

Newsletter

ETNA
Alliance

European Transport National Contact Points Alliance

IN THIS ISSUE:

1st ETNA Forum

Page 1

Results of 2nd round calls for proposals

Page 4

Upcoming ICT for Mobility call for proposals

Page 11

More hydrogen cars on EU roads

page 13

EU Transport Ministers back to 'Single European Sky'

Page 15

Forthcoming events

Page 16



n. 02 year 2008





First ETNA Forum Meeting

27-28 October 2008, Cologne (Germany)

The **ETNA Forum** – a plenary gathering of all National Contact Points for the Theme Transport in the 7th Framework Programme – is the keystone of the project European Transport NCP Alliance. During these meetings, which will take place on a regular basis throughout the three-year duration of ETNA, Transport NCPs will get together to

discuss progress made toward fulfilment of the project objectives, optimisation of ETNA activities and the further development of the work plan. Moreover, seminars on topics relevant for the work of NCPs will also be provided.

The first ETNA Forum is taking place on the **27th and 28th of October 2008 at TÜV Rheinland in Cologne, Ger-**

many.

Day 1 of the forum will focus on project related matters. One of the central tasks in the first period of the project ETNA has been the collection of data decisive for the development of future project-sponsored tools and activities meant to help Transport NCPs in their day-to-day work. The primary instrument for collecting this

information was an extensive **on-line questionnaire**. All 60 individuals officially responsible as contact points for the theme Transport were requested to complete the survey.

The data collected includes information on the structures and responsibilities of the various NCP organisations across Europe as well as indications of the personal expectations of the individual NCPs with regard to the project.

During the forum, **the results of the survey will be presented and discussed**. The ultimate objective is to assure that this input is adequately considered in the development of future ETNA activities – for example the planned training and twinning sessions – as well as in the design of useful tools for NCPs, in particular tools for

supporting project consortia in their search for partners.

The first day will also include a workshop on the topic **“Improving the Participation of New Players in the 7th Framework Programme”**. Here, participants will discuss possible approaches to optimising the support NCPs offer to first-time applicants – focussing particular attention on the needs of researchers in the New Member States.

The second day of the forum will feature three top-class speakers on topics relevant for the work of Transport NCPs. A representative of the **IPR-Helpdesk**, Lucía Sirera Devesa, will provide an overview of the topic of intellectual property rights in FP7. Moreover, **two representatives of Directorate H of the Directorate-General for**



Research of the European Commission will be present to provide information on the most recent round of calls in the programme “Transport (incl. Aeronautics)”.

A total of five Forum meetings are foreseen within the project ETNA. The next meeting will likely take place in mid 2009.

ETNA Website

ETNA webpage is now available at <http://www.transport-ncps.net>

Here a wide variety of useful information will be made available to the Transport National Contact Points network and, eventually, to the whole Transport Research Community: **transport policies, FP7 calls for proposals, EU funding**

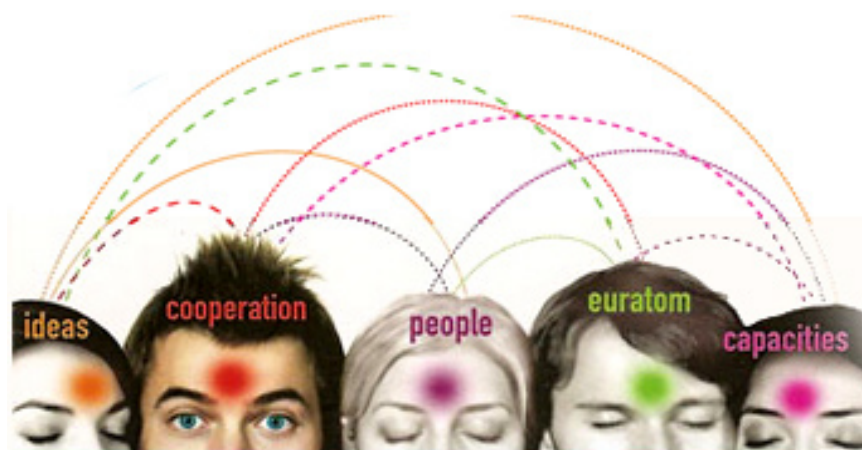
opportunities, European/National events, training courses, ETNA initiatives, etc...

Soon a new **transport partner search tool**, developed in the framework of ETNA, will be accessible as well!!!

