

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.

AIMS has an overall duration of 23 months and is being finished at 31st of July 2010. The AIMS Final conference took place at 16th of June 2010 at the HUSA Hotel in Brussels. More details on this event can be found at the end of this Newsletter.

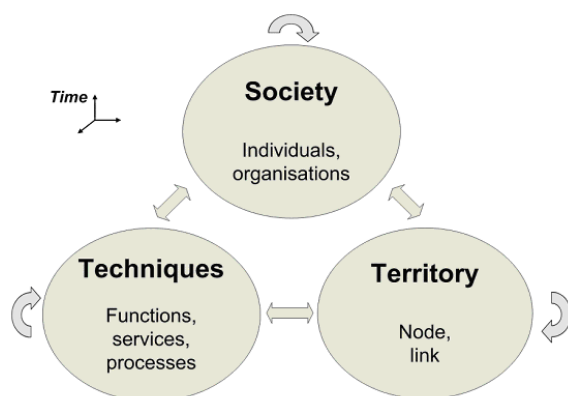
Core approach of AIMS

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 highlighting 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 was the integration of stakeholders, different perspectives and requirements from industry. This has been done through the involvement of dedicated Experts, contact to relevant councils, research agendas and other interest groups.

At the end of the project work, the analyses and especially the discussions with experts on the Framework programs, the different projects and initiatives in the transport modes lead to interesting results and experiences. In general the various research programs are being seen as an important instrument to foster European technological developments and knowledge generation. Yet, some improvements of the programs, the project selection and the administrative processes can be seen.

Following you find a very short abstract about the core results out of AIMS. It summarizes the different results from the Work packages (past experiences evaluation FP5/6; diagnosis of the present FP7; assumptions on the future).

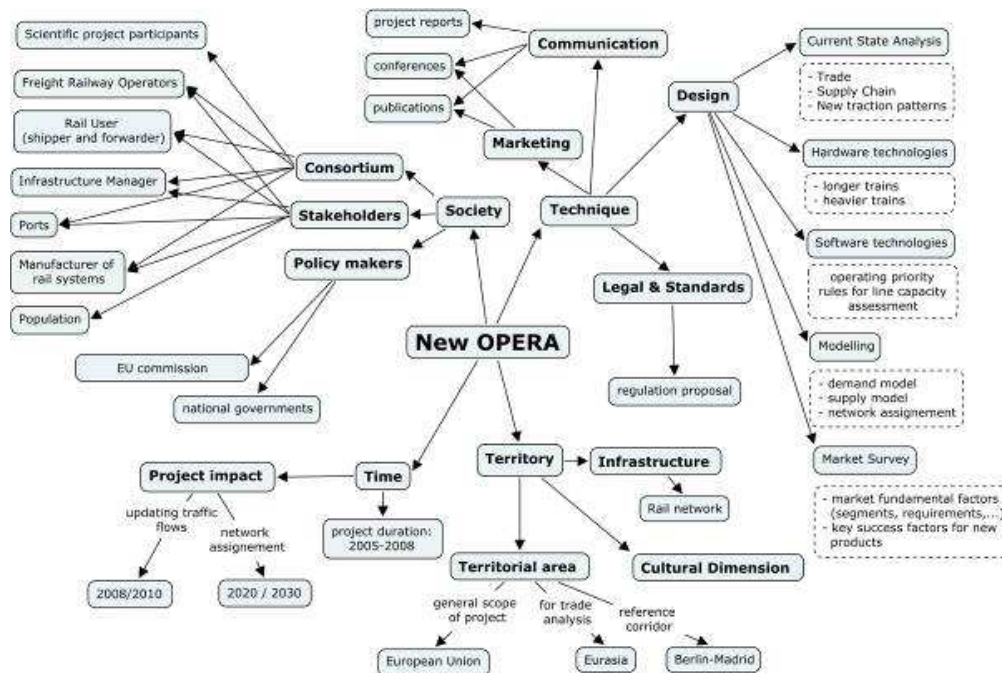


Basic TST diagram

Results & Conclusions

WP2 Past experiences evaluation

Based on a defined and reviewed selection process, 30 FP5/6 projects related to freight transport have been analysed in detail. For each transport mode and intermodal 5 projects have been considered. The process of analyses included desktop research of available documents and personal interviews with project coordinators and partners (if available). TST models have been built for each of these projects as well as for transport mode level. Following diagram shows an example of a project related TST model. This is an outcome of one step of the analyses of FP5/6 projects.



New OPERA project TST model, source: ETH, D2.1

As already outlined in the last Newsletter, a first version of the evaluation methodology refers to the different stages of a project - initialization, realisation and project follow-up. The following table shows the macro-criteria "results" and "post-project activities", the allocated micro-criteria and the corresponding specification.

