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SMART
Services for SMEs in collAborative tRansporT research projects

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RE	Restricted to a group specified by the consortium (including the Commission Services)	
CO	Confidential, only for members of the consortium (including the Commission Services)	

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1. INTRODUCTION

European Technology Platforms (ETPs) were first introduced in the EC Communication “Industrial Policy in an enlarged Europe” in 2002 with the ambition to bring together R&D-relevant stakeholders with various backgrounds (regulatory bodies at various geo-political levels, industry, public authorities, research establishment & academia, financial world and civil society) in order to develop a long-term R&D strategy in areas of interest to Europe and to mobilize private and public R&D investments on these strategic areas (e.g. Transportation sector).

In particular, ETPs provide a single framework for stakeholders, led by industry, to define R&D priorities, timeframes and action plans on a number of strategically important issues where achieving Europe's future growth; competitiveness and sustainability objectives is dependent upon major research and technological advances in the medium to long term.

Play a key role in ensuring an adequate focus of research funding on areas with a high degree of industrial relevance, by covering the whole economic value chain and by mobilizing public authorities at national, regional and local levels. In fostering effective public-private partnerships, technology platforms have the potential to contribute significantly to the development of a European Research Area of knowledge for growth. As such, they are proving to be powerful actors in the development of European research policy, in particular in orienting the Seven Research Framework Programme (7FP) to better meet the needs of industry. In particular, ETPs advise the European Commission on research priorities to be included in the EC's annual FP Transport theme Work Programs and the Call for Proposals for EU funded research projects.

For Europe's future competitiveness is essential address technological challenges that can potentially contribute to a number of key policy objectives, including the timely development and deployment of new technologies, technology development with a view to sustainable development, new technology-based public goods and services, technological breakthroughs necessary to remain at the leading edge in high technology sectors and the restructuring of traditional industrial sectors.

More than 25 ETPs have been launched, covering a wide range of technological challenges and area of interest.

With regard to transportation area, the European Transport Technology Platforms were set up to meet the challenge of an accelerated development of sustainable, integrated transport solutions that make essential and strategic a holistic approach and framework to co-ordinate efforts in public and private resources and on the necessary research activities.

This document focuses on the following European Transport Technology Platforms:

- ✓ ACARE, the Advisory Council for Aeronautics Research, that was set up in order to develop and maintain a strategic research approach for aeronautics in Europe
- ✓ ERRAC, the European Rail Research Advisory Council, that was set up with the ambitious goal of creating a single European body with both the competence and capability to help revitalize the

European rail sector and make it more competitive, by fostering increased innovation and guiding research efforts at European level

- ✓ ERTRAC, the European Road Transport Research Advisory Council, that was set up to meet the need for a single council addressing all challenges of European road transport and its increasing of complexity (20% GDP contribution, 9% workforce and 30% R&D expenditure in road transport system)

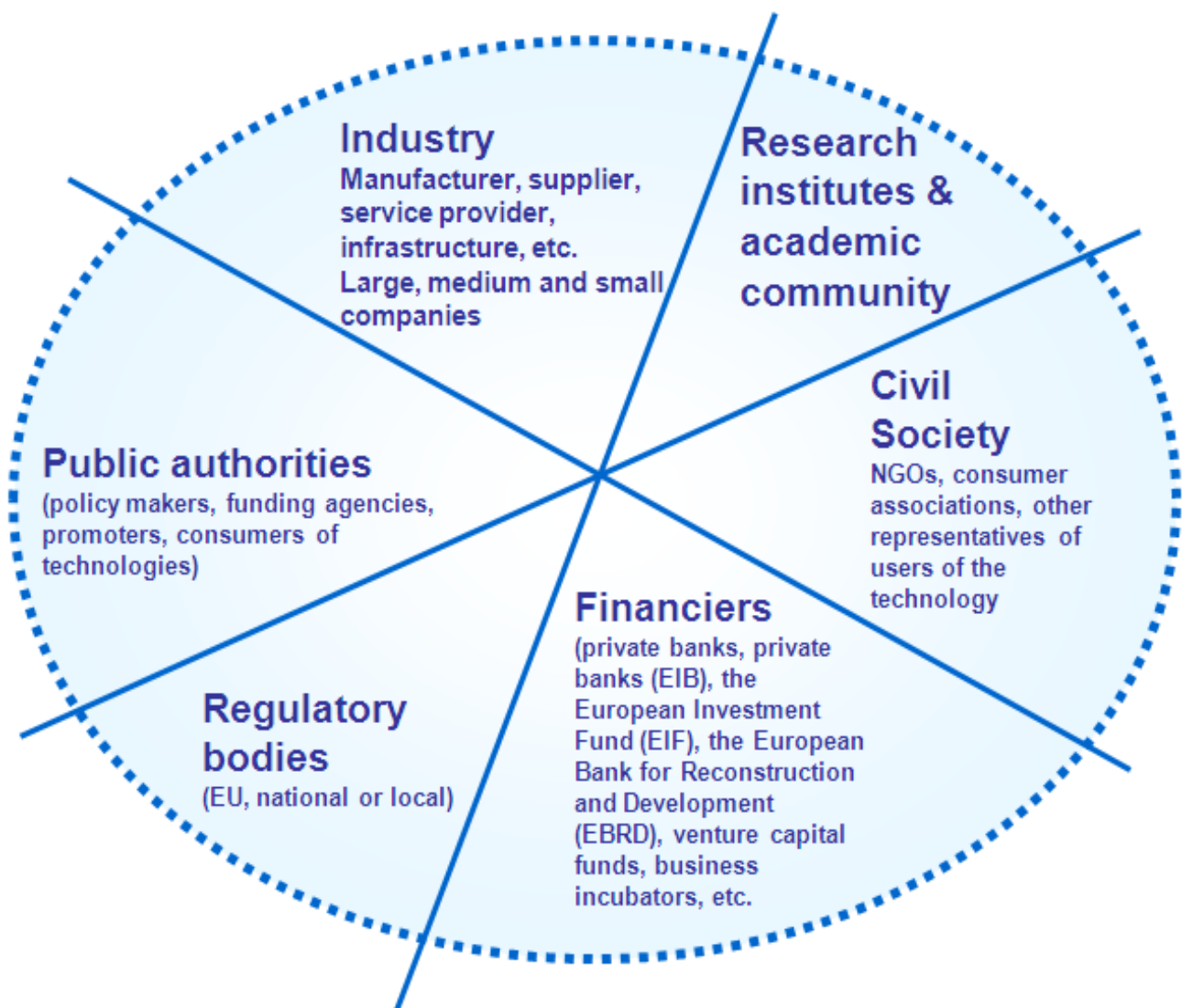
The aim of this document is to provide an assessment of the activities and organization of the Transport Technology Platforms (e.g. general background: set-up and organizational structure, members, objective, strategic research planning framework), highlight main goals of single Strategic Research Agenda (SGA), verify the state of art of each platform in order to identify and point out potential opportunities of cooperation and synergy between ETPs and SMART project.

