility.
- **Integrating digital transport services** with links:
  - Between transport modes (vertical);
  - Between transport topics (horizontal) (safety, environment, energy, finance, etc.);
  - Between transport and other sectors;
  - Between transport and digital policies (open science, mobility/safety data, etc.);
  - To research aiming at providing service data for scientific and research purposes.
- **Re-shaping transport and mobility in an uncertain era**, by looking particularly at:
  - The impact to transport and mobility like on the mobility behaviour, travel patterns, logistics and what solutions can play a role in limiting negative effects;
  - Studies on travel demand and accessibility by public transport, demand management related to social distancing; equity aspects;

- Impact on urban and business-to-business logistics; uncertainties in long-term demand
- Traffic safety impacts of changes in traffic flows; impact on the transition toward sustainable transport;
- Applications of network resilience concepts.

- **Supporting collaborative research across Technology Readiness Levels (TRLs) and Societal Readiness Levels (SRLs),** from early-stage research and technology development to demonstration, deployment and societal uptake, in a manner that is consistent with and contributes to broader policy priorities on industrial competitiveness.

The ECTRI research monitoring mechanisms, e.g. Thematic Groups and Task Forces are illustrated in figure 4.

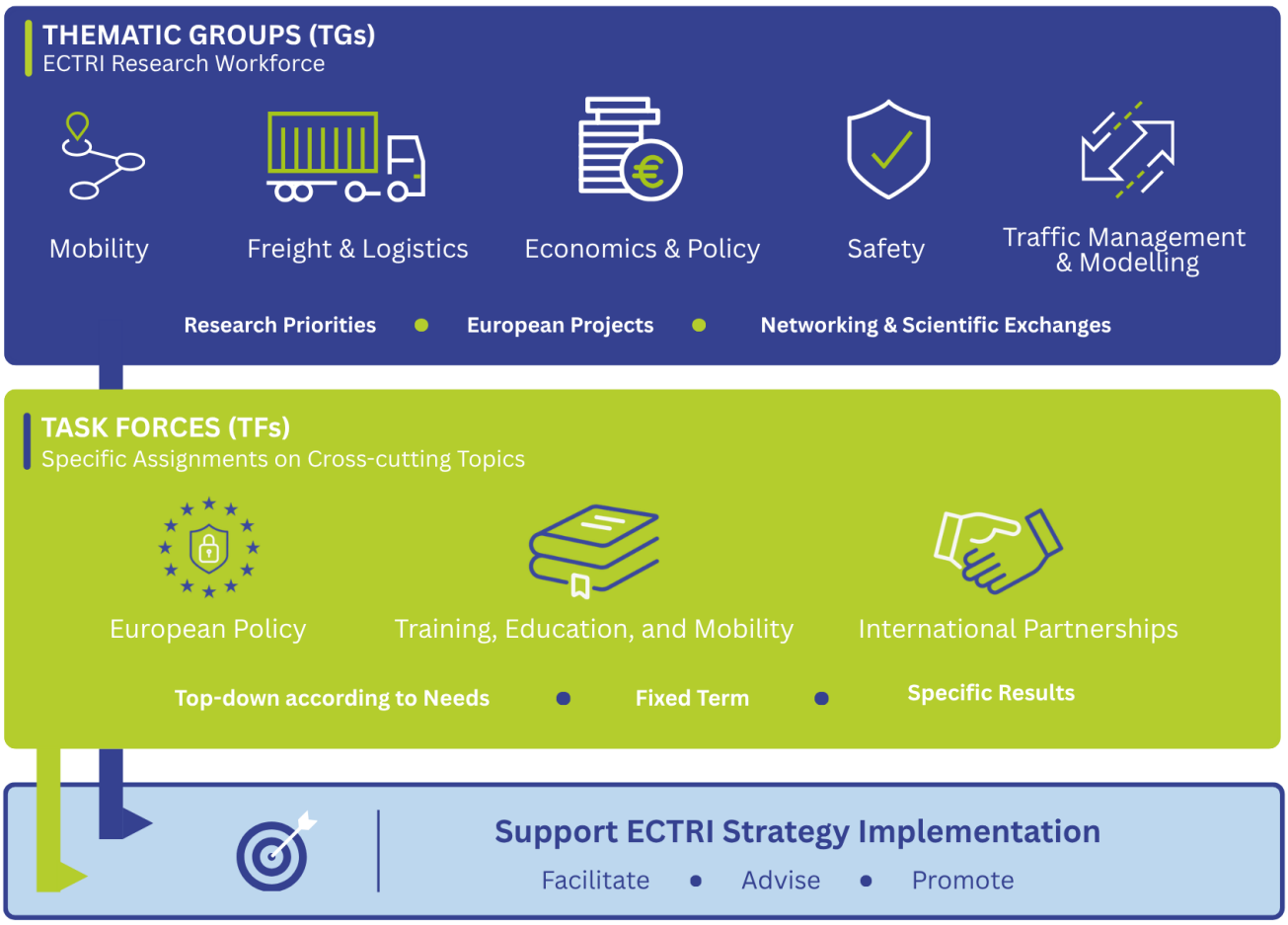


Figure 4: ECTRI Research mechanisms: Thematic Groups and Task Forces

6. ECTRI Positioning within the Mobility Research Ecosystem

In view of supporting European policies and programmes as well as pushing towards an integrated, efficient and sustainable transport system, ECTRI provides independent and evidence-based advice to decision makers in Europe and hence **keeps close contact and interacts with the European Commission (EC) services** dealing with mobility and transport research and innovation (DG RTD, MOVE and CONNECT), with the European Parliament (ITRE & TRAN Committees) and with the European Investment Bank (EIB).

ECTRI is also engaged in collaborative activities working in close cooperation with other **transport and mobility stakeholders** in Europe and beyond, building on the strong presence and involvement of its Members.