Any comment and suggestions for improvements should



be addressed to the web site administrators: Zbigniew Turek (zbigniew.turek@kpk.gov.pl) and Mikolaj Pyczak (mikolaj.pyczak@kpk.gov.pl)



EU Seventh Framework Programme

Results of 2nd FP7 call for Aeronautics & Air transport [AAT-2008-RTD-1]

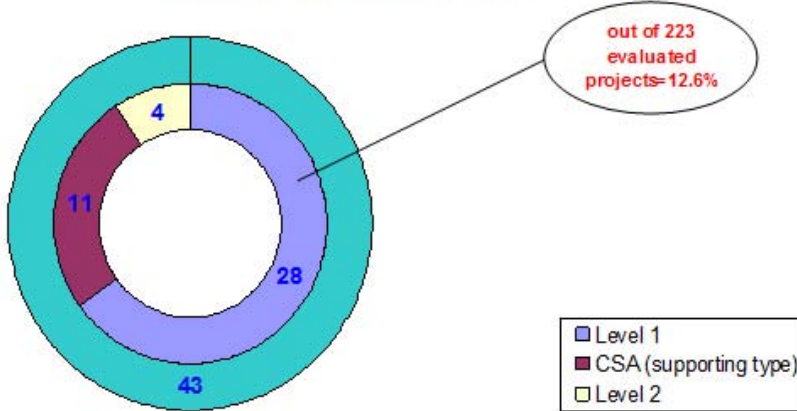
The evaluation results of the **second call for proposals FP7-AAT-2008-RTD-1** (deadline 7 May 2008) of the theme “aeronautics and air transportation” became available recently. Compared to the previous rates in FP6 and of the first aeronautics call in FP7, **the overall success rate has dropped again**. This is explained by two factors,

firstly, a lower budget available and secondly, a higher number of received projects. Indeed, the budget available for the 2nd call was 214 M€, which is approximately 10% less than the budget allocated to the retained projects of the first aeronautics call in FP7.

Following the second call for proposals, **a total 253 eligible proposals** were re-

ceived of which 43 projects were eventually retained for funding (“ranked list”). This results in an **overall success rate of 17%** (against 18.6% in first FP7 aeronautics call). These 43 retained projects split into 11 specific support actions (SSA), 28 “Level 1” projects (ex-STREP) and 4 “Level 2” projects (ex-integrated projects), the “reserve

RETAINED proposals per LEVEL



list” contains 14 “Level 1” and two “Level 2” projects. 28 “Level 1” projects (out of a total of 223 eligible projects submitted) were selected, which yields a success rate of 12.6% (15.6% in the first FP7 call).

In terms of technical research areas 50% of all retained projects cover the two domains “7.1-1 Greening of air transport” and “7.1-4 Improving cost efficiency” while, despite the wish expressed by the European Commission to see more projects dealing with “break-through technologies”, only 2 projects (out of 25 proposals submitted) were retained in response to domain “7.1-6 Pioneering the air transport of the future” of the official work programme.

EU Member States confirmed the largest participation to the call: 548 out of 596 participants in ranked proposals (92 % of the total partici-

pants).

ICPC Countries gained relatively good results, their success rate being ten percentages higher than the Member States one. However, out of 29 participants in ranked proposals 17 come from Russian Federation. Finally, ICPC Countries’ contribution to the total amount of participants is still only the 4 %.

Even though the absolute number of **Associated Countries** participants in evaluat-

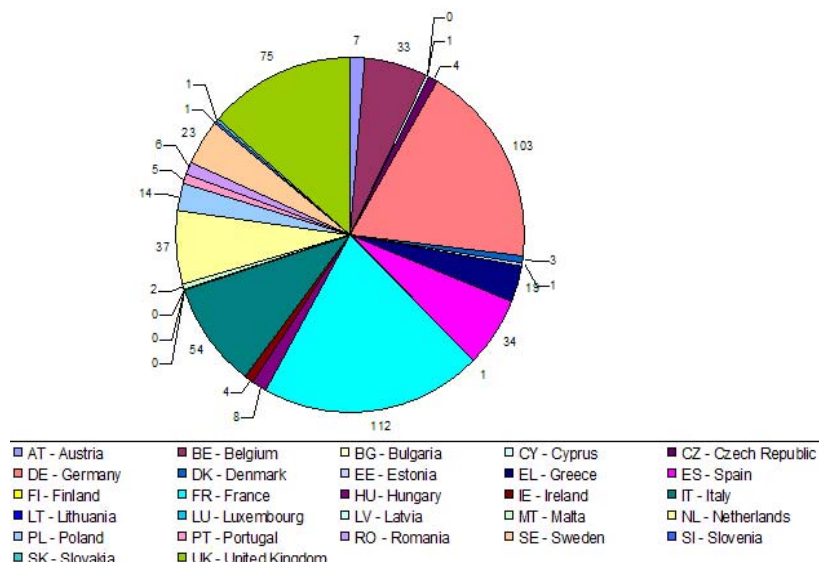
ed proposals was higher than the one of ICPC countries, Associated countries gained only 19 places in the ranked list, Switzerland leading the way with 13 participants.

