Advanced Impacts evaluation Methodology for innovative freight transport Solutions

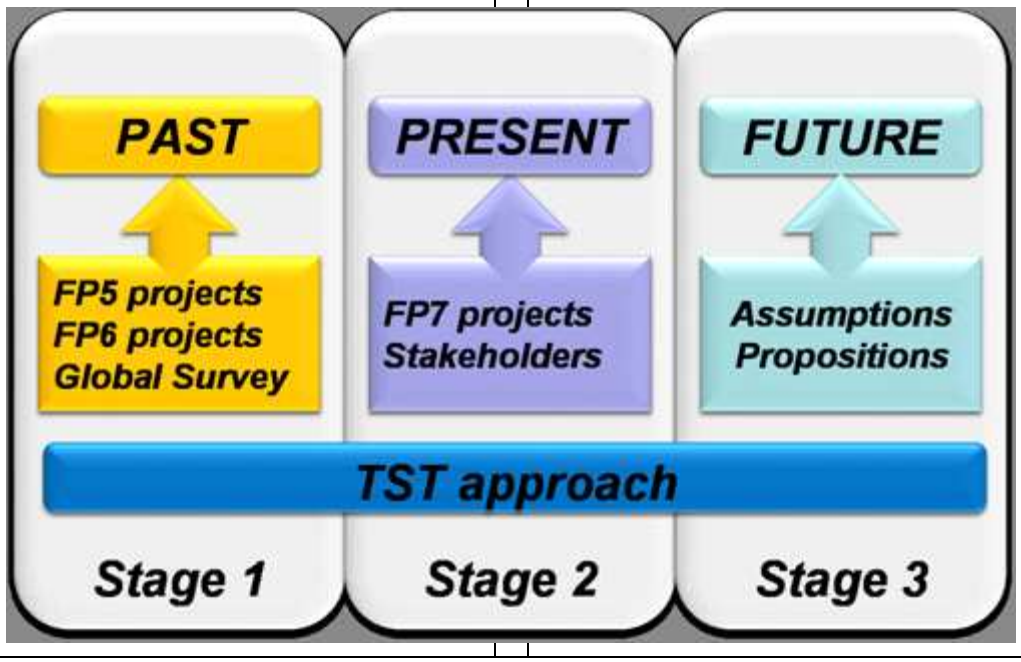
AIMS Newsletter February 2010

About AIMS

The project AIMS is a co-ordination and support action under the 7th Framework Programme of the European Commission.
The consortium consists of eight partners from six different countries. The project partners cover a broad range of expertise in the field of transport and logistics research.
Several projects (FP5, FP6 and FP7) from all transport modes namely road, rail, air, maritime or inland waterways, and intermodal are being analyzed and evaluated. An advanced evaluation methodology for the analyses of the impacts from research activities within freight transport will be developed.

Core approach of AIMS

AIMS is relying on an innovative approach combining a systemic approach and a socio-economic approach: the TST approach (for Techniques, Society and Territories). It permits a coherent grasping of the real impacts that shall be analysed further on, per innovation and axis of RTD envisaged. It allows to highlight both the advantages and disadvantages or difficulties in implementing innovative concepts when faced with the current market situation and the rigidities of society.
Essential part of the works is the integration of stakeholders, different perspectives and requirements from industry. This is being done through the involvement of dedicated Experts, contact to relevant councils, research agendas and other interest groups.



State of Work - results

WP2

In frame of the analyses of the past more than 30 projects of FP5 and FP6 have been analysed in detail. The outcome of the analyses of project results over the 6 transport modes in terms of technologies, developments and research innovations is rather different. Mostly it is being stated that the projects led to successful results in the concerned research field. But not only these aspects have been covered by the TST approach, the deeper analyses behind the scenes revealed some more important aspects.

The AIMS synthesis evaluation showed that the most challenging aspect in research is the commercialisation afterwards which means to have at least a business plan to follow for the successful implementation on the market. In some projects this issue perceived to be successfully addressed. The development of business cases or even planning however is often not part of a project.

As one of the core elements of the underlying TST methodology is the face to face contact to the concerned project coordinators or partners it can be declared that these interviews (once realised) where the most valuable source for information for evaluation. The possibility to look between the lines and to acquire some "informal" statements leads to useful input for the analyses.

