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FUTURE OF ENT

Eranet-Transport (ENT) has been active with launching joined pooled fund collaborations in transport research and innovation for over a decade now. Starting back in April 2004, going through three phases and corresponding CSA's (Coordinated Support Action), the currently running CSA will expire in April 2016 and not be followed by a new one. This means in any case that the ENT network activities will no longer be co-funded by the EC.

Scenario's after April 2016

The future of ENT and potential scenario's after April 2016 have therefore been explored and intensely discussed in several workshops and ENT network meetings.

The ENT partners have expressed their desire to keep a minimised version of the ENT network alive and active after April 2016 and to concentrate on large flagship calls only, preferably ERA-NET Co-funds in Horizon 2020 (after 2017). Without EC co-funding and many ENT partners facing budget cuts, the ENT network will only be able to sustain a minimum of essential, vital activities and instruments. These concern various supportive activities regarding the ENT Flagship 2013 Call 'Future Travelling' and its research and innovation projects for the period until 2017. The same applies to the ENT Flagship 2015 Call 'Sustainable Logistics and Supply Chains' and its research and innovation projects running until 2018. Supportive activities will comprise deployment and maintenance of the call secretariat and the electronic proposal submission system, monitoring, dissemination, communication and reporting.

Moreover minimised maintenance and deployment activities of the ENT network for future pooled fund activities and calls and information exchange for mutual learning will be kept. This includes annual meetings and ad-hoc (sub) meetings whenever needed. The deployment and maintenance of the sophisticated open source collaboration tool ENT-platform will be considered in the ENT future scenarios as well.



Due to the cessation of the EC co-financing and limited resources of multiple ENT partners, the size of the ENT network might shrink to a smaller group of core partners. The minimised supportive activities and instruments after April 2016 might partly be financed in-kind and partly by raising management fees from beneficiary ENT-partners. Potential options and procedural ways of organising them will be subject of further investigation and agreement until April 2016.

GUIDE2WEAR: WEARABLE DEVICES FOR THE FUTURE TRAVELLER

GUIDE 2 WEAR
mobile devices for the future traveller

Guide2Wear is one of the eight projects funded in the ENT Flagship 2013 Call 'Future Travelling'. A multi-disciplinary consortium of seven partners from five different countries and regions (Germany, Austria, Flanders, Basque Country and Sweden) works in this project towards developing public transport services with wearable devices.

It is ten months already since the kick-off meeting took place in Dresden in September. We have talked to the project coordinator, Ingrid Nagel (Fraunhofer IVI) to know a little more about the project, its progress and her experiences.

Please, tell us a little bit about the project Guide2Wear. What are the goals Guide2Wear means to achieve?

The main objective of Guide2Wear is to support co-modality by providing the relevant travel information in an appropriate and comfortable manner.

Travelling with multiple modes of transport makes a journey fairly complex. However, there are some good ideas, which can be used as a starting point. Public transportation (PT) navigation is one of them. Wearable devices complement smart phones and in the future they probably might even be an alternative. They can provide important information to the traveler of the future in a very convenient way. The FP7 project SMART-WAY developed a smart phone app providing such a navigation for PT passengers. The app is closely adapted to what is known from car navigation, however, it is inconvenient to hold a smart phone in the hand during the trip, especially if, for example, travelling with luggage.

As a follow up Guide2Wear works on the evaluation of the user needs (functions, appropriate wearables, GUI etc.) as well as on the analysis of the technical state of the art. Based on the results a prototype will be developed. An evaluation phase and demonstrations are planned to rate the results and to formulate recommendations for the conversion into practice. Besides, the effect of new devices on the modal choices is evaluated. Reference groups in some participating countries will be observed before and after they have got access to the new device. Since





the prototype will only be ready at the end of the project, other devices such as travel cards have been selected for evaluation.

How many partners are participating in the project? How is the experience of being part of this consortium?

There are seven full participants, two subcontractors and 13 associated partners (PT operators, local governments, research organisations, cluster organisations, service developers). The consortium is working closely together with a lot of interaction and communication. All partners are very engaged feel responsible for the project and bring in their expertise.