2. EUROPEAN TRANSPORT TECHNOLOGY PLATFORMS

2.1 MEMBERS

The European Transport Technology Platforms, analyzed in the present document, represent the diverse range of stakeholders for each transport mode concerned (road or railway or aerospace) and brings them together with representatives from public authorities at the European, national, regional and urban levels. The multi-stakeholder nature of these platforms makes them unique in being able to present a holistic and integrated view of transport issues in the different areas of interest.

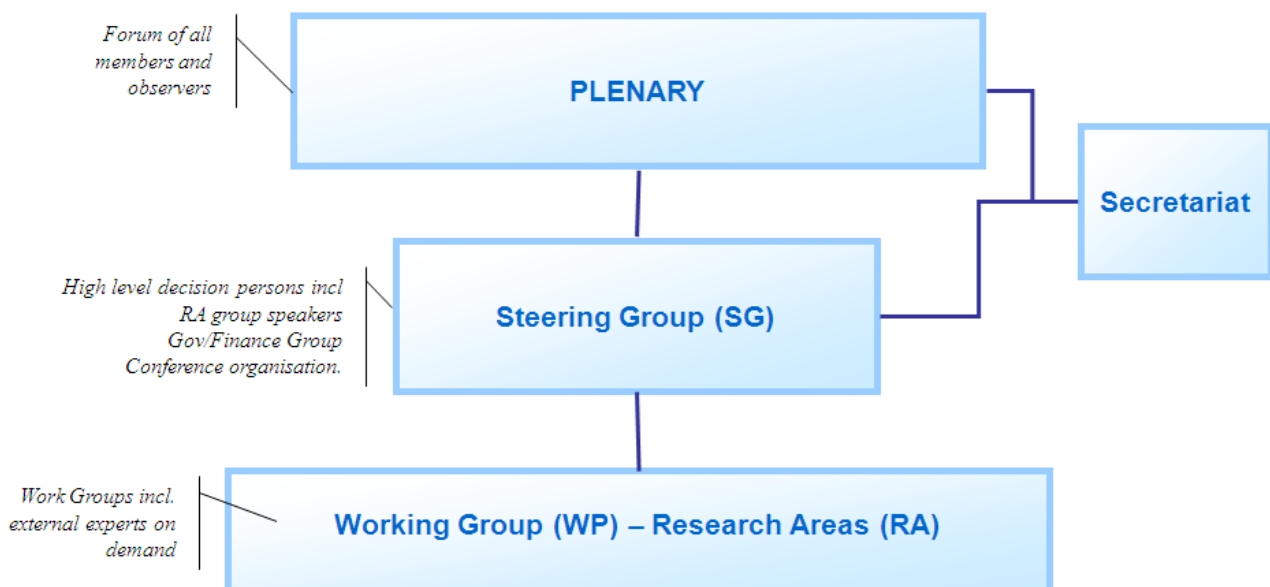
Each member of these technology platforms will be appointed for a 3-year term, may be reappointed and will be authoritative individuals with decision-making capability in the sector that are able to contribute with significant experience and advice and to influence stakeholders in planning research programs.



2.2 ORGANIZATION

The administrative structure in technology platforms is similar; there is:

- ✓ a Plenary Assembly, made up of all members and observers, the second have no voting rights, it is the highest decision-making body endorsing the general policy of the each technology platform according to its aims and mission;
- ✓ a Steering Committee, a high-level management group charged with organising all Plenary meetings, documents, and other organisational issues. They are responsible for proposing actions and responding to the requests of the Plenary and for appointing the Chairperson and Vice chairperson;
- ✓ Working groups and Research Areas (RA) that consist of experts responsible for the creation and co-ordination of the draft documents of the Strategic Research Agenda and Recommendations. In order to accomplish this mission, Workshops with invited technical experts from all sectors of transport are organised
- ✓ Secretariat that provides the working infrastructure for the technology platform, including managing the communication, document support, meeting support, handling publications.



