



## **Advanced Impacts evaluation Methodology for innovative freight transport Solutions**

### **1<sup>st</sup> Workshop - 31<sup>st</sup> of March 2009**

**Timeframe:** 09:30 – 15:00  
**Location:** Luxembourg, TUDOR

**Agenda (as of 31<sup>st</sup>):**

<b>9:00</b>	<b>Reception</b>
<b>09:30-09:45</b>	<b>Opening and Welcome</b>
<b>09:45-10:15</b>	<b>Project overview and objectives, approach</b>
<b>10:15-10:45</b>	<b>EC – objectives and cluster</b>
<b>10:45-11:00</b>	<b>Coffee break</b>
<b>11:00-13:00</b>	<b>FP5/6 experiences in freight transport</b> <ul style="list-style-type: none"><li>▪ Example 1: FP 5 Project ROSEBUD</li><li>▪ Project selections, overview</li><li>▪ State of the art, analyses per mode</li></ul>
<b>13:00-14:00</b>	<b>Lunch Break</b>
<b>14:15-15:20</b>	<b>Example 2: FP6 Project INTRO</b> <b>Open discussion on approach and key success factors with experts and guests</b>
<b>15:20</b>	<b>Closing and cocktails</b>

**Participants:**

First name	Surname	Organisation	Country
Wolfhard	Arlt	Hamburg Port Training Institute	Germany
Stephan	Combes	Centre d'Etudes Techniques Maritimes Et Fluviales CETMEF	France
Jean-Louis	Deyris	International Consulting Environnement Services ICES	France
David	Evaristo	Centre de recherche public Henri Tudor TUDOR	Luxemburg
Frédéric	Hebette	Qalinca/Université Libre de Bruxelles	Belgium
Péter	Holló	Institute for Transport Sciences KTI	Hungary
Lionel	Kaniewski	Centre d'Etudes Techniques Maritimes Et Fluviales CETMEF	France
Péter	Károly	Institute for Transport Sciences KTI	Hungary
Olivier	Klein	CNRS Centre Nationale de la Recherche Scientifique	France
Eckhard	Kuhla	EKonsult	Germany
Emilio	Larrodé	University of Zaragoza	Spain
Lidija	Mandzuka	Hamburg University of Technology / ISSUS	Germany
Stephan	Moll	ETH Zürich	Switzerland
Claire	Navarra	Centre de recherche public Henri Tudor TUDOR	Luxemburg
Alassane B.	Ndiaye	Qalinca/Université Libre de Bruxelles	Belgium
Ákos	Radóczy	Institute for Transport Sciences KTI	Hungary
Patrice	Salini	Expert	France
Gerhard	Schilk	Via Donau	Austria
Michael	Schygulla	PTV Planung Transport Verkehr AG	Germany
Manfred	Seitz	Via Donau	Austria
Leif	Sjögren	Swedish National Road and Transport research Institute VTI	Sweden
Frank	Smit	European Commission	Belgium
Clarissa	Strasser	PTV Planung Transport Verkehr AG	Germany
Svenja	Töter	Hamburg University of Technology / ISSUS	Germany
Yann	Tremeac	TL & Associés TLA	France
Jost	Wichser	ETH Zürich	Switzerland

**Apologies: Johan Charles Bendien, ITAPS, Germany**



**Moderation by: Michael Schygulla**  
**Minutes by: Michael Schygulla, Clarissa Strasser**

**Workshop**  
**31<sup>st</sup>: 9:30 -15:20**

### **Main Topics**

- Most important issues for this meeting are:
  - Overview strategy and approach of AIMS
  - project experiences and preliminary results
  - EC objectives,
  - Discussion with experts

### **Overview strategy and approach given by TLA**

- See attached presentation
- Key issues: approach, work steps, work package 2, focus of workshop

### **EC objectives, cluster information given by Frank Smit (EC)**

- Important issues are
  - Recommendation out of AIMS for EC transport research policy are expected
  - Projects which are being analysed should be assessed against the FP objectives they belong to
  - Main performance targets for the FP 7 midterm review will be elaborated on the basis of the cluster projects (depending on the project status)
  - Timeframe for midterm review is from about June 2009 until May 2010
- Key questions and statements on this:
  - Unclear situation today regarding use of RTD results in EU policy (*Mr. Seitz*)
  - Influence mainly possible regarding transport research policy, but should be used as input for other policy fields, too (*Mr. Smit*)
  - Out of the deeper analyses of the projects there will be some recommendations for changes at the EC research processes elaborated (*Mr. Deyris*)