Macro-criteria	Micro-criteria	Specification
Results	Evaluation of results	Social, economic, environmental evaluations
	Exploitation of the results	The results quality, whether further research and development is required, market price, time to market (others were faster), market needs (maybe changed during project duration), industrial project participation (to exploit results commercially), properly forecasted social impacts
	Tangibility of project result	Successful projects should mean "tangible" results demonstrated with real examples with a business model and a business plan. Indeed one must ensure the continuation or implementation of the development
Post-project activities	Role of coordinator	The role of the project coordinator is especially important after the project end to ensure the application of results developed (e.g. setting up of projects follow ups, negotiations for a potential commercialisation, dissemination activity, publications) Its results have to be evaluated and utilised. The continuation of the development and the dissemination of the results in the industry have to be ensured.
	Dissemination	Transfer of knowledge, number and quality of dissemination actions
	Availability of the project results/data	There should be a time period of 3 to 5 years after the project end where the coordinator and/or partners should be available upon request from the Commission for the provision of data or results to following projects. Indeed the difficulty in getting information from projects that ended recently is unacceptable

Criteria and specification

WP3 Diagnosis of the current situation

Using the same TST approach as in WP2, 15 FP7 projects have been selected for deeper analyses. Taking into account that some of these projects have not been finished yet the assessment of project results was not possible. Still the projects should represent an actual picture of the recent research initiatives ongoing in the current FP. Analyses of the offer (Research projects) and demand side (industry and stakeholders) have been made. Important parts of the methodology were again personal interviews with stakeholders from different areas. Within the analyses process intermediate performance targets for current research projects in freight transport have been elaborated. This framework can be used as basis for further evaluations and review processes. The picture below shows an excerpt of the table covering all modes and criteria:

TOWARDS THE DEFINITION OF KEY PERFORMANCE INDICATORS/TARGETS TO ASSESS THE RELEVANCE AND REAL PROBLEM-SOLVING NATURE OF R&D PROJECTS/FRAMES							
Name of indicator	Explanation	Justification of its relevance	Relevant to Project type	Who backs it clearly?	Relevant to which transport mode?		
Genesis	Market-driven subject	Whether the idea's genesis involved the targeted actors	involve actors targeted=research fitting their needs	STREP/IP	The market (see demand analysis)	all intermodal related projects with planned demos/new techniques	9
	antecedent of the subject when not presented as a breakthrough innovation	Is the subject based on or exploiting previous results?	Continuity. Shows that (intention?) to build on previous results	all	Commission for verifying the usefulness of its funded transport	all intermodal related projects	nur with
	Project duration	Is the duration adequated regarding the project type?	Quality and efficiency of research	all	Commission	all intermodal related projects	
	Integrated approach	R&D must be supported by standards, legislation and external communication	Quality and efficiency of research	all	Commission and the market	all intermodal related projects	er
	Innovation	Projects presented as innovative should clearly demonstrate the added value for the operators.	Usefulness of the research	all	Commission and the market	all intermodal related projects	
	Number of consortium participants	The number of consortium partners should be limited	to avoid overhead costs	all	Commission	all intermodal related projects	A n n act of i
	Involvement of industrial	Are industrial involved during the genesis to the project?	Quality and Relevance of project	all	Commission, the market and partners	all intermodal related projects	nur
	Involvement of end-users	Are end-users involved during the genesis to the project?	Quality and Relevance of project output	all	Commission, the market and partners	all intermodal related projects	nurr
	Minimum level resource per partner	A minimum level of resources and budget should be guaranteed per		all	Commission and partners	all intermodal related projects	be

Intermediate performance target matrix (excerpt) related to intermodal

WP4 Assumptions on the future

In a vision for 2030 it is assumed that *"the European transport system is sustainable, safe, secure, productive, profitable and provides high quality services"*.

To support this vision, a transport research organisation has been defined; it is structured around:

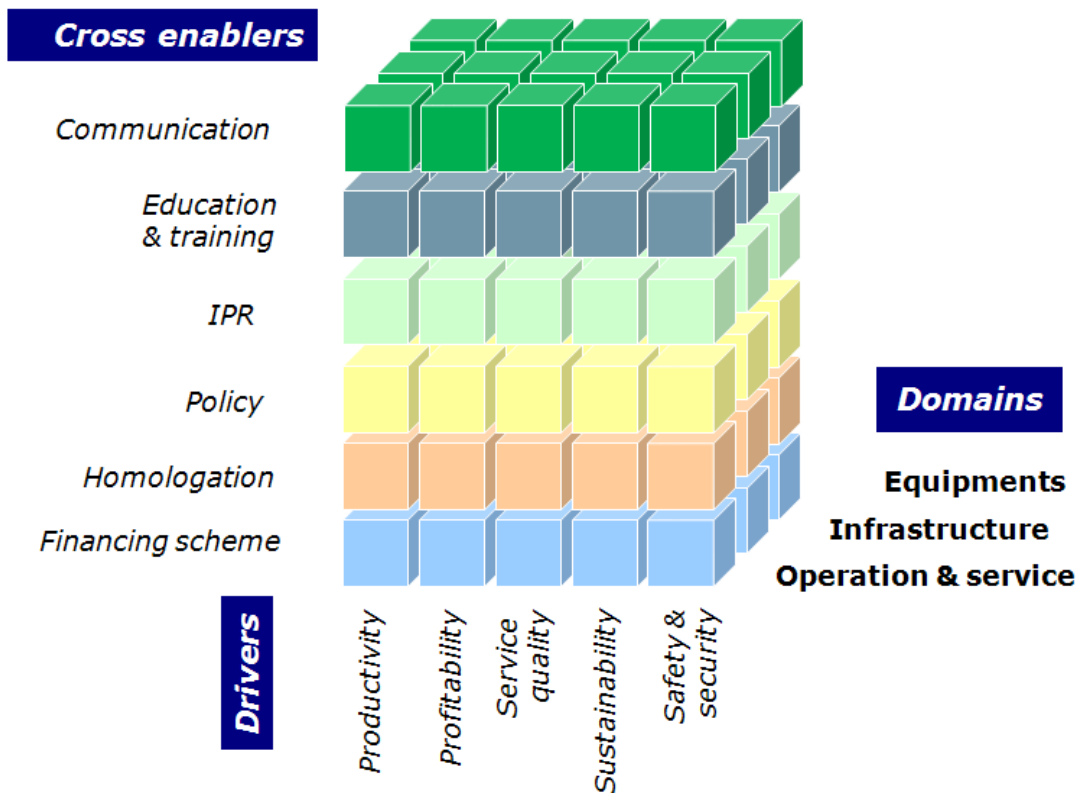
- **Domains:** the transport research and innovation efforts embrace the "equipments", the "infrastructure", and the "operation & service" domains;
- **Cross enablers:** these are the issues / techniques of major importance to enable the transport system vision and associated research developments; they are coming from the Techniques sub-system and concern the communication (marketing, dissemination, actors awareness), the education and training, the Intellectual Property Right, the policy, the homologation and the financing scheme;
- **Drivers:** the drivers which have been identified for the transport industry deal with productivity, profitability, quality, sustainability (including environmental and social aspects), and safety and security.

Cross-enablers are required to drive the innovation process before, during (from specification to on-site test) and after (implementation). This relates to:

- *IPR protection*, main issues relying to SME and international protection.
- *Communication* e.g. improved promotion and awareness of transport activities.
- *Education and training* e.g. a EU regions transport school, a passport of skill and

competencies relying on a process to guide worker all along his career.

- *Policy* e.g. harmonisation of the security policy framework.
- *Homologation* e.g. standardised transport indicators, logistics quality goal, and environmental benchmark.
- *Financing scheme* e.g. specific founding for SME, new funding to help innovation in the scope of their industrialisation and/or commercialisation.
- On the one hand, AIMS vision for 2030 is ambitious: the transport *system* is a complex assembly; it gathers a multiplicity of actors, covers a large variety of operational issues and has to integrate the different transport modes visions. Various innovations are needed to reach the targeted objectives in terms of productivity, profitability, service quality, sustainability, safety or security.
- On the other hand, transport *research* is a complex matter, integrating different issues, often interconnected, and necessitating various scientific corpuses to address them. Therefore, a precise organisation is required to drive the innovation effort in the most comprehensive way. And if research is crucial, above all synergies are needed between research and business sides as well as collaboration between Technology Platforms (TPs) and Advisory Councils (ACs), in order to maximize chance for research success, around a common interest: **the development of the research answering the transport industry needs.**



Cross enablers, drivers, domains

Final conclusions and recommendations have been drawn and summarized within WP5 activities. These results will be core part of the AIMS Final handbook. The AIMS handbook will also contain mode related contributions by the Experts group.

AIMS Final Conference June 16th 2010

The AIMS Final conference took place at 16th of June 2010 in Brussels, Hotel Husa President Park. Main objectives of the event were to present key results from the research activities regarding the six different transport modes, to summarize the overall results from the experts point of view as well as to discuss the methodology and experiences from the project works.



The project officer from the European Commission gave an interesting overview about the current FP7 midterm evaluation initiative which will consider different results from the cluster evaluation projects.



In the following discussion statements on the specific situation in the transport modes and the different application of the TST approach and some important recommendations were exchanged.



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