Contacts

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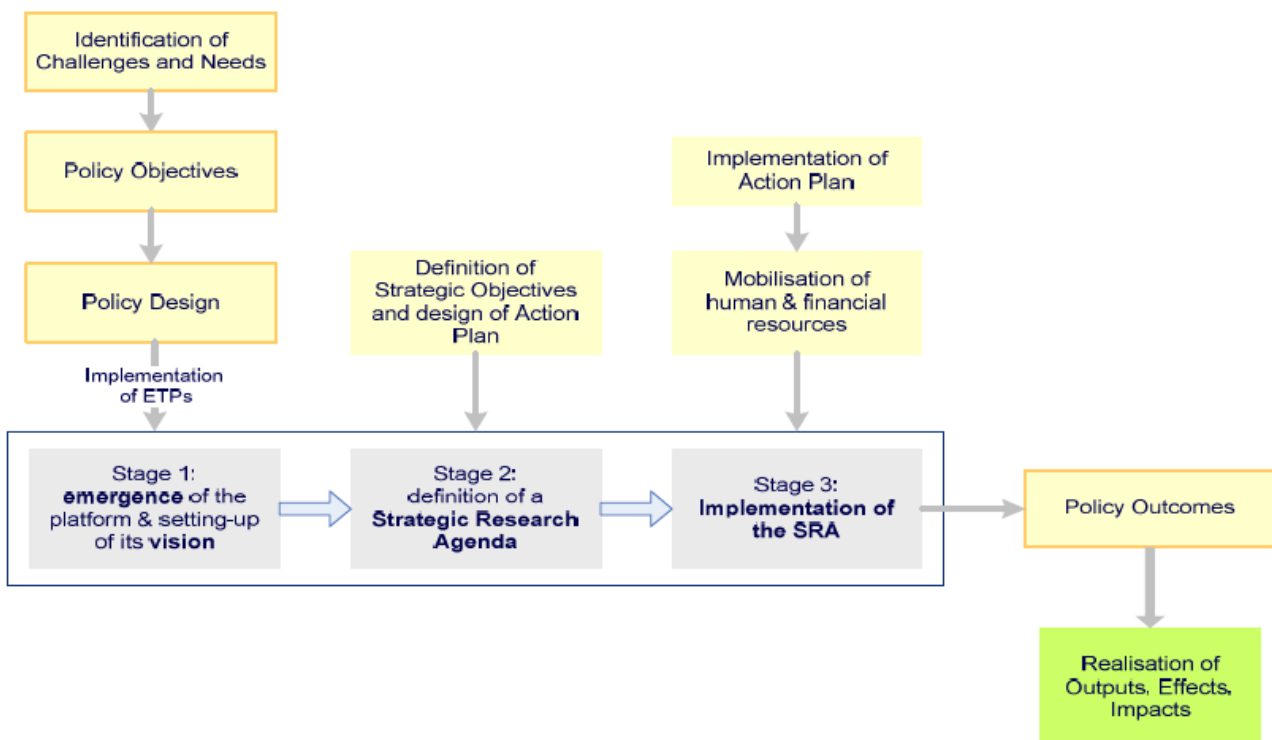
2.3 STRATEGIC RESEARCH FRAMEWORK AND POLICY OBJECTIVES

The ETPs provide a framework to define research and development priorities and action plans for each technology domain concerned. As such, the ETPs are designed to provide a Strategic Vision Document (SVD) for future technological developments (long-term planning) within the addressed key-technology field and a Strategic Research Agenda (SRA) that sets up research and technological development priorities in the medium and long-term. Yearly activities of technology platform will focus and planned on concrete and detailed roadmaps, a step by step tool to reach and implement the goals developed in the SRA.

In short, the policy objectives of the ETPs can be summarized as follows:

- ✓ Support the development and deployment of those key technologies in Europe that are vital to address major economic and societal challenges.
- ✓ Define a European vision and a strategic agenda for the development and deployment of these technologies.
- ✓ Support the objective of increasing European private research investment by bringing research closer to industry and improving markets for innovative products
- ✓ Negotiate on the future allocation of financial resources from the public and as well the private sector for research in key-technology field. Technology platforms act as an advisory board to the European commission, e.g. the results of the SRA's are a key input for design of the thematic areas in FP7.

The strategic research framework can be represented in the following flow chart:



Source: IDEA Consult

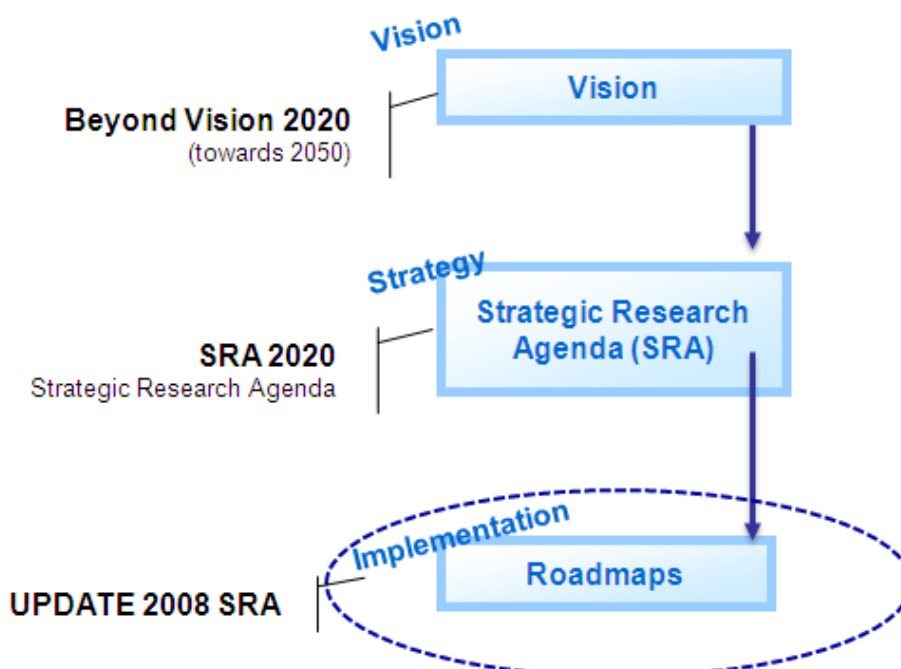
3. ACARE – Advisory Council for Aeronautics Research

3.1 MEMBERS

ACARE members, about 35-40, are tripartite in composition to include a representation of Member States, the Commission and stakeholders:

- ✓ Member States with significant public funding for aeronautics research (Austria, Belgium, Bulgaria, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, U.K) - The other Member States are invited to be represented as observers
- ✓ European Commission (2 members)
- ✓ Manufacturing industry - airframe, engine, equipment and supply chain - (LIEBHERR AEROSPACE LINDENBERG, Safran, GE aviation, BAE SYSTEM, THALES, EUROCOPTER, EADS, ROLLS-ROYCE, Airbus, Alenia Aeronautica)
- ✓ Research establishments (EREA, DLR, NLR)
- ✓ Airlines (AEA, IATA)
- ✓ Airports (ACI)
- ✓ Regulators (EASA)
- ✓ EUROCONTROL (ATM)
- ✓ Academia and other relevant expertise (University of Patras, Greece)

3.2 STRATEGIC RESEARCH FRAMEWORK: RECENT ACTIVITIES & STATE OF ART



The main ACARE vehicle in strategic planning is the Strategic Research Agenda (SRA), updated biannually (up to date SRA-1 and SRA-2), designed to offer a common reference to all European Air Transport stakeholders for planning research programmes in line with the Vision 2020 and the challenges it identifies:

- ✓ Quality & Affordability (e.g. reduced passenger charges, increased passenger choice, transformed freight operations, reduced time to market by 50%)
- ✓ the Environment (e.g. reduction of CO₂ by 50%; reduction of NO_x by 80%, reduce perceived external noise by 50%)
- ✓ Safety (e.g. reduction of accidents rate by 80%, drastic reduction in human error and its consequences)
- ✓ the Efficiency of the Air Transport System (e.g. 3X capacity increase, 99% of flights within 15' of schedule, less than 15' in airport before short flights)
- ✓ Security (e.g. Airborne - zero hazards from hostile action; Airport - zero access by unauthorised persons or products; Air navigation - No misuse. Safe control of hijacked aircraft)

These aims have been taken into account by industry in order to secure industrial and government support for research and technology work programmes in transport, aeronautics, environment, energy and renewable energy. ACARE has a significant impact on the European air transport community and has provided guidance to the EU Framework Programme (FP); in particular, this has culminated in the development of the two major Joint Technology Initiatives (JTIs): Clean Sky and Single European Sky Air Traffic Management Research (SESAR). These programmes cover the areas of engine and airframe technologies and air traffic management respectively, integrate results of earlier research programmes into large-scale demonstrators, focusing and driving the entire EU research effort towards the ACARE targets.

In addition to this, ACARE influences also national research and technology programmes of Member States and programmes of stakeholders such as EUROCONTROL (the European Organisation for the Safety of Air Navigation), EREA (Association of European Research Establishments in Aeronautics) and EASN (European Aeronautics Science Network).

ACARE has set a new roadmap for the development of a third edition of its SRA, SRA-3 that will look beyond 2020, helping to influence future EU Framework Programmes, including the 8th Framework Programme. By 2011, ACARE aims to produce a new 'Vision Document' which will be used in the development of SRA-3 (2012).

In order to achieve this, ACARE has received EU funding to undertake a comprehensive, two-year review of the progress made towards its environmental targets, called **ACARE Goals Progress Evaluation (AGAPE)**, led by the Aerospace and Defense Industries Association of Europe (ASD), membership of which includes SBAC and included participation from several UK and EU manufacturers, European research establishments, academia and regulators. AGAPE project evaluates the overall contribution of European research programmes as well as contributions made by specific national research programmes. Areas where further work is required is highlighted and included in the new goals of the SRA-3, modifying priorities for action going forward.

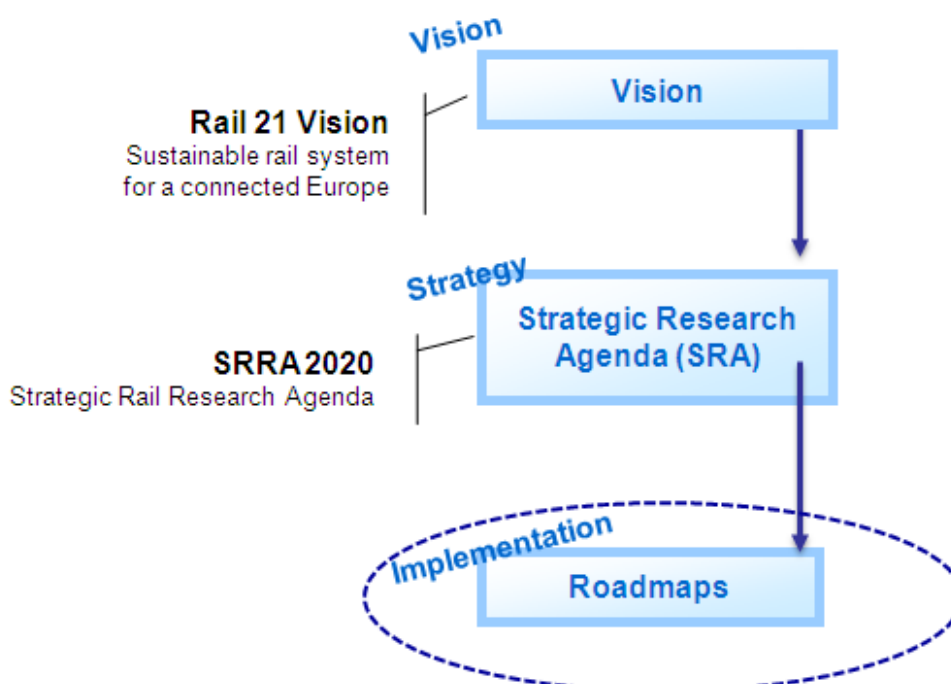
4. ERRAC – European Rail Research Advisory Council

4.1 MEMBERS

ERRAC is composed of about 50 members, drawn from relevant European railway sectors, including:

- ✓ Member States (Austria, Czech Republic, France, Germany, Greece, Hungary, Italy, Luxemburg, Netherlands, Poland, Portugal, Romania, Slovakia, Spain, Sweden, Switzerland, Turkey, U.K);
- ✓ railway undertakings (FS, KVB, RATP, VR, TMB, SNCF, Deutsche Bahn);
- ✓ manufacturing companies (Alstom, Siemens, Bombardier, Ansaldo Signal, Invensys, Knorr Bremse, Balfour Beatty, Voestalpine, VAE);
- ✓ infrastructure companies (Network Rail, Banverket, Deutsche Bahn, MAV);
- ✓ academia & research establishment (IST, NewRail - NewCastle University, Loughborough University);
- ✓ customer groups (European Freight & Logistics Leaders Forum, European Passengers' Federation);
- ✓ observers (Sector Associations: UITP, UIC, UNIFE, CER, EIM, EURNEX, UIP, ERFA, EFRTC, ERTRAC, New Opera, European Commission: DG RTD, DG TREN);
- ✓ support group (DG RTD, ERA – European Railway Agency, JPCR, Representatives of UITP, UIC, UNIFE, CER, EIM, EURNEX, UIP, ERFA, EFRTC).

4.2 STRATEGIC RESEARCH FRAMEWORK: RECENT ACTIVITIES & STATE OF ART



The main priorities of the SRRA 2020 are the following: Energy and Environment; Personal Security; Test, Homologation and Safety; Competitiveness and enabling technologies; Strategy and Economics; Infrastructure.

SRRA is implemented step by step with the support of yearly roadmap projects that will highlight the interdependency between the FP7 priorities topics highlighted in the roadmaps with the goal fixed for 2030 (vision). The Roadmap project 2010 has 4 major issues to be addressed and highlighted:

- ✓ Holistic rail strategies for the minimization of operation, environmental maintenance and inspection costs for vehicles and infrastructure in general;
- ✓ Simple and economical rail maintenance and renovation of rail infrastructure;
- ✓ Improved real time information systems for rail operators, infrastructure managers and customers;
- ✓ Coordination with other public and private bodies in order to better fit the customers' needs.

The general framework of the activities for 2010 is organized under the following working groups and with a clear defined involvement by the rail stakeholders and the participation to the working group is open to any expert:

- ✓ **WP01 The greening of surface transport** (leader: C. Cheron SNCF; co-leader: M. Walter Knorr-Bremse);
- ✓ **WP02 Encouraging modal shift (long distance) and decongesting transport corridors** (leader: B. Olsson Banverket; co-leader: I.Korpanec EFRTC);
- ✓ **WP03 Ensuring sustainable urban transport (including modal shift, light rail vehicles and metros)** (leader: Y. Amsler UITP; co-leader: A. Ruggieri Ansaldo STS);
- ✓ **WP04 Improving safety and security** (leader: G. Di Mambro Italcertifer; co-leader: A. Semerano MER-MEC Group);
- ✓ **WP05 Strengthening competitiveness** (leader: J. Amoore Network Rail; co-leader: D. Farrington Corus Rail);
- ✓ **WP06 Past projects evaluation and Evaluation Database** (leader: L. Velardi Trenitalia; co-leader: M. Robinson Newrail);
- ✓ **WP07 Communication** (leader: F. Schneider CER; co-leader: M. Obenaus UNIFE); **WP0 Management** (D. Schut UIC / G. Travaini UNIFE) & Technical Leadership (D. Otteborn BOMBARDIER / M. Pereira IST - EURNEX)

At the end of September will be discussed the ERRAC Roadmap Project 2011.

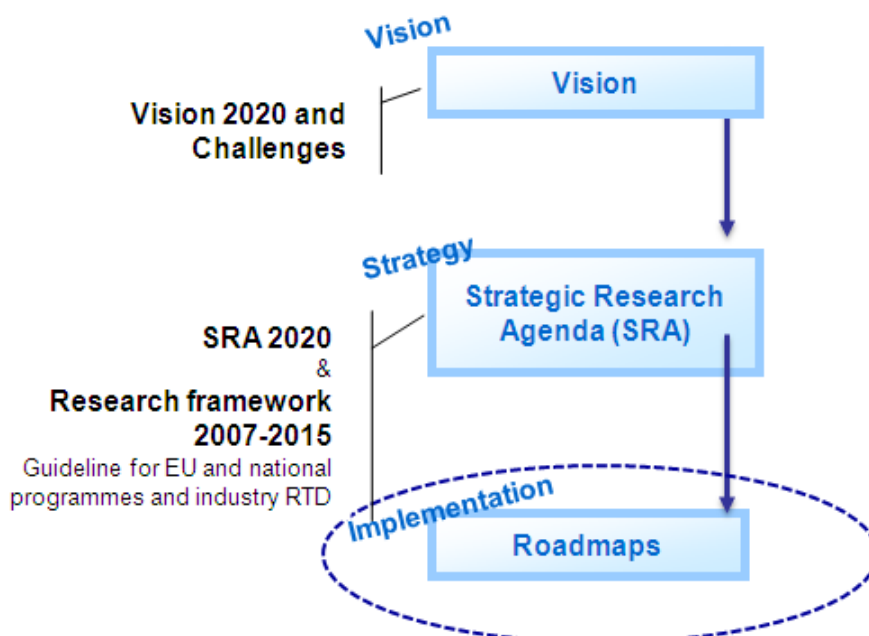
5. ERTRAC – European Road Research Advisory Council

5.1 MEMBER

ERTRAC members are high level representatives from all road transport sectors including consumers, vehicle manufacturers, component suppliers, road infrastructure operators and developers, service providers, energy suppliers, research organizations, cities and regions as well as public authorities at both European Union and national level:

- ✓ Companies (Robert Bosch GmbH, Valeo, AVL List GmbH, Renault, Centro Ricerche FIAT, Volvo, Volkswagen)
- ✓ Associations (CEN – Comité Europee de Normalisation, CLEPA, CONCAWE, EAPA, EARPA, ECTRI, EUCAR, ERF, ERTICO, ETSC, FEHRL, FIA, IRU, POLIS, T&E, UITP)
- ✓ Academia & research establishment (KTH, Thessaloniki University, TU Wien, Universidad Politecnica de Madrid)
- ✓ European Commission (DG ENTR, DG ENV, DG INFSO, DG RTD, DG TREN)
- ✓ Member States (Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Latvia, Lichtenstein, Lithuania, Luxemburg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, U.K)
- ✓ Observers (ERA-NET Transport, ERA-NET ROAD, EUROBAT, Association of European Storage Battery Manufacturers, ERRAC, Transport Advisory Group OECD/ITF Joint Transport Research Centre)

5.2 STRATEGIC RESEARCH FRAMEWORK: RECENT ACTIVITIES & STATE OF ART



The Strategic Research Agenda and the Research Framework was focused on four pillars:

- ✓ Mobility, transport and infrastructure;
- ✓ Safety and security;
- ✓ Energy, environment and resources;
- ✓ Design and production systems.

In view of the significant overlaps and synergies between research issues in the pillars, a new structure to identify research needs was adopted and this is based on the four strategic research priorities.

ERTRAC SRA 2010 approaches the grand societal challenges into real opportunities by proposing a range of integrated research and innovation priorities for the road transport system. The objectives of these proposals are to achieve, by 2030, 'a road transport system that is 50% more efficient' than today in terms of 'decarbonization, reliability and safety of road transport applications', at the same time maintaining and increasing the global competitiveness of the European automotive industry. The committed and timely implementation of this Agenda will take the European road transport system another major step forward towards achieving the ultimate goal of sustainability, and will consolidate the world leadership position of one of Europe's key economic sectors, by delivering:

- ✓ the world's most advanced electric and ICE propelled vehicles;
- ✓ the world's most advanced vehicle concepts, best adapted to their application;
- ✓ a road infrastructure network and associated management structure that is able to support the world's highest traffic intensities, as well as providing the highest levels of accessibility and reliability;
- ✓ logistical services that hold the highest operational levels of integration and collaboration throughout the entire chain;
- ✓ the world's most energy-efficient urban mobility solutions, which will simultaneously guarantee the highest degree of accessibility;
- ✓ the highest levels of decarbonization for road transport fuels, and the most efficient use of fossil and renewable resources;
- ✓ the world's lowest level of fatalities and severe injuries per distance travelled, and the highest level of security in freight transport;
- ✓ the world's most flexible and effective production and supply network, which is able to cope with the concurrent challenges of generating ample vehicle concepts, adapting to changing volumes and competing effectively in the global markets.

Between The end of September and the beginning of October will be discussed the ERRAC Roadmap Project 2011.

6 CONCLUSIONS: ETPs POTENTIAL SYNERGY WITH SMART PROJECT

6.1 ETPS SYNERGY

Concerning possible synergies between ETPs and SMART project, we find potential opportunities that will be follow-up with coordinators/representative persons of the technology platform.

To perform a real link with ETP the main actions that are and/or will be in place are:

1. Inform all ETP partner about SMART project goals
2. Agree with the ETP Board the modalities of access / create synergy with their current projects
3. Mapping SMART consortium project ideas with ETP framework in order to verify complementarities and coherence
4. Contact the industrial representatives of the partner of the single platforms in order to verify a possible involvement on the new project ideas
5. Highlights SME excellence in SMART consortium and verify ETP interest to collaborate with them

6.2 ETPs SMART INVOLVEMENT

The SMART consortium, in particular ED, started contacts with ERTRAC, ERRAC management, the plan to define the ways of collaboration is planned to be concluded by 1st quarter of 2011. In addition the following actions are in progress:

Drive by INS:

- ERTRAC Hungary - National Technology Platform for Road Transport - is a technology platform, member of the Hungarian ERTRAC Forum. – they have recently signed the Memorandum of Understanding (MoU) as a new cluster involved and are interested to start a collaboration with SMART project.

<http://www.ertrac.hu/en>

- EEN (Enterprise Europe Network). First contacts have been established by Innostart, to explore opportunities of cooperation.

http://www.enterprise-europe-network.ec.europa.eu/index_en.htm

Drive by CIDTG:

- CIDTG is a member of an interesting european network called ERRIN. The European Regions Research and Innovation Network (ERRIN) is a dynamic network of more than 90 EU regions and their Brussels-based offices.

CIDTG already contact the leaders of the Transport Working Group to present the SMART project and disseminate information among the ERRIN members through emailing. ERRIN is a very active network that organises interesting events not only for their members but also for their regional practioners. In the frame of some events CIDTG realized direct dissemination (e.g. The European Logistics Institutes for the development and promotion of Co-Modality and Logistics, Connecting research driven Clusters in transport...). Through the participation in ERRIN, CIDTG promotes SMART not only among ERRIN members but also among those organisations that participate in events and meetings organised by ERRIN.

In the next months, additional information and opportunities will be evaluated with ERRIN.

<http://www.errin.eu/en/>

Drive by ECO:

- Logistop is a technology platform coordinating the working groups for the development of the Research Agenda on Logistics, Intermodality and Mobility, and member of the Spanish ERTRAC Forum.

They have included a permanent SMART section on their website and information on SMART and the DS event has been disseminated on their newsletter.

In the next months it is possible they will sign a MoU with SMART to collaborate in a more proactive way involving also the members of their forum.

<http://www.logistop.org>

7 SST & TRANSPORT ON GOING PROJECT AND POTENTIAL SINERGY WITH SMART

7.1 SST & TRANSPORT ON GOING PROJECT

The following table reports the *on going* projects registered in the DB of projects in SMART webportal.

From these project a direct contact and collaboration have been established with: ETNA, STRAT-NET and REACT.

Acronym	Title	Sector
ELECTROCITY	Electric multivehicles mobility project	road
ETNA	European Transport NCP (National Contact Points) Alliance	intermodal
INTERAIL	Development of a novel integrated inspection system for the accurate evaluation of the structural integrity of rail tracks	rail
CETRRA	Actions to stimulate participation of cooperation partners in surface transport research	intermodal
PRESS4TRANSPORT	Virtual Press Office to improve EU Sustainable Surface Transport research media visibility on a national and regional level	intermodal
STAR-NET Transport	European network to support the sustainable surface transport SMEs	intermodal
ITERATE	IT for error remediation and trapping emergencies	Intermodal
CIVITAS MIMOSA	CIVITAS making innovation for mobility sustainable actions	Intermodal
TRANS-AFRICA	Promoting public transport in Africa	Intermodal
GHG-TRANSPORD	Reducing greenhouse-gas emissions of transport beyond 2020: linking R&D, transport policies and reduction targets	Intermodal
ISI-PADAS	Integrated human modelling and simulation to support human error risk analysis of partially autonomous driver assistance systems	Intermodal
MODSAFE	Modular urban transport safety and security analysis	Light rails, Metros, Tramways and Regional Commuter trains

7.2 POTENTIAL SINERGY WITH SMART

All identified projects (most of these in Multimodal transport field) were included in the SMART website to allow registered users to be informed about the research areas of interest and applications as well as to follow and monitor their effective application.

The above project have innovative features and technological development that could be considered framework projects on international transport . SMART consortium should be monitor the deployment and results.

The follows action are in progress:

- **ETNA** - <http://transport-ncps.net>

The project proposal "European Transport NCP Alliance" (ETNA) aims at the development and implementation of a coordination mechanism for stimulating closer cooperation among National Contact Points for the theme Transport in the FP7. ETNA facilitates the improvement of the overall quality of NCP services across Europe in the area of transport thereby making future calls more accessible for all stakeholders and contributing to an improvement in the average quality of proposals submitted.

SMART action: CTECH, ECO and CIDTG participated in the ETNA event held last 22-23 July 2010, at Brussels, and had the chance to present SMART.

CTECH is in direct contact with ETNA coordinator for promoting the "Project ideas competition" and provide a complete support service to organizations (in Transport) wishing to participate in FP7 projects.



Screenshot of Project ideas competition promotion in ETNA website

- **STARNET** - <http://www.starnet-transport.eu>

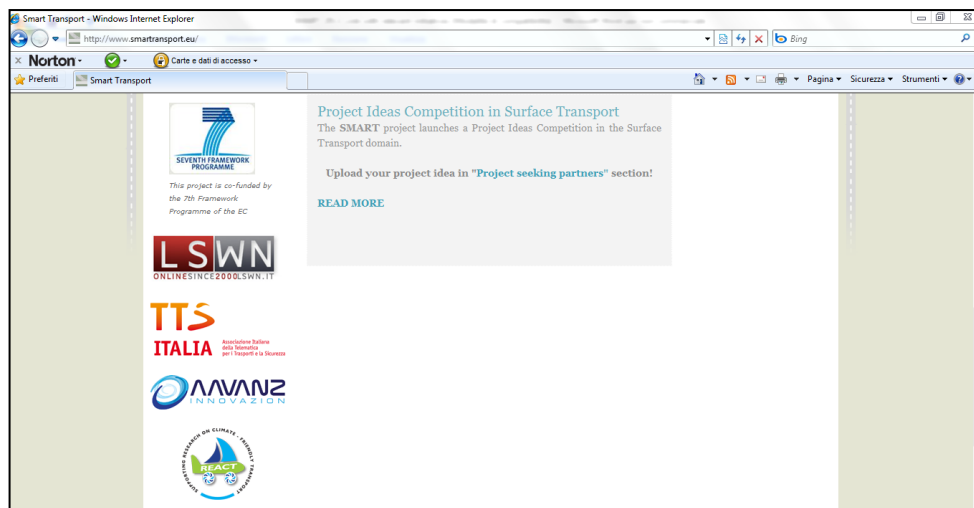
The objective of the Star-Net transport is to increase the participation of surface transport-related SMEs in the surface transport program. The aim of the Star-Net transport project is to be the first step towards the formation and development of a consolidated structure for support of SMEs in Europe for participation in Sustainable Surface Transport activities, building on the knowledge, tools and services developed within some of the most relevant FP6-SUSTDEV support actions over the recent years.

SMART action: CTECH and INS are in contact with project coordinator and Hungarian partner to create synergy with the two projects. INS attended an information day in Budapest with START-NET project and discussions about collaboration opportunities are ongoing.

- **REACT** - <http://www.react-transport.eu/>

REACT aspires to act as a driving force for coordinating, supporting and strengthening the Research & Technology Development (RTD) area of climate-friendly transport and mobility, so as to achieve integration at the European level of funding opportunities for the mitigation of greenhouse gas emissions from transport.

SMART action: direct contacts with REACT coordinator have been established. The link of SMART website will be soon included in REACT website, and collaboration opportunities to create synergy with some on going activities of both projects is on definition.



Screenshot of SMART homepage with REACT logo

9. GLOSSARY

AGAPE	ACARE Goals Progress Evaluation
ACARE	Advisory Council for Aeronautics Research in Europe
ATM	Air Traffic Management
AEA	Association of European Airlines
EREA	Association of European Research Establishments in Aeronautics
CER	Centro Europa Ricerche
ERF	Economic research Forum
ERTRAC	European Road Transport Research Advisory Council
EASN	European Aeronautics Science Network
EAPA	European Asphalt Pavement Association
CLEPA	European Association for Automotive suppliers
CONCAWE	European association for environment, health and safety in refining and distribution
EARPA	European Automotive Research Partners Association
EASA	European Aviation Safety Agency
ECTRI	European Conference of Transport Research Institutes
EUCAR	European Council for Automotive R&D
EFRTC	European Federation of Railway Trackworks Contractors
EUROCONTROL	European Organisation for the Safety of Air Navigation
ERFA	European Rail Freight Association
UNIFE	European Rail Industry
ERRAC	European Rail Research Advisory Council
EURNEX	EUropean rail Research Network of EXcellence
ETPs	European Technology Platforms
ETSC	European Transport Safety Council
FIA	Federation Internationale de l'Automobile
FEHRL	Forum of European National Highway Research Laboratories,
ERTICO	Intelligence transport Systems and Services for Europe
IATA	International Air Transport Association
UITP	International Association of public transport
UITP	International Association of Public Transport
IRU	International Road Transport Union
UIP	International Union of Private Wagons
UIC	International Union of Railways
RG	Research Group
SBAC	Society of British Aerospace Companies
SG	Steering Group
SGA	Strategic Research Agenda
WP	Working Group

10 LIST OF REFERENCES

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ERRAC Strategic Rail Research Agenda 2020

ERRAC Roadmaps project – a presentation of Giorgio Travaini, ERRAC Secretariat

The activities of ERRAC and the ERRAC ROADMAP project – A presentation of Dennis Schut ERRAC Coordinator, UIC - Brussels

ERTRAC Strategic research Agenda 2010

ACARE Web Site

ERRAC Web Site

ERTRAC Web Site