Regarding the EC contribution breakdown per country in retained proposals, the success rate of **EU Member States** is around 95% (205.7 M€ out of 214.5€), whereas **Associated** and **ICPC** countries is 0.025% (5.4M€) and 0.015% (3.3M€) respectively.

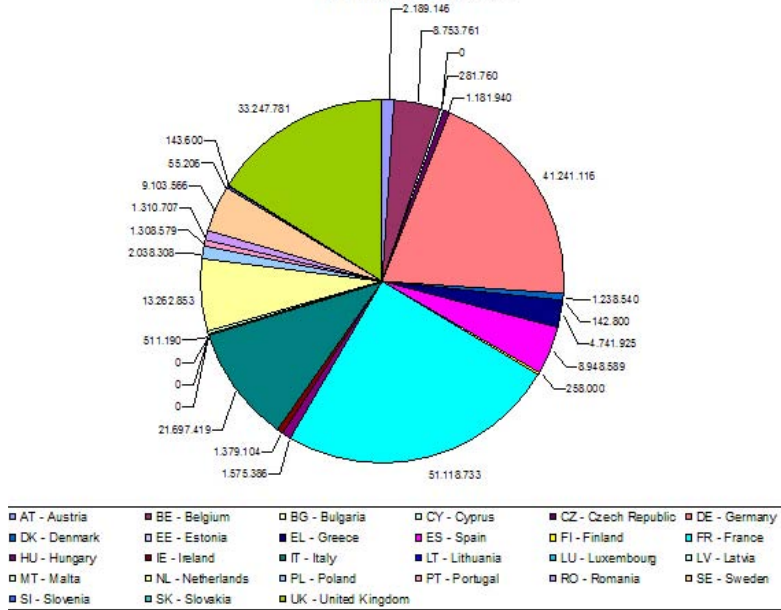
Among EU Member States, France maintains its leading position having been allocated 51.2 M€, followed by Germany (41.2 M€), the United Kingdom (33.7 M€), Italy (21.7 M€) and The Netherlands (13.3 M€).

Nevertheless, compared to the first call in FP7 the funding allocated to France and Germany dropped significantly by 21% and 23% respectively, while in particular the UK

EU PARTICIPATION - Ranked List



EC CONTRIBUTION (in M€) per MEMBER STATE in retained proposals



and Italian budgets observed a major increase by 25% and 31% respectively.

The **third aeronautics call** is expected to be published by mid-2009 with deadline most likely beginning of 2010. Given limited budgets not all technical areas might be opened for future calls. Finally, regarding the JTI Clean Sky, the first calls for proposals will most likely be opened by the different ITDs in early 2009.

Results of 2nd FP7 call for Transport –Horizontal activities [TPT-2008-RTD-1]

The **2nd call for proposals FPT-TPT-2008-RTD-1** (deadline on 7 May 2008), could count upon a total indicative budget of 14,80 M€. Submission of proposals was done in one stage; a total of 37 proposals were submitted, and 33 were selected to go forward in this call.

The evaluation was carried out during May 2008, and the evaluation outcome was that out of a total of 26 eligible propos-

als evaluated, 20 (77 %) passed all thresholds. The 46% (12) of the proposal were submitted to collaborative projects (small and medium scale focused research projects), and the other 54% (14) were submitted to support actions. The average total cost of submitted proposals is around 1.5M€ and the average requested EC contribution is slightly bigger than 1M€. In terms of success rate, it has been of 58%

(7) to collaborative projects, and 36% to support actions (5).

Regarding the thematic coverage, **8 out of 15 topics have been covered by projects:**

- Assessing disruptive effects of extreme weather events on operation and performance of EU transport system.
- The climate-friendly travel choice in the city, region and

Activity/area	Proposals submitted to evaluators	Below thresholds proposals	Above thresholds proposals
FP7-TPT-2008-RTD-1			
		%	%
TOTAL	26	6	23
		23	20
			77

world of tomorrow

- Techno-economic analysis per mode and combined to meet EU GHG emission reduction targets at time horizon 2020 and beyond
- Assessing, analysing and defining strategies for realising new Member and Associated States' potentials in transport research
- Exploring future technology paradigms beyond 2050

- Raising Citizen Awareness of Research results for Climate-friendly Transport Systems
- New mobility/organisational schemes: interconnection between short and long-distance transport networks
- Fostering coordination between national and European RTD strategies and programmes on climate-friendly transport and mobility
- Cross-fertilisation of Altern-

ative Fuels Research across all transport modes

Several topics have not been covered in this 2nd call, though some aspects might be covered by projects addressed to related topics.

