

## Press Release

### **Enhancing the transfer of Intelligent Transportation System innovations to the market**

#### *FP7 project conclusion*

The support action project entitled “Enhancing the transfer of Intelligent Transportation System innovations to the market (T-TRANS)” concluded in November with the organization of a final event.

Between September 2012 and November 2014, a team of experts in the innovation chain for all the transport modes, from 9 organizations of 7 EU countries, including universities, research centres, companies and associations, studied the innovation mechanisms for the Intelligent Transport Systems (ITS) and identified best practices and guidelines for upbringing the related innovative products and services to the market.

The T-TRANS project has adopted a truly holistic approach for assessing the commercialisation patterns of research and new technologies regarding ITS. In order to analyse the interactions of all actors involved in the “innovation chain” which brings new products to the market, the researchers decided to concentrate on four case studies that examined contemporary ITS topics in all modes of transport, such as the ‘Smart grid’, ‘Intelligent transport units’, ‘Rail networks’ and ‘Revenue management technologies for freight transport’. Data gathered on these technologies and applications was then used to assess critical phases of the innovation process.

The first stage of the project allowed obtaining a clearer view of the current state of EU transport research. By looking at differences in process between the US and EU, T-TRANS has been able to summarise how state-of-the-art ITS enters and operates in various transport domains. One of the helpful deliverables produced to disseminate this knowledge is a synthetic, technological map for ITS, which comprises the second stage of the project. This technological map has been essential for performing the project core activity of understanding market drivers for transport innovation in order to accelerate the market penetration of innovations related to ITS. T-TRANS has clearly delineated the key phases of the commercialisation process, and ultimately offered models to more effectively support the launching of innovations into the market. Analyses of the key factors that help to govern the success of ITS innovations have been supplied, alongside illustrations of the various channels and options available to applications entering the marketplace.

A third and main objective of the project was to launch an ITS innovation network. One of the initial commitments of T-TRANS was to focus on specific regions in Europe, which had weaker support for transport innovation initiatives. Because of this, the efforts were focused on creating pilot multi-stakeholder schemes in Galicia northern Spain, Latvia, and in central Macedonian Greece. Involving a variety of stakeholders but essentially aimed at SMEs, these local hubs have strengthened the innovation chain through the analysis of both the already operating innovation support networks and

the capabilities of end users to access the potential business opportunities. The founded associations have provided valuable feedback about how to create a fully operative ITS network aimed at maximising the opportunities of transport innovations at a wider European level in future.

More information: [www.ttransnetwork.eu](http://www.ttransnetwork.eu)

Contact: Xavier Leal; [xavier.leal@uab.es](mailto:xavier.leal@uab.es)

## **T-TRANS – Enhancing the transfer of Intelligent Transportation System innovations to the market**

### **A. Background information**

#### **T-TRANS at a glance**

Budget: 1.7 M Euros

Duration: September 2012 – November 2014

T-TRANS aimed at providing information on innovation mechanisms for the ITS, facilitating the transfer of related innovative products and services to the market.

The first step of the project was an assessment of the current policy-legal EU transport framework, focusing on the existing initiatives in the ITS domain. This was covered in Work Package 2 “Analysis of present EU transport research framework” and the results of which are summarised in deliverable D2.1.

The main objective of Work Package 3 “Analysis of present EU transport research framework was to build an exhaustive but synthetic map of the technological context taking into account the EC main strategic lines and T-TRANS case studies. Another objective of WP3 was to elaborate a Technology Roadmap for the case studies.

Work Package 4 “Market Roadmap” aimed at understanding the market drivers for transport innovation in order to accelerate the diffusion of innovations related to ITS.

After the transport innovations from the past were analysed in task 4.1, the findings were useful to identify innovation chains based on the case studies in task 4.2. In the subsequent task 4.3, the innovation diffusion processes of ITS in Europe were compared to those in the United States. Again with a case study perspective, task 4.4 conducted deep market analysis. As the last task of this work package, 4.5 finally analysed the macroeconomic impact and provided a robust set of guidelines on ITS to European decision-makers.

The fifth work package of the T-TRANS project “Guidelines for market optimization” played a key role in the project emphasis to broaden ITS commercialization strategies. Taking into consideration all most relevant inputs from previous Work Packages (WP2, WP3 and WP4), WP5 proposed a strategy for technology commercialization for a number of applications derived from the 4 case studies of the project and based on their technological maturity level and untapped commercialization potential. The high complexity of the Technology Commercialization procedure was captured through open discussions on both basic parameters of TC and the models proposed for each application carried out in two devoted seminars. Results of the modeling exercise bring out diverse possibilities, scenarios and estimations for the applications selected. It also has offered a deep understanding of the context, key stakeholders involved, barriers, market segmentation and venture possibilities.

The WP5 related report (Deliverable 5.2) is finalized by offering a compilation of recommendations to diverse stakeholders for ITS innovation commercialization, in an effort to provide valid guidelines to support the development of a comprehensive strategy for ITS deployment in Europe.