In particular, ECTRI develops strong links with the **European Technology Platforms** (ETP) active in all transport areas – ERTRAC-European Road Transport Advisory Council, ERRAC-European Rail Research Advisory Council, ALICE-Alliance for Logistics Innovation through Collaboration in Europe, Waterborne TP, ACARE-Advisory Council for Aeronautic Research in Europe. ECTRI is represented in the ETPs plenaries, committees and working groups in order to help defining the needed strategic transport research and innovations agendas (SRIA) that can promote a truly integrated and multimodal transport system in Europe. In addition, ECTRI is engaged **in key European Partnerships** (EGVIAfor2ZERO, CCAM, ZEWT, EUROPE'S RAIL) to address some of Europe's most pressing challenges through concerted research and innovation initiatives.

ECTRI also seeks to continue fostering cooperation with **major European transport related organisations** such as AET-Association for European Transport, CLEPA-European Association of Automotive Suppliers, EARPA-European Automotive Research Partners Association, EARTO-European Association of Research and Technologies Organisations, ERTICO ITS-European Road Transport Telematics Implementation Coordination Organisation, EUCAR-European Council for Automotive R&D, EUROCITIES, POLIS-Promotion of Operational links with Integrated Services, UIC-International Union of Railways, UITP-International Association of Public Transport and UNIFE-European Rail Supply Industry Association.

The partnership with FEHRL-Forum of European National Highway Research Laboratories, FERSI-Forum of European Road Safety Institutes, EURNEX-European rail Research Network of Excellence and HUMANIST-Human Centred Design for Information Society Technologies Virtual Centre of Excellence, is formalised through the **European Transport Research Alliance** (ETRA), which acts as a **voluntary collaborative platform** of surface transport research Associations that aims at providing the partners with a more powerful collective voice, allowing cross-fertilization and helping in achieving high visibility for the transport research community.

ECTRI fosters cooperation with **major International Organisations**, such as US- Transportation Research Board (TRB) and the International Transport Forum (ITF) from Organisation for Economic Co-operation and Development (OECD) by developing several collaborative activities with those partners.