A first release of evaluation methodology is referring to the different stages of a projects – genesis, realisation and afterwards. Recommendations can be given specified according to different macro- and micro-criteria:

Macro-criteria	Micro-criteria	Specification
Setup	Proposal	Enough time has to be granted to project initiators for project set up. The knowledge and quality of the team drafting the proposal has to be proven. The network (who provides the ideas) to the person in charge of writing the call text have to be high quality.
	Consortium quality	Participants have to be chosen in relation with their representativeness in the field, expertise, competencies, experience and capacity in relation to the state of the art and project goals. Consortium has to be representative: industrials, researchers, institutions, end-users...with different company size, origins...
	Number of consortium participants	Large projects with more than 20 participants are usually difficult and costly to manage.

State of Work - results

WP3

Objective within WP3 is a diagnosis of the current situation of the freight transport in Europe. This will be done by comparing the needs for innovation, current offer from the market and current research projects of the 6th and 7th FPs. In other words, this will consist of a comparative analysis on transport problems/ transport RTD needs on the one hand, and on the other hand, the supply of FP RTD projects. Based on knowledge obtained from the present, recommendations are given for the definition of intermediate FP7 performances targets.

Using the initial TST approach, a matrix on micro level could be used to evaluate project objectives deriving the interrelations regarding the different dimensions:

Example for a micro-level TST Matrix:

		1. Techniques			2. Society			3. Territory				4. Time	
		1.1 Infrastructure	1.2 Vehicle	1.3 Energy	2.1 Automotive industry	2.2 Logistics companies	2.3 Decision-makers	3.1 European	3.2 National	3.3 Regional	3.4 Local	4.1 Short term (2012)	4.2 Long term (2020)
1. Techniques	1.1 Infrastructure				x	x	x	x	x	x	x	x	x
	1.2 Vehicle				x	x		x	x	x	x	x	
	1.3 Energy				x	x	x	x	x	x	x	x	x
2. Society	2.1 Automotive industry	x	x	x				x	x	x	x	x	x
	2.2 Logistics companies	x	x	x				x	x	x	x	x	
	2.3 Decision-makers	x		x					x	x	x	x	x
3. Territory	3.1 European	x	x	x	x	x						x	x
	3.2 National	x	x	x	x	x	x					x	x
	3.3 Regional	x	x	x	x	x	x					x	x
	3.4 Local	x	x	x	x	x	x					x	
4. Time	4.1 Short term (2012)	x	x	x	x	x	x	x	x	x	x		
	4.2 Long term (2020)	x		x	x		x	x	x	x			

Remembering the 2nd AIMS Workshop at 14th October 2009 in Brussels

AIMS project members, experts in different fields of transport modes, industrial stakeholders as well as consultants and two representatives from the EC met in Brussels at the Hotel Bloom for the second AIMS workshop. Main topics during this workshop were:

- AIMS approach and status
- EC evaluation objectives
- Current research activities in FP7
- Current needs and demand for research

The Workshop was opened by Marcel Huschebeck from PTV AG.
Yann Tremeac, TLA then gave an overview on the project approach and the results achieved so far. Mr. Frank Smit, from the European Commission, highlighted the evaluation process and the projects assessment.
Several FP7 projects were presented:

- TELLIBOX
- PLATINA
- RISING
- POSEIDON

Experts from Associations like UIRR and EIA shared their research experiences with the audience and gave a summary of current and future needs and demands for research.

Industrial stakeholders like Mr. Jean-Claude Dellinger from AREVA presented their research strategies and topics of his organisation.
The AIMS experts had the opportunity to give their recommendations for future topics addressed by the EC. The participants contributed to a lively discussion with questions and comments.

As result from the discussion, topics were identified and given to the EC as recommendations e.g.:

- Commercialisation as an obligatory part of research projects
- More industrial participation in research activities
- Europe should get more in touch with research activities in USA and Asia

Remaining tasks:

AIMS project will elaborate within the final work packages recommendations to be used in the scope of the definition of new research policy objectives.
Final guidelines will be produced toward transport actors with the aim to address the implementation of innovative technologies and associated organisations through EU-funded projects in the Freight Transport System (investments, transition period management, communication). In parallel, final guidelines for public authorities, private / public research groups and industries will be issued. At last, a final assessment will be provided.

Announcement:

AIMS Final Conference

16th of June 2010 in Brussels

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