## Results

Project results are available through the project webpage [www.ttransnetwork.eu](http://www.ttransnetwork.eu):

- Report on Intelligent Transportation Systems Policy Support
- ITS state of the art assessment
- T-TRANS Roadmap Report
- Report on the success or failure of past innovations in the transport sector and economic impact
- Innovation Chains for 4 ITS applications
- Market Study on ITS case studies
- ITS market roadmap report
- Technology Commercialization for ITS applications – Best Practice Report

## B. TTRANS Partners

### UNIVERSITAT AUTÒNOMA DE BARCELONA (Spain)

Universitat Autònoma de Barcelona ([www.uab.es](http://www.uab.es)) is a public university founded in 1968. It currently offers 77 undergraduate courses and a total of 87 doctoral and postgraduate programs covering a wide range of fields such as Health Sciences, Experimental Sciences, Engineering, Biosciences, Social Sciences and Arts. UAB brings together in its Campus more than 40.000 students and almost 3.000 researchers. Counting on a solid and multidisciplinary scientific production mainly settled around its 228 Research Groups, Technology Transfer and Commercialization is a key horizontal activity. UAB has been a pioneering institution as regards to Aeronautical Management in Europe. Currently there are 7 Departments working on research and demonstration projects related the aeronautical field at several levels, from applied engineering to transport economics and logistic fields.

### LGI CONSULTING (France)

LGI Consulting ([www.lgi-consulting.com](http://www.lgi-consulting.com)) is a very dynamic French consultancy, founded in 2005, that offers services in project management, communication and dissemination, web development, and strategy and innovation studies with a multidisciplinary and European approach. It has an extensive experience in complex technological sectors, like energy, transport, security and environment and innovation: market analysis, technology screening, R&D strategy, intellectual property rights, business modelling, cooperation strategies and partnership setup, etc.

### ATOS SPAIN S.A. (Spain)

ATOS is an International Information Technology Services company with 78,500 employees in 42 countries. Serving a global client base, it delivers hi-tech transactional services, consulting and technology services, systems integration and managed services. Atos Research & Innovation ([www.atosresearch.eu](http://www.atosresearch.eu)) is the research, development and innovation hub of ATOS and, besides leveraging research on new technologies inside the Atos group, it brings research outcomes to customers, introducing innovative approaches, methodologies and tools in their business processes.

### DNV-GL (Netherlands)

DNV-GL (<http://www.dnvgl.com>) provides classification and technical assurance along with software and independent expert advisory services to the maritime, oil and gas, and energy industries. It also

provides certification services to customers across a wide range of industries. Operating in more than 100 countries, its 16,000 professionals are dedicated to helping our customers make the world safer, smarter and greener.

#### **SERNAUTO (Spain)**

SERNAUTO ([www.sernauto.es](http://www.sernauto.es)) is the Spanish Association of Automotive Equipment and Components Manufacturers. Founded in 1967, it represents the members' interests before the public administration and public and private organizations. It is the reference for discussing sectorial issues and meeting point for companies. Moreover, it develops an awareness-raising task about sectorial issues before the public opinion and Administration, communicates and informs the associates every issue that could affect their companies and aims at promoting the sector in and outside Spain.

#### **FRAUNHOFER-GESELLSCHAFT ZUR FÖRDERUNG DER ANGEWANDTEN FORSCHUNG E.V. (Germany)**

Founded in 1949, the Fraunhofer-Gesellschaft research organization maintains more than 80 research units in Germany, including 60 Fraunhofer Institutes. The Fraunhofer Center for Maritime Logistics and Services ([www.cml.fraunhofer.de](http://www.cml.fraunhofer.de)), situated at the Hamburg University of Technology, develops and implements innovative, customer focused problem solutions for the maritime supply chain, private and public sector clients in the maritime industry, including ports, terminal operators, shipping companies and logistics service providers.

#### **UNIVERSITÀ DEGLI STUDI DI TRIESTE (Italy)**

The University of Trieste (UNITS, [www.units.it](http://www.units.it)) was founded in 1924 and consists of 10 Departments, with approximately 700 full-time permanent professors and researchers, and 23000 students (undergraduate, master and Ph.D.). UNITS research and teaching activities cover a wide range of fields such as Life, Natural and Medical Sciences, Engineering and Architecture, Humanities, Law and Business. Within the Department of Engineering and Architecture, the Operations Research and Transportation groups perform their research in the field of air, rail and road transportation.

#### **INTELSPACE INNOVATION TECHNOLOGIES S.A. (Greece)**

INTELSPACE ([www.intelspace.eu](http://www.intelspace.eu)) is a spin-off company founded in 2005 by members of URENIO Research Unit. The company offers engineering, IT, and consulting services in the field of intelligent and smart cities. INTELSPACE is working with interdisciplinary teams and brings together expertise from the fields of city development and planning, knowledge and innovation management, and information and communication technologies.

#### **TRANSPORT AND TELECOMMUNICATION INSTITUTE (Latvia)**

Transport and Telecommunication Institute ([www.tsi.lv](http://www.tsi.lv)), established in September 1999 as a non-state higher education institution, grew itself from the Riga Aviation University (RAU), which replaced the original Aircraft Technical School, founded in 1919. At the moment, the institute is a modern higher education institution which offers different types of educational programmes and performs scientific research in different application areas. It is an expert in transport systems especially in traffic flow simulation on microscopic and macroscopic levels.