



ERTRAC

**- A Key Player With a Significant Impact on
European Road Transport of Tomorrow**

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Vice Chairman of ERTRAC



**TRA**Transport Research Arena
Europe 2006

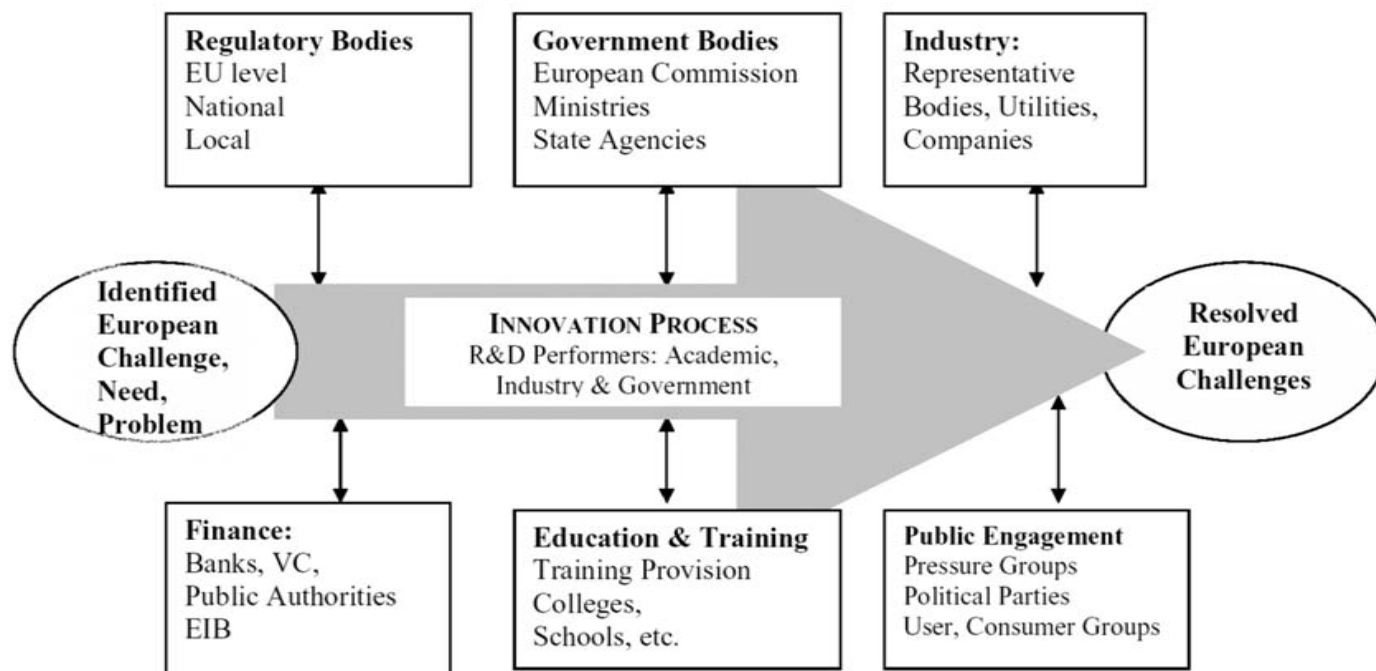
European Way Ahead – TRA 2006 Guidance!

- There is a common view shared in Europe on how European roads and road transport should be developed.
- The problems and challenges Europe confronts are so complex that no player is capable of solving them alone.
- As the problems and challenges are not unique to Sweden, neither are the solutions.



The Innovation Process

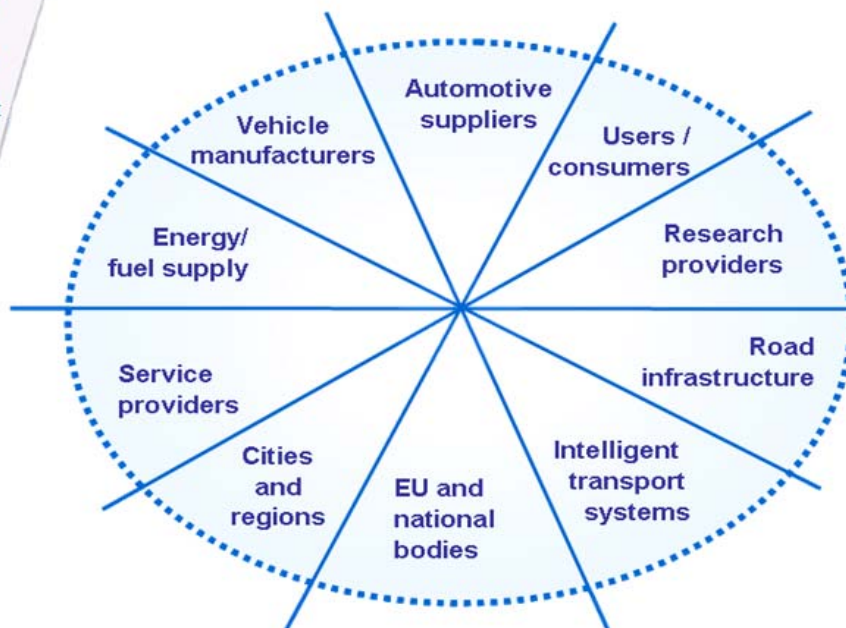
A Complex Task on European Scale





...towards
a greener,
safer and
smarter
European
Road
Transport
System

ERTRAC Members



**All major
Road Transport
Stakeholders
are represented
in ERTRAC,**

**today through their
associations,**

**together with
representatives of
the EC and
Member States.**



ERTRAC Process & Products



- Priorities
- FP7
- X-Stakeholder Topics
- Tbd Projects/ JTI ...



European "Research Agenda" – with a significant "Foot Print" in FP7





Appropriate Role of ERTRAC National Technology Platforms
(on a national level to copy ERTRAC way of working):

- *Co-ordinating public funded research between different bodies and organisations.*
- *Co-ordinating public funded research with industry.*
- *Co-ordinating industry funded research between different companies and organisations.*
- *Co-ordinating national funded research with Commission funded research by appropriate liason with ERTRAC.*



ERA – European Research Area

- COM(2008) 468 (July 15, 2008)
TOWARDS JOINT PROGRAMMING IN RESEARCH
Working together to tackle common challenges more effectively
- European Council (December 2, 2008)
Vision 2020 for the European Research Area:
By 2020, all actors fully benefit from the "Fifth Freedom" across the ERA: free circulation of researchers, knowledge and technology.



New World – New Solutions (July 2009):

Lund Declaration

- European research must focus on the Grand Challenges of our time moving beyond current rigid thematic approaches. This calls for a new deal among European institutions and Member States, in which European and national instruments are well aligned and cooperation builds on transparency and trust.



Future Impact on FP8

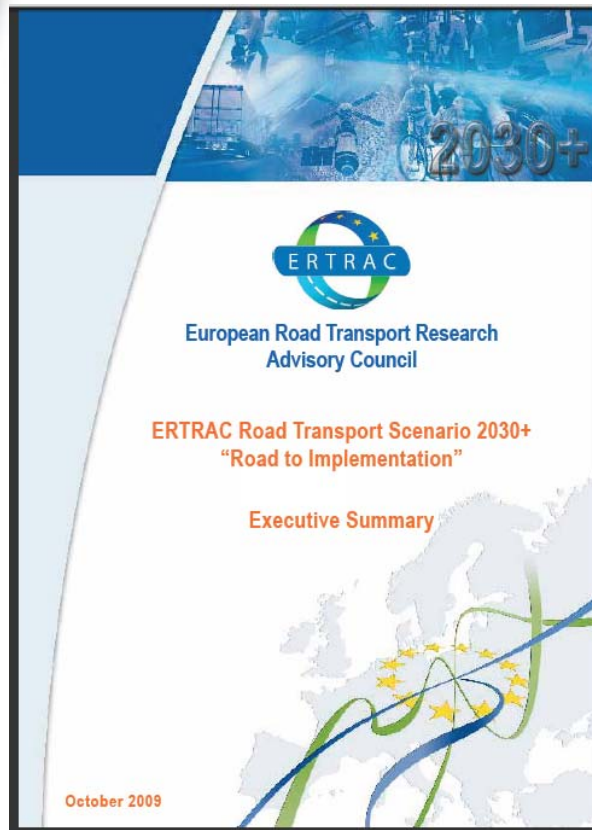
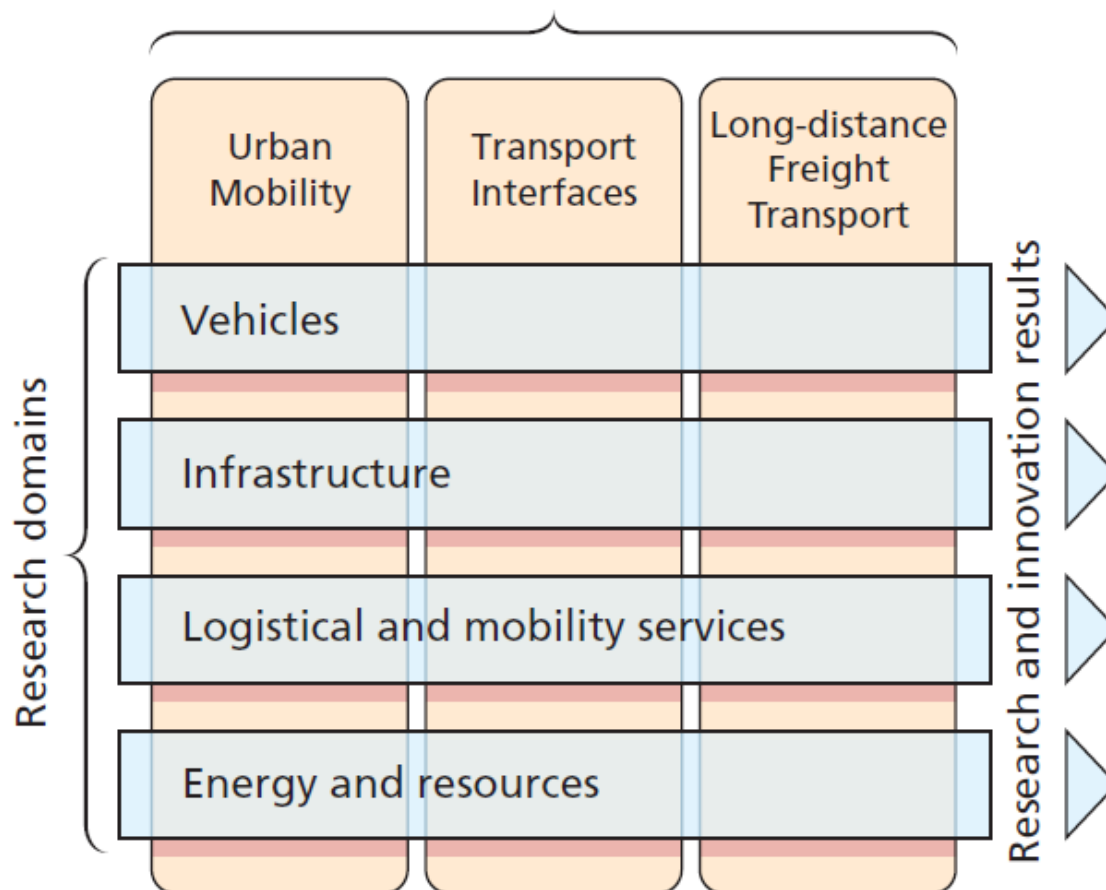



Table 1 Guiding objectives for 2030

	Indicator	Guiding objective
Decarbonization	Energy efficiency: urban passenger transport	+80% *
	Energy efficiency: long-distance freight transport	+40% *
	Renewables in the energy pool	Biofuels: 25% Electricity: 5%
Reliability	Reliability of transport schedules	+50% *
	Urban accessibility	Preserve Improve where possible
Safety	Fatalities and severe injuries	-60% *
	Cargo lost to theft and damage	-70% *



Major applications of road transport





- Public authorities have a key role when it comes to deployment of R & D findings, by promoting market introduction. Appropriate actions are to:
 - arrange demonstration arenas,
 - act as “first buyer” (public procurement),
 - update regulations and standards,
 - change public opinion.
- Thus, it is crucial to “think beyond research activities” within the National Technology Platforms!



European Industry Roadmap Electrification of Road Transport

Version 2.9, 17 July 2009



Need for standardisation:

- *Placing*
(Frequency, Distance)
- *Electric equipment (plugs, voltage, current, A.C. or D.C. and so on)*
- *Systems for Payment*



To conclude:

- An appropriate impact on future FP8 asks for a national joint response towards ERTRAC and by that the Commission.
- In turn, the Commission asks for a liaison with national research and innovation activities.
- **Thus, the National Technology Platforms are crucial to establish.**



Thank you for your kind attention!



**ROYAL INSTITUTE
OF TECHNOLOGY**

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