Concerning the **participation**, around 100 participants were involved in the 12 proposals considered for funding, where Germany has the leading position (15.9% of budget), followed by United Kingdom (15%), Italy (14%), Finland (7.1%), Spain (4.5%) and The Netherlands (4.4%).

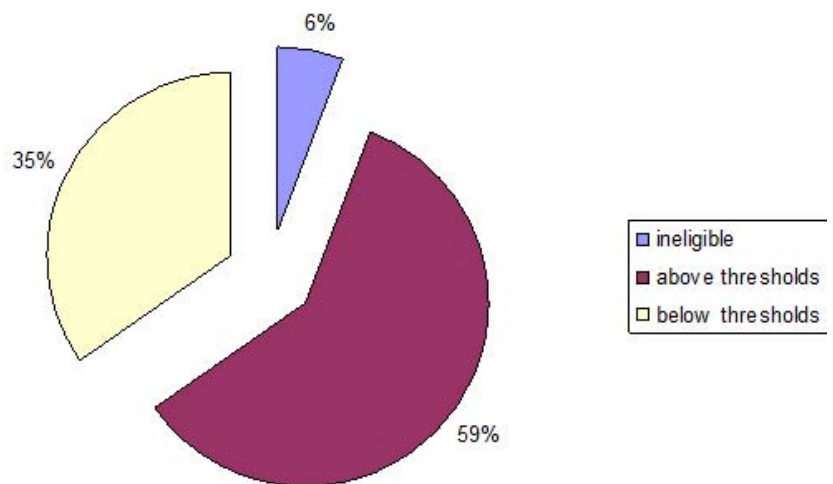
Results of 2nd FP7 call for Sustainable Surface Transport [SST-2008-RTD-1]

The results of the 2nd call for proposals FP7-SST-2008-RTD-1 are not available yet, but it is known that 352 proposals have been submitted under the last call.

As far as the thematic coverage is concerned, the activities of **Greening of the surface transport** and **Improving Safety and Security** registered the major number of submitted proposals (more than 20% each one), followed by **Strengthening Competitiveness** (aprox. 18%), **Ensuring Sustainable Urban Mobility** (aprox 15%), **Cross-cutting Activities** and **Encouraging Modal Shift** and **Decongesting Transport Corridors**.

21 proposals were judged

PROPOSALS above/under THRESHOLDS



ineligible, so that a total of 331 proposals were evaluated. Only 209 proposals passed the evaluation thresholds (≥ 10).

The final ranking list is expected

by end of October; the **Commission expects that only 69 proposals out of 209 will be funded.**

ERTRAC National Platforms Workshop

On Friday **September 5th** the **first National Platforms Workshop of the ERTRAC ETP** was organised in Budapest. The meeting was chaired by ERTRAC and national representatives from 10 countries were present. The European Commission was represented by **Mr. Siegler**, and **ETNA was represented as well**.

Mr. Steiger from ERTRAC opened the meeting, explaining that the new orientation of ERTRAC will be on solving direct problems (CO₂, environment, mobility) through implementation of new technologies, rather than facilitating research and providing technology. Cooperation at all levels is important to achieve this.

In his speech, Mr. Siegler stressed that the strategy of a European Technology platform can also be implemented with national funds. Therefore, National Technology Platforms can complement the ERTRAC fi-

ancial resources for priority themes. The coordination between an ETP and national programmes can serve as a platform for stakeholders, and for liaising with national authorities. ERTRAC complemented with NTPs fits also in the view of the EC of expecting big programmes for the future of EU research (FP8). Mr. Siegler explained some of the possibilities for large initiatives:

Joint Technology Initiative (JTI)

ERA-NET+, Art. 169

Joint Programming

European Institute of Technology: Knowledge and Innovation Community

This speech was followed by presentations about the national programmes from Austria, Finland, Hungary, Netherlands, Poland, Slovenia, Spain, Sweden and Turkey. Some of these national pro-



grammes use the official label of ERTRAC National Technology Platform (e.g. Poland and Slovenia). If other national programmes or platforms want to use the label of ERTRAC National Technology Platform, this can be obtained through contacting the ERTRAC secretariat. For the short term the ERTRAC representatives explained that is important to create a network between ERTRAC and the national platforms first.