Beyond its engagement with European and international organisations, ECTRI and its Members aim to foster stronger partnerships with industry, transport and logistics operators, infrastructure managers, technology developers, public authorities, large enterprises and SMEs, bridging research, policy and practice to accelerate the uptake of innovative solutions and advance a sustainable, competitive and resilient transport system.

The positioning of ECTRI within the mobility research ecosystem is illustrated in figure 5.

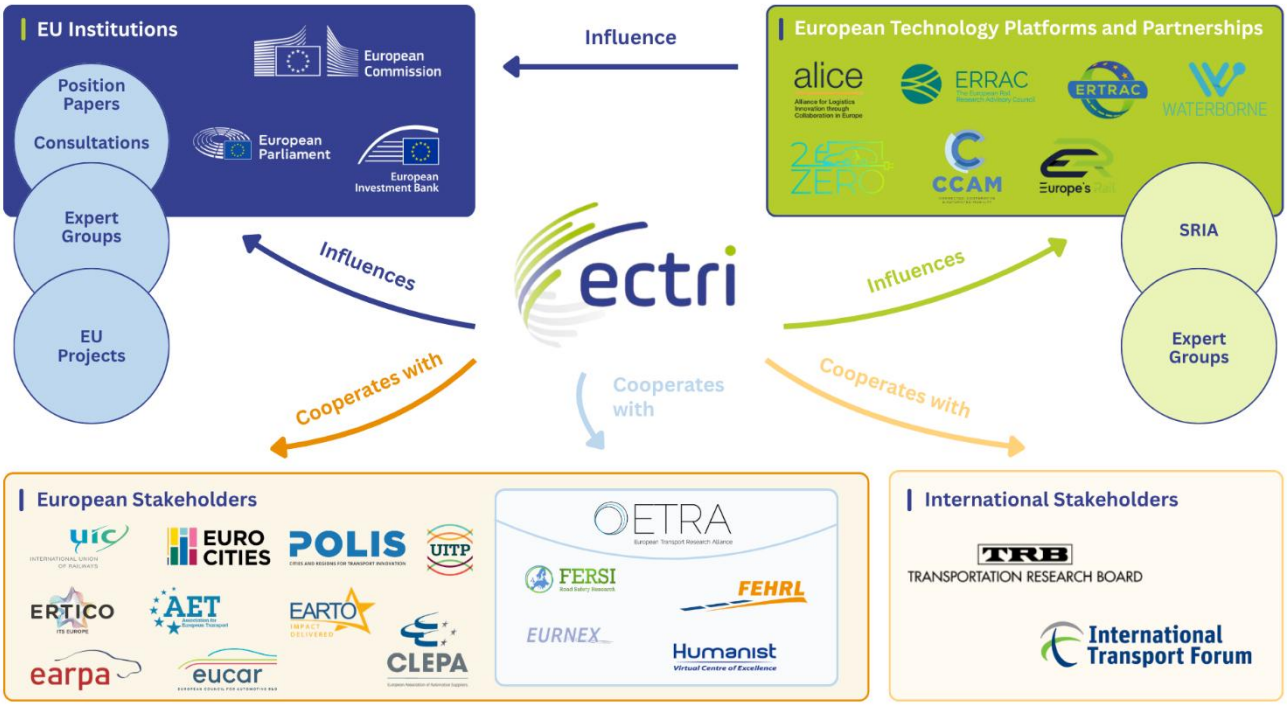


Figure 5: ECTRI positioning within the transport and mobility research ecosystem

7. Implementation

The effective implementation of the ECTRI Strategy is supported by a dedicated **Implementation and Action Plan**[48], which provides a clear framework for monitoring progress and assessing performance. The Plan translates the **six Strategic Objectives** into **Operational Objectives** and targeted actions, supported by specific milestones, timelines and assigned responsibilities.

To remain responsive to a rapidly evolving transport research and innovation landscape, the Plan is reviewed and updated every two years, taking into account global trends, evolving policy priorities, emerging challenges, technological developments, Stakeholders' positioning and ECTRI's strategic priorities.

[48] Strategy Implementation and Action Plan, Internal document, July 2026