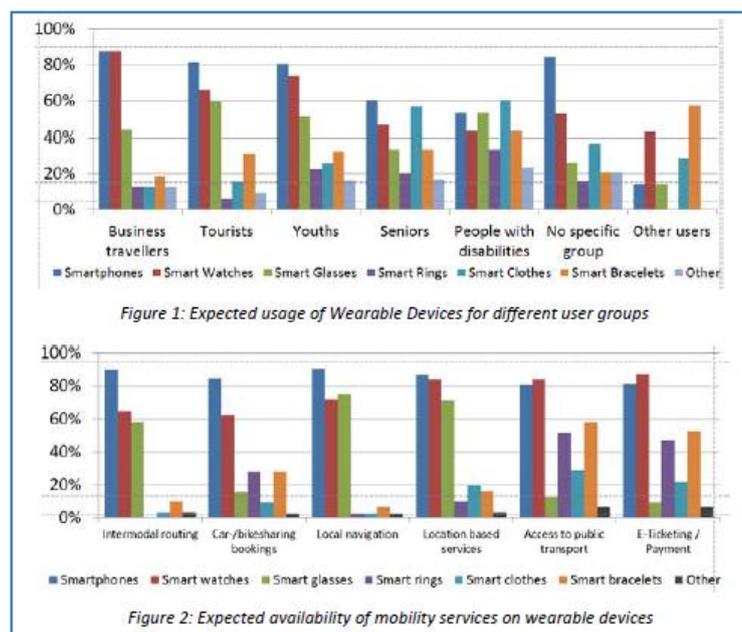
The consortium combines different nationalities and a large variety of faculties. There are psychologists, sociologist, transport experts, geographers, computer scientists and a lot more professions are represented. This makes work very interesting, because the topics can be enlightened from various perspectives. Besides, it allows all members to widen their horizons.

Which were the reasons for the Fraunhofer Institute to promote and coordinate this project?

Fraunhofer IVI has been working on PT topics for many years. One focus is the presentation of information to passengers, but ticketing and the support of PT-operator processes are central points, too. The idea for PT navigation was generated by Fraunhofer IVI and continuously developed and realised with partners in the FP7 project SMART-WAY (<http://www.smart-way.mobi/>). Wearables open doors to new opportunities, but it is still unclear, whether and how they will spread. As always there is a chicken-and-egg problem. With Guide2Wear we hope to build the base for an app that supports PT users and brings real benefit to them.

Which are the results of the project up to date?

Up to now the state of the art has been analysed and stakeholder ideas as well as user needs have been identified. In its first phase, the project was open to all appropriate wearables (watches, glasses, bracelets, rings, clothes etc.). Based on thorough evaluation (see graph), however, we made the decision to focus on smart watches in the further course of the project. The characteristics relevant for the planned functions were identified and some watches were selected for the development and evaluation process. The purchase orders for the watches have been placed and





the software architecture defined.

The evaluation of user behaviour (observed reference groups) has started successfully. For example in Vienna, there are about 100 participants who are providing their information and have filled the accompanying Computer Assisted Web-based Interview(CAWI).

The above are intermediate results, documented in five scientific deliverables as well as in dissemination material (leaflet, newsletter, and website).

What are the next steps in Guide2Wear?

There are two main efforts in the next phase of the project:

- development the prototype and
- evaluation of user behaviour and the impact of new technology on this behaviour.

Two partners will work closely together on the prototype development. This, of course, must be planned and coordinated in detail.

Besides, the project evaluation process will be started soon. Even though there is nothing to “evaluate” at the moment, this process must be prepared. For example, the prototype must be ready to provide data necessary for the rating. These topics will be discussed in the next project meeting (September in Donostia, Basque Country).

What benefits do you see for entities participating in a transnational collaboration like this Era-net?

Transnational co-operation provides an opportunity to look beyond traditional boundaries. It allows to understand how problems are solved in other countries, but also which questions have not been answered yet. It opens the mind for new creative ways of thinking and, at best, leads to new ideas.

Some topics seem to be fully solved from a national perspective, but looking beyond, the situation might be very different. Research entities can find interesting new aspects for their work, commercial entities can be driven to develop new ideas and to find new markets for their products. They can provide solutions for a broader audience or adapt them to specific local requirements.



.Guide2Wear project team

In our specific case, for example, a trip within Germany from door to door is much easier than a trip across Europe. This is due to gaps in the provision of information and varying ways of presentation, but also because of differences in data availability and inconsistencies in data structures. Besides, the user demands may vary in the different countries

For more information about the project visit <http://www.guide2wear.eu/> or contact Ingrid Nagel: Ingrid.Nagel@ivi.fraunhofer.de





CONFERENCE ON FUTURE OF ELECTRIC URBAN MOBILITY IN BERLIN



On 20 May 2015 the ERA-NET Plus initiative Electromobility+ held its concluding conference at the premises of the Federal Ministry of Transport and Digital Infrastructure in Berlin, Germany. Electromobility+ emerged from the Era-net Transport platform and launched a transnational call for e-mobility research and innovation projects in December 2010.

In the framework of Electromobility+, 11 European countries and regions and the European Commission jointly financed 18 projects with a total budget of some 20 million EUR. These research and innovation projects can be grouped into three Key Dimensions: Socio-economic Issues, Technological Strategies (including grid management) and Research & Development. The 18 research and innovation projects started from mid-2012 and will be concluded mid-2015. At the concluding conference in Berlin they presented their main findings and results by means of presentations and individual posters (“market place”).



The conference was hosted by the German Ministry of Transport and Digital Infrastructure (BMVI) and the German Ministry of Economic Affairs and Energy (BMWi), both funding the Electromobility+ initiative. The Secretaries of State of the respective ministries, Norbert Barthle and Matthias Machnig, opened the conference, congratulated the Electromobility+ initiative with the results and underlined the necessity and importance of the envisaged follow-up Electric Urban Mobility initiative. Their speeches have been further complemented by the keynote speech of Wolfgang Burtscher from the European Commission, Deputy Director General at DG Research and Innovation..





In the afternoon session speakers and panel sessions focused on the future perspective for electric mobility in Europe and what is needed to facilitate a further uptake. This included visions on and ingredients for the upcoming H2020 ERA-NET Cofund initiative Electric Urban Mobility. The launch of the Electric Urban Mobility call is envisaged for 2016 and aims to pool some 30 million EUR.



During the conference, its breaks and the concluding reception conference participants had the opportunity to network and exchange information with e-mobility specialists from a great many European countries as well as from the US and the European Commission.

For more information on the ERA-NET Plus Electromobility+ and its research and innovation projects please refer to: <http://electromobility-plus.eu>

SUSTAINABLE LOGISTICS & SUPPLY CHAINS INFODAY HELD IN BRUSSELS

On May 13th the information day and brokerage event of the ENT Flagship 2015 Call launched in April 2015, was held in Brussels. The main goal of this session was to inform potential partners about their opportunities in the Call and also to help them to establish contacts to create potential partnerships.

In the morning session in-depth information about the procedures, scope and domains of the Sustainable Logistics and Supply Chains Call was presented and discussed.



Information day at Bloom Hotel in Brussels



Following the information session, a total of 15 participants made a pitch to present their innovative project ideas and/or their company profile and competences aiming at attracting potential partners and initiating consortia building.



Bilateral meetings in the afternoon session

In the afternoon part 34 bilateral meetings were scheduled in order to bring together people interested in discussing potential projects ideas and forming consortia for proposals.

Over 50 participants from 12 countries attended the event. Information about the participants and additional entities interested in cooperation can be found in our [partner search tool](#), which will remain open until the end of the Call (2nd October 2015)

The presentations of the information and brokerage event can be [downloaded here](#).

LEARNING MORE ABOUT...

Under the Bulgarian law, the Ministry of Transport, Information Technology and Communications is responsible for the implementation of national policies in the field of transport, information technologies and electronic communications. Purpose is the development of the information society, the e-government and post services domains. This concerns capital investments in the field of transport, information technology, communications and e-government, the preparation of draft and the implementation of the transnational agreements in these domains. It also concerns the development of the road infrastructure jointly with the Ministry of Regional Development and Public Work.

What is the current strategic plan of your organization in the field of Transport?

The Ministry follows the principles of sustainable and coherent transport policy based on the following main priorities:

- Efficient maintenance and modernization of the transport infrastructure;
- Transport infrastructure development through concession;
- Safety and security of the transport system;
- Accessible and environmentally friendly transport.

MTITC's main commitment is the development of transport infrastructure, with EU funds and state budget for rail and road infrastructure and by implementing of public-private partnership schemes for port and airport infrastructure. In this process, the effective utilization of European funds for the construction of the Trans-European Transport Network is

MTITC



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a very important issue. MTITC pursues a policy aimed at improving safety, security and environmental impact of transport.

Which are the programmes developed for supporting this strategy?

The main instrument for implementing the policy in the transport sector is the Operational Programme Transport and Transport Infrastructure 2014-2020 (OP TTI) which overall objective is the development of a Sustainable Transport System in Bulgaria.

This objective is supported by the following specific goals:

1. Attraction of passengers and freight traffic through the improvement of the quality of the railway infrastructure along the Trans-European Network (TEN-T)
2. Removing of the bottlenecks along TEN-T
3. Increase the use of intermodal transport
4. Increase the use of metro
5. Improvement of the management of transport by introduction of innovative systems
6. Improvement of the management of the railway network
7. Securing the necessary conditions for the successful closure of OP Transport 2007-2013 and for the implementation of OP TTI 2014-2020, increase of the administrative capacity and the public support

The overall ESIF support for the operational programme is about 1,89 billion €, out of which 60% originating from the Cohesion Fund and about 25% from the European Regional Development Fund (ERDF).

The programme has five Priority axes, including one for technical assistance, aimed at the development respectively of road infrastructure, rail infrastructure, intermodal transport and innovations in the management and the services.

How is this strategy linked to the participation of the MTITC in Era-net Transport?

The importance of the development of transport innovations is well recognized on both policy and operational level and being part of an international transport research network as Era-net Transport is crucial for MTITC to support this interest. This becomes evident when you consider the dedicated priority axis "Innovations in the management and the services-introduction of modernized infrastructure for traffic management and improvement transport safety and security" which is included in the new Operational programme Transport and Transport Innovations.

The main objectives of this priority axis include:

- Establishment of modern infrastructure for traffic management and improvement of transport safety;
- Development of navigation information systems, upgrading the existing systems and the systems under construction, supply of multipurpose vessels; (ISTS by sea)
- Development of information systems for automobile traffic management;





- Modernization and construction of port reception facilities for ship-generated waste and cargo residues in Bulgarian ports of national importance on river Danube and Black sea;
- Improvement of quality of aeronautical data and information in the area of civil aviation;
- Development of systems for railway traffic management (GSM-R);
- Improvement of the Navigation on the Danube River

What are the benefits of being part of ENT?

The main advantage of being part of ENT is the opportunity to collaborate with the most advanced funding organizations in Europe in the transport research and innovation domain in Europe and thus to :

- Become aware and align our national transport R&I agenda with the ones of other European countries;
- Search for and find better solutions for specific national transport and transport R&I problems within the framework of the multilateral and bilateral collaboration facilitated by the project
- Establish promising long term bilateral relations with some of the partnering countries in the project

What would you expect from participating in ENT in the coming years?

Our expectation is to be able to support more actively the development of our transport system by means of ENT enabled transnational collaboration in transport R&I. Of course, the latter will depend on the specific collaborative mechanisms yet to be identified for the post-ENTIII project period.

COMING SOON... ENT FLAGSHIP 2015 CALL CLOSURE!

Flagship 2015 Call on '**Sustainable Logistics and Supply Chains**' has its deadline on [2nd October \(17.00 CET\)](#)



The complete Guide for applicants, FAQs and more information is available [on ENT website](#).

11 countries and regions participate in the call. Comprehensive and accurate information on all their funding schemes can be found in the ENT platform: <http://www.ent-platform.eu>

ENT has created an online partner search tool for organisations and enterprises interested in participating in this call. If you are looking for a partner or if you are interested in joining an existing project proposal visit the ENT partnering web :

<https://www.b2match.eu/ENTflagship2015call>



**Please find more information
on our website**

<http://www.transport-era.net>

- Latest news and events
- ENT Ambassadors
- Flagship Calls
- Smaller sized transnational funding initiatives
- Links to other transport research related sites

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