### **FP5 Project example ROSEBUD**

- Road safety issues and cost effectiveness and cost benefit analyses
- Calculations and benefit cost ratio as part of the results
- See further details in presentation

### **Following the different mode related presentations (for further details see slides):**

- KTI – road mode presentation
  - Selected projects overview, 1<sup>st</sup> TST approach
  - First replies of questionnaire for INTRO and RISER received
- ETH – rail mode
  - Selected projects overview, short project objectives
  - TST approach application
  - First results from interview
  - First conclusions/ findings
  - Large projects seem to be not efficient, too much administrative efforts
- ULB – intermodal
  - Selection process, criteria and final selection



- Steps of analyses and status of work
- Bottlenecks within analyses/ surveys
- CETMEF – Inland waterway
  - Selected projects overview
  - TST application
  - 2 main projects results
- ISSUS – maritime mode
  - Specific conditions for maritime mode (e.g. ports)
  - First recommendations and critical remarks regarding EU transport research
- TUDOR – Air mode
  - Basic info about actors, organizations character of air mode
  - Selected projects and first TST approach

Lunch break at 13:00

### FP 6 project example INTRO

- Objectives, focus, what has been done
- Focus: technologies, databases and sensors in order to improve road safety and capacity
- Field tests on friction estimation (winter roads), driver behaviour, HMI for better awareness of drivers

### Discussion:

- TST approach interesting, what about the results of the marked interrelations between actors, can the envisaged results specified? (*Mr. Kuhla*)
- Matrix regarding different actors is to be elaborated (definition goals, relations of actors, effects and impacts on these, recommendations, conclusions) (*Mr. Kuhla, Mr. Tremeac*)
- Macro links, descriptions in details are difficult, different time related impacts (*Mr. Salini*)
  - Experiences in TST model have been made during projects Capoeira, SECUR-CRANE
- There is a difference between investments / research activities, technologies and the integration of end-users, who are often not involved (*Mr. Deyris*)
- What about the other modes? Some further issues?
  - Air mode is specific according to international network and global level (*Mr. Larrodé*)
    - Are there other projects/ approaches on international level to be analysed?
    - Different regulations, conditions on airports (e.g. Africa)
    - International regulations very different and difficult
- Several dimensions and criteria could be identified, then several steps of development (*Mr. Klein*)
- Research policy on EU level not aware of transport needs (*Mr. Seitz*)
  - RTD results should be better marketed to the public authorities, which have no interest in a long term research strategy
  - What are the instruments for such a know how transfer from research to policy
  - “double asymmetry”
- Networks are long-term (*Mr. Salini*)
  - Infrastructure management is in the meantime 2 folded (public and private , sometimes combined)
  - More complicated to assess is what really happens in projects



- What is the level of commercialisation and how can this be assessed
- Research projects are not meant to coach policy makers
- Products vs. processes
- Collaborative processes needed
- Projects have a beginning and an end, but not always objectives and results. *(Mr. Salini)*
- To build and manage a project is difficult for small companies (resources) *(Mr. Salini)*
- Industry prefers to invest in research alone and keep the results, does not want to invest in EU-funding. *(Mr. Arlt)*
- Small companies can't effort to wait 2 years to start a project, industry can't wait that long *(Mr. Seitz)*

**Further recommendations:**

- In the end looking at results should be focus, not how the project works or the work has been performed *(Mr. Arlt)*
- Evaluation way questionable – documents and contacts should be available after project duration *(Mr. Arlt)*
- Funding structure and conditions sometimes critical *(Mr. Arlt)*
- TST approach questionable, benefit not clear enough *(Mr. Arlt)*
- Better programme management is required *(Mr. Seitz)*

**Dates:**

**Next AIMS workshop:**

**14<sup>th</sup> of October 2009 in Brussels**

**Attachments (PowerPoint slides):**

1. 20090331\_AIMS\_WS1\_Approach\_TLA
2. 20090331\_AIMS\_WS1\_EC
3. 20090331\_AIMS\_WS1\_Project\_ROSEBUD
4. 20090331\_AIMS\_WS1\_road\_KTI
5. 20090331\_AIMS\_WS1\_rail\_ETH
6. 20090331\_AIMS\_WS1\_intermodal\_ULB
7. 20090331\_AIMS\_WS1\_inlandWW\_CETMEF
8. 20090331\_AIMS\_WS1\_maritime\_ISSUS
9. 20090331\_AIMS\_WS1\_AirMode\_TUDOR
10. 20090331\_AIMS\_WS1\_Project\_INTRO