

D4.2 – Set up a dissemination and exploitation plan for the project

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REPORT CONTRIBUTORS

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EