



SETRIS PROJECT

DELIVERABLE REPORT

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2	European Conference of Transport Research Institutes	ECTRI	Belgium
3	AVL List GmbH	AVL	Austria
4	BMT Group Limited	BMT	United Kingdom
5	Centro Nacional de Competencia en Logística Integral	CNC-LOGISTICA	Spain
6	The European Earth Friendly Logistics Association AISBL	CO-TREE	Belgium
7	Stichting Dutch Institute for Advanced Logistics	DINALOG	Netherlands
8	German Aerospace Center	DLR	Germany
9	Forum des Laboratoires Nationaux Europeens de Recherche Routiere	FEHRL	Belgium
10	Fraunhofer-Gesellschaft zur Forderung der angewandten Forschung e.v	Fraunhofer IML	Germany
11	Instytut Logistyki i Magazynowania	ILiM	Poland
12	Promotion of Operational Links with Integrated Services	POLIS	Belgium
13	Ships & Maritime Equipment Association of Europe	SEA EU	Belgium
14	Union Internationale des Chemins de fer	UIC	France
15	Union Internationale des Transports Publics	UITP	Belgium
16	The Association of the European Rail Industry	UNIFE	Belgium
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EXECUTIVE SUMMARY

The purpose of the SETRIS project (SETRIS) is to deliver a cohesive and coordinated approach to research and innovation strategies for all transport modes in Europe. SETRIS seeks to identify synergies between the transport European Technology Platforms' (ETPs) strategic research and innovation agendas (SRIAs) and between these and relevant national platforms. The 5 ETPs are:

- 1) ACARE (Advisory Council for Aviation Research and Innovation in Europe),
- 2) ALICE (Alliance for Logistics Innovation through Collaboration in Europe),
- 3) ERRAC (The European Rail Research Advisory Council),
- 4) ERTRAC (European Road Transport research Advisory Council) and
- 5) WATERBORNE.

SETRIS aims to develop a framework for long-term cooperation between actors from all transport modes, to facilitate the delivery of a truly integrated transport system.

The work of SETRIS is focusing on two aspects previously identified by the existing 'FOSTER' and 'WINN' CSAs and ACARE. These are: connecting passengers for seamless travel and sustainable mobility and end to end logistics primarily including systems and processes. A third aspect i.e. cross-modal transport infrastructure is to be embedded into these two elements. In particular, the project will aim to deliver a comprehensive set of strategic research and innovation priorities leading to a credible implementation plan that reflects the multimodality and cross-disciplinary nature of integrated transport.

This SETRIS Deliverable "*D2.1 Establishment of a cross-modal permanent group of stakeholders and experts in long distance freight transport*" has been developed in the frame of SETRIS "*Sub Task 2.3.1 Creation of a cross-modal permanent group of stakeholders and experts*". According to the DoA, this group: "*will have representatives coming from the ETPs involved. Its purpose is to reach consensus on major research and innovation areas that need to be addressed*" in the context of Long Distance Freight.

In this report we include:

- Background elements considered in the creation of this group.
- Main duties and objectives of the group.
- Membership, including the elements taken into account to nominate the members and composition of the cross-modal permanent group of stakeholders.

BACKGROUND

The Surface Transport European Technology Platforms (ETPs) - ERRAC, ERTRAC, WATERBORNE and ALICE- as well as the air transport ETP ACARE, have already developed roadmaps and programs scoping long distance freight transport from different perspectives: Sustainable freight systems and efficient corridors¹ (ERTRAC), Roadmap for Cross-Modal Transport Infrastructure Innovation – Towards a Performing Infrastructure² (ERTRAC, ERRAC, Waterborne, ECTP (European Construction Technology Platform) Task Force) and Corridors, Hubs and Synchromodality³ (ALICE). Moreover, all

¹ European Roadmap on "*Sustainable Freight System for Europe, Green, Safe and Efficient Corridors*" ERTRAC Working Group on Long Distance Freight Transport. July 2011.

² Roadmap for "*Cross-Modal Transport Infrastructure Innovation – Towards a Performing Infrastructure*". ERTRAC, ERRAC, Waterborne, ECTP Task Force, June 2013.

³ "*Corridors, Hubs and Synchromodality Research and Innovation Roadmap*". ALICE. December 2014.

ACARE mobility goals for customer centric and integrated mobility also include cargo. On top of that, ERRAC developed and launched a Public Private Partnership⁴ (PPP) for rail research called the SHIFT²RAIL Joint Undertaking (JU), which was adopted by the EU Council in June 2014. The SHIFT²RAIL JU is structured in five “Innovation Programmes” being one of them dedicated to Sustainable & Attractive European Freight Transport (Rail).

These roadmaps and programs are stakeholder centered depending on the sector each of the ETPs is mainly representing: ERTRAC-Road, ERRAC-Rail, WATERBORNE-Maritime and Inland waterways, ACARE-Air and ALICE-Logistics and Shippers. However, further coordination and discussion is required to integrate all those elements towards a “*fully integrated transport system for Logistics*” in which the sectors are contributing to this goal.

In the frame of the Cooperation and Support Action (CSA) supporting the ETPs, namely FOSTER-RAIL (ERRAC), FOSTER-ROAD (ERTRAC), MESA (WATERBORNE) and WINN (ALICE), there commenced a common set of tasks regarding Cooperation, Communication and Coordination between ETPs. The four ETPs met several times in face-to-face meetings or through conference calls to review the current structure and organization of each ETP, as well as the current status of their cooperation. They clustered topics of common interest and agreed upon – and started running - a set of coordinated actions. One of these clusters identified was subject to the “*Long Distance Freight Transport*”⁵. Initial activities have started already in the frame of the previous CSAs that should be followed up and substantiated via SETRIS project.

DUTIES AND OBJECTIVES OF THIS GROUP

The duties and objectives of this group are the following:

- Being a permanent communication and coordination channel between the transport ETPs for issues impacting Long Distance Freight Transport with the aim to provide an integral view on freight transport and logistics.
- Review and provide feedback on documents issued by the different ETPs individually and/or collectively that are scoping long Distance Freight Transport. Specifically, the document defining the concept of a “*truly integrated transport system for logistics/freight transport*” and SETRIS deliverable D2.6, resulting from Task 2.3.2: “*Monitoring research and innovation activities and cross modal SRA Implementation Plans on Long Distance Freight Transport*”
- Engage with the appropriate and interested organizations in each independent ETP to review above mentioned documents. This will include engagement of the relevant Working Groups in the individual ETPs.
- Any other action proposed by this group and agreed by a majority of Transport ETPs.

MEMBERSHIP AND PROCEDURES

The “*cross-modal permanent group of stakeholders and experts in long distance freight transport*” will be composed by a core group of people nominated by the different ETPs. Each ETP will appoint up to 3 representatives to be part of the core permanent group and each nominee may be empowered to engage with the members of the individual ETPs relevant for the activities of this

⁴ http://ec.europa.eu/research/industrial_technologies/ppp-in-research_en.html

⁵ “*Clustering multi-modal research and innovation issues between ETPs*”. Report issued by Foster-Road, Foster-Rail, MESA and WINN projects. 2014.

group. ETPs may consider balanced nominations between candidates with strong technical and knowledge background, industry and management.

Requirements:

Nominated members shall comply with some of the following requirements:

- Lead relevant Working Groups for long distance freight in the individual ETPs such as:
 - o ERTRAC Long Distance Freight Transport Working Group.
 - o ERRAC/S2R Innovation Programme on Sustainable & Attractive European Freight Transport.
 - o ALICE Working Group on Corridors, Hubs and Synchromodality.
- Be in the Board/Executive or Steering Group of the individual ETPs and have an important role in the specific sector for freight.
- Cross membership of organizations active in the field in more than one ETP is a plus.

Meetings:

The Core Group of people will meet face to face at least once per year involving additional stakeholders coming from the different ETPs, therefore having a broad representation of stakeholders in the transport system. Phone calls to follow up on activities of the different ETPs and the group will be scheduled regularly at least quarterly.

Composition:

Each ETP will appoint up to 3 representatives to be part of the core permanent group.

Included in the following Table 1 is the initial composition of the Core Group:

Table 1. Composition of the Cross Modal ETP group of Stakeholders

ETP	Name	Organization	Status
ACARE	Ovidiu Dumitrache	EUROCONTROL (BE)	Confirmed
ACARE	Dominik Ruttke	DLR (GE)	Confirmed
ACARE	Christoph Schneider	Munich Airport (GE)	Confirmed
ALICE	Angelo Aulicino	Interporto Bologna (IT)	Confirmed
ALICE	Lori Tavazsy	TNO (NL)	Confirmed
ALICE	Malgorzata Kirchner	ILIM (PL)	Confirmed
ERRAC	Bo Olson	Trafikverket (SE)	Confirmed
ERRAC	Bernard Schmitt	UIC (FR)	Confirmed
ERRAC	Lars Deiterding	UNIFE/HaCon (GE)	Confirmed
ERTRAC	Anders Berger	VOLVO (SE)	Confirmed
ERTRAC	Loes Aarts	RWS (NL)	Confirmed
WATERBORNE	Cliff Funnell	SEAEUROPE (BE)	Confirmed
WATERBORNE	Salvador Furio	VALENCIAPORT (ES)	Confirmed
WATERBORNE	Benjamin Hodgson	BMT (UK)	Confirmed