Finally, a presentation about ETNA was given as well, indicating the possibilities of networking between the Transport NCPs and ERTRAC.

DHErgo project: laying the ground for a fine tuned collaboration

On the **11th and 12th of September**, INRETS and ERT hosted the launch of the **project DHErgo**. The ambitious **Collaborative Project** is funded by the DG-RTD for **36 months**. The partnership on this project

has been carefully designed to involve academic participants (**INRETS, CEIT, ULB, TUM**), end users (**Renault, PSA, BMW**) and software providers (**ESI group, Human Solutions**). Together they will

develop more advanced digital humans for ergonomic design of products. This should make possible the evaluation of the discomfort generated from a complex motion through dynamic simulation based on ad-

vanced musculoskeletal models of the human body, simulating population behaviour, and the interaction of the human body with the task-related environ-

ment, proposing design variants even for applications subjected to restricted resources (time, knowledge), and demonstration of productive usage. The total

budget for the project is 4,9 millions euros.

For more information, please contact Xuguang Wang: xuguang.wang@inrets.fr

CLEAN SKY JTI Governing Board launches into work

During the **first Clean Sky Governing Board held on 28 May 2008 in Berlin**, Members of the Board elected Marc VENTRE of SAFRAN as Chairman, and Rafael ACEDO of EADS/CASA as Vice Chairman.

Clean Sky's Governing Board then held its second meeting in London on 15 July 2008. Five new members joined the board, each representing one of the Integrated Technology Demonstrators.

The Governing Board agreed on the eleven essential posts that would make up the

JU staff, with recruitment to be initiated before the end of 2008.

Finally, the **financial regulation document** has been approved by the Governing Board; adoption will take place after signature by the EU Commissioner.

The **Smart Fixed Wing Aircraft Integrated Technology Demonstrator (ITD)** has officially started work – the first of Clean Sky's six ITDs to do so. SFWA held its kick-off meeting in Toulouse, France, on 27 and 28 August 2008.



Calls for ITDs are expected to be published at the end of this year.

Further information are available at: <http://www.cleansky.eu>

Galileo

Four main research activities have been selected for the **Galileo sub-theme** of Transport Programme:

- **Exploiting the full potential**

FP7 will encourage the development of GNSS downstream applications. This will drive demand and pave the way for rapid Galileo adoption. In the short term, applications should take advantage of EGNOS which is already available.

- **Providing the tools and creating the appropriate environment**

This research area will improve and complement existing GNSS tools. A particular focus is on the development of tools/test beds to support design, development and simulations for performance trade-offs of multi-function, hybridised terminals. In order to provide the right environment, enablers such as standardisation and certification will be



addressed.

- **Adapting receivers to requirements and upgrading**

core technologies

By driving the development and technologies of GNSS receivers, customised user terminals and local elements, performance can be enhanced.

- **Support and international activities**

This covers activities that support mission evolution and studies supporting various strategic aspects. Also included in the area are activities that foster international relations and cooperation in the field of GNSS.

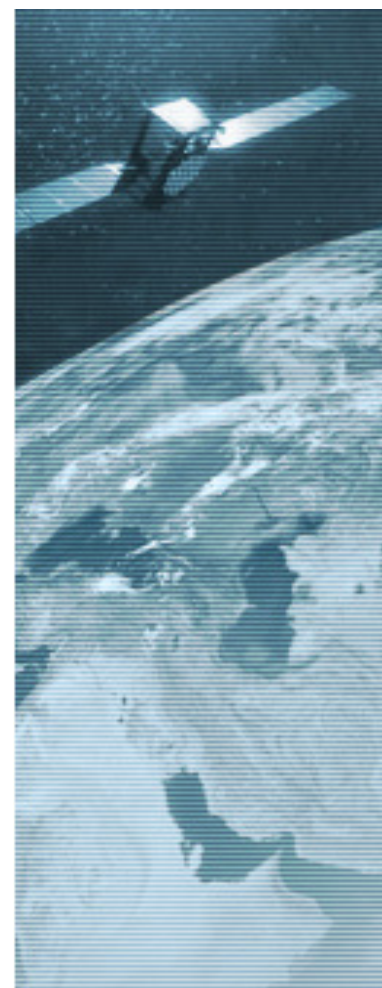
Further information are available at: <http://www.gsa.europa.eu>

Kopernikus Programme Galileo/ EGNOS

The EU's **Kopernikus programme** – the new name for the Global Monitoring for Environment and Security (GMES) initiative – launched its first package of Earth Observation (EO) services at a forum held 16-17 September 2008 in Lille,

France. The launch highlights the use of Galileo and EGNOS for Europe's environmental and security needs.

Further information are available at: <http://www.gsa.europa.eu/go/news/gmes/kopernikus-launches-eo-services>



Fuel Cell and Hydrogen JTI launch

Representatives of industry, the research community and the European institutions launched the EUR 1 billion **Fuel Cell and Hydrogen Joint Technology Initiative (JTI)** at an event in Brussels, Belgium on **14 October**.

Over the next six years, the **Commission and industry will plough almost EUR 500 million each** into the initiative, with the aim of accelerating the development of hydrogen and fuel cell technologies and bringing them to the market by 2020. It is estimated that the JTI's activities will reduce the time to market for these tech-

nologies by two to five years.

The new JTI **brings together over 60 private companies**, including small and medium-sized enterprises (SMEs) and large multinationals, together with leading energy research groups from across Europe.

The JTI has been set up as a Joint Undertaking under Article 171 of the EC Treaty. Its work will be overseen by a Governing Board comprising representatives from research, industry and the Commission. An Executive Director and the Programme Office will manage the day-to-day running of the organisation. Further input

will come from three advisory boards.

The JTI will focus its efforts on four main areas: transportation and hydrogen refuelling infrastructure; hydrogen production and distribution; stationary power generation and combined heat and power (CHP); and early markets (fuel cell products that are almost ready for commercialisation). The JTI's first call for proposals, which has a budget of EUR 28.1 million, has already been launched.

For more information, please visit: <https://www.hfpeurope.org/>



Other EU funding opportunities

ICT next Call for Proposals [FP7-ICT-2009-1]

ICTs (Information and Communication Technologies) play an increasing role in reducing the energy intensity of the economy as a whole. The future transportation system needs cleaner and more efficient vehicles, energy-efficient intelligent infrastructure, including cooperative traffic control and management systems, as well as new mobility concepts.

A new call for proposals in

the **ICT theme** is going to be published on **November 18th, 2008**. The call deadline will be on **April 7th, 2009 at 17:00, Brussels local time**.

Two objectives will be specifically addressed to create new, complementary ways of reducing CO2 emissions and increasing safety of the whole transportation system:

1. ICT for Safety and Energy Efficiency in Mobility

- **ICT for Intelligent Vehicle Systems** (advanced in-vehicle safety systems with improved performance and reduced costs; systems supporting autonomous driving; new approaches to crash avoidance; etc...)

- **ICT for Clean and Efficient Mobility** (new tools,

systems and services supporting eco-driving; etc...)

- **Coordination and Support Actions** (increased user awareness and dissemination of research results by supporting the Intelligent Car Initiative and the eSafety Forum; etc...)

2. ICT for Mobility of the future

- **Field Operational Tests for Integrated Safety Systems** and Co-operative Systems to assess improvements in the efficiency of the transport system, in the safety of all road users and in making individual mobility

more comfortable.

- **ICT-based systems and services for Smart Urban Mobility and new Mobility Concepts** to address the environmental footprint

and safety of mobility, while fostering economic growth.

- **Coordination and support actions** (in the framework of the Intelligent Car initiative)

- **International Coop-**



eration

The call for proposals will be published on the CORDIS web site:

<http://cordis.europa.eu/fp7/dc/index.cfm?fuseaction=UserSite.FP-7CallsPage>

Practical Guide to EU funding opportunities for Research and Innovation

EU support for RTD is provided mainly through the Seventh Research Framework Programme, the Competitiveness and Innovation Framework Programme and the Structural Funds.

When operating individually, these three funding sources already act as effective tools in support of RTD. However, their value can be further enhanced by combining them. How can this be done?

The answer to this question

is provided by the "**Practical Guide to EU funding opportunities for Research and Innovation**". In addition to practical information on combining the different funding sources, the guide includes a description of each fund, advice for policy makers and an innovative Checklist and Scorecard. These allow potential beneficiaries to quickly identify exactly how they can access European funding at every stage of a project.



http://cordis.europa.eu/eu-funding-guide/home_en.html



Transport Policies

More hydrogen cars on EU roads

The European Commission welcomes support of the European Parliament for its proposal to simplify the approval of **hydrogen powered vehicles**. This will mark a step forward in the development and marketing of clean and safe hydrogen vehicles.

As a result, they will be seen more often on Europe's streets and the European automotive industry could become more competitive by taking the lead in hydrogen technology. The EP vote is based on a compro-

mise reached with the Member States, which is expected to adopt the package shortly.

At the moment, uniform requirements for hydrogen vehicles are not included in the **EU vehicle type-approval system**. This poses problems for hydrogen vehicle manufacturers when trying to place these vehicles on the market in the EU. Currently, even if a vehicle obtains national or single type-approval in one Member State, it is not guaranteed that the registration of this vehicle

will be authorized in all the other Member States. Further, Member States have the possibility to establish different requirements for issuing an approval certificate. This situation results in a fragmented internal market of hydrogen powered vehicles, as well as complicated and costly approval procedures, which discourages the introduction of this environmentally friendly technology.

The proposed single approval will be sufficient for the entire EU. At the same time,



the Regulation will guarantee that all hydrogen vehicles put on the market in the EU are at least as safe as conventional vehicles. A Commission study shows that **the simplified procedures could result in a saving of up to 124 million Euros in approval costs to vehicle manufacturers in the period 2017-2025.**

For further information, please visit: http://ec.europa.eu/enterprise/newsroom/cf/itemlongdetail.cfm?item_id=1737

EU Driver Training Directive 2003/59/EC: opportunity or bottleneck for market and recruitment?

The **EU Driver Training Directive 2003/59/EC**, entered into force on September 10th, requires all new bus and coach drivers to hold a **certificate of professional competence (CPC)**. The same will apply to new truck drivers in exactly 1 year's time.

The EU Driver Training Directive is expected to contribute to **further improve safety and environmental performances of the road transport sector**. By providing a vital stimulus for raising standards within the industry, the Directive should also help making it a skill-based career of choice for young workers.

However, there are fears that the lack of timely preparation and proper implementation in many EU Member States will create serious bottlenecks for the recruitment of new drivers -



hence for the functioning of the market itself, as it is likely to exacerbate driver shortages and reduce the ability of collective passenger transport to meet the growing demand for sustainable mobility.

Freight companies, goods distribution and the wider economy will also suffer similar pen-

alties as of September 2009 if such problems remain, due to:

- the late implementation of required measures, which started only months before today's deadline in many EU Member States, despite the Directive's adoption in 2003;

- the high costs for preparing exams, which may range from EUR 3000 to EUR 6000 e.g. in Belgium, where only tests are compulsory. Where attendance to CPC driver courses is also compulsory, increased costs for starting in the industry will be even more prohibitive; and
- the lack of harmonization between systems and thresholds (level of difficulty for theoretical questions and practical tests,

exam pass mark, etc.) applicable in the various EU Member States.

For further information, please visit: <http://europa.eu/rapid/pressReleasesAction.do?reference=IP/03/1245>

EU Transport Ministers back to 'Single European Sky'

On October 9th 2008, Transport Ministers gave the go-ahead to the launch of the development phase of the **EU's next-generation air traffic management system**. But airlines slammed the EU for giving higher priority to a "burdensome" emissions trading scheme than to realizing the 'Single European Sky', which they say could significantly reduce aviation emissions.

The decision by EU transport ministers aims to kick-start the five-year development phase of the **SESAR project** – the tech-

nological component of bloc's 'Single Sky' programme – in a bid to provide a more modern, efficient, safer and greener air traffic management system.

European airlines welcomed the move, saying European ATM inefficiency was estimated to cost the airline industry €5 billion a year.

Speaking at a seminar organized by the Commission on 8th October, **EU Transport Commissioner Antonio Tajani** had underscored the urgency of updating Europe's air control

system "first and foremost for the wellbeing of our citizens," but also as a means of cutting airlines' fuel bills and preserving the environment by reducing emissions.

The aim of the second package, presented by the Commission in July, is to speed up implementation of the single sky, notably by setting a binding target date of 2012 for member states to establish cross-border cooperation by setting up so-called 'functional airspace blocks' (FABs). Under this scheme – already established under the first package of single sky legislation – two or more countries can agree to integrate their upper airspace and designate a single service provider to control air traffic in that block.

For further information: <http://www.euractiv.com/en/transport/ministers-back-single-sky-amid-airline-scepticism/article-176228>





Forthcoming Events

5th-8th November 2008, Katowice (Poland)

8th International Conference Transport Systems Telematics 2008



Telematics and data processing technologies play fundamental role in transport control and management systems. The basic objective of the conference consists in promotion of modern solutions of information and telematic systems as well as of management systems in transport.

Conference subjects are connected with generally understood telematics and its use in transport.

For further information, please visit: <http://www.tst-conference.org/index.php?page=home&lang=en>

10th-11th November 2008, Sofia (Bulgaria)

BALKANS CO-MODALITY 2008



The 3rd International Conference for Freight Transport Logistics development in SEE – BALKANS CO-MODALITY 2008 will be organized in Sofia from 10th to 11th November 2008.

The main topics to be discussed are:

- European Freight Transport Logistics – Political and Professional initiatives
- Freight Railway Logistics (Railway based Logistics)
- Maritime Logistics (Maritime based Logistics)
- Freight Logistics (Internet Cargo Applications too) in SEE area.
- Marco Polo II Program Workshop - EU Co modality concept in action.

For further information, please visit: http://ec.europa.eu/transport/marcopolo/events/docs/sofia_prog.pdf

13th-14th November 2008, Istanbul (Turkey)

International Conference on Automotive Technologies



The aim of ICAT 2008 is to bring people of different disciplines in the automotive industry together to present and share new developments and results of recent studies.

The two-days conference will focus on:

- hybrid vehicle technology;
- alternative power trains and power train control;
- alternative fuels and hydrogen technologies;
- advanced materials, fluids and lubricants in automotive applications;
- intelligent vehicles and integrated safety.

For further information, please visit: <http://www.icatconf.org/>

2nd-3rd December 2008, Valencia (Spain)

MARCO POLO Conference



The event will be a good opportunity to:

- provide with a real insight of the Marco Polo Programme and its funding,
- profit from the experience of some of the best ongoing projects,
- become part of the network and get involved

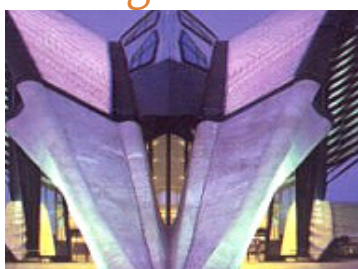
Further information available at: [http://ec.europa.eu/transport/marco-](http://ec.europa.eu/transport/marco-polo/events/conf_en.htm)

[polo/events/conf_en.htm](http://ec.europa.eu/transport/marco-polo/events/conf_en.htm)

Further information available at: http://www.civitas-initiative.eu/event.phtml?archiv=&event_id=167

8th-12th December 2008, Lyon (France)

Sustainable transport & Mobility research and Climate Change Challenge



The EUFP Event is organised by INRETS (the French National Institute for transport and safety research) from 8th to 12th December 2008, in partnership with scientific transnational and institutional networks.

The event intends to show how the scientific community, working in ground transport research, is doing and implementing the ERA 2020 vision, and, at the same time, is answering the new climate change challenges which is of interest to citizens, business world and public

authorities. The format of this event is built around a main programme, and a joint programme of integrated partners activities.

For more information, please contact: Erik Bessmann or Lucile Murier: erik.bessmann@inrets.fr or lucile.murier@inrets.fr

Website and registration : <http://eufp-event.inrets.fr>

21st-23rd January 2009, Toulouse (France)

CIVITAS II Final Conference



The following four CIVITAS II demonstration projects will end by 2009:

- CIVITAS CARAVEL
- CIVITAS MOBILIS
- CIVITAS SMILE
- CIVITAS SUCCESS

The aim of this conference will be to disseminate the main results and recommendations extracted from the 200 measures developed within the four CIVITAS II demonstration projects.

Further information available at: http://www.civitas-initiative.eu/event.phtml?archiv=&event_id=167



NATIONAL CONTACT POINTS INVOLVED IN ETNA

TÜV Rheinland Consulting GmbH – TUV (Germany)
Cliff Funnell Associates – CFA (United Kingdom)
European Research Transport - ERT (France)
Centro para el Desarrollo Tecnológico Industrial – CDTI (Spain)
SenterNovem (The Netherlands)
Instytut Podstawowych Problemow Techniki Polskiej Akademii Nauk – IPPT PAN (Poland)
Foundation For Research and Technology Hellas – HELP FORWARD (Greece)
Agency for the Promotion of European Research – APRE (Italy)
MATIMOP-ISERD – ISERD (Israel)
The Scientific and Technological Research Council of Turkey – TUBITAK (Turkey)
Aerospace Valley – AV (France)
National Office for Research and Technology – NKTH (Hungary)
Agência de Inovação, Inovação Empresarial e Transferência de Tecnologia – ADI (Portugal)
Research Promotion Foundation – RPF (Cyprus)

**For further details, please contact: David Doerr, ETNA Project Coordinator,
TÜV Rheinland Consulting GmbH, 0049 221 806-4156, David.Doerr@de.tuv.com**

Find other “Transport (including aeronautics)” NCPs: http://cordis.europa.eu/fp7/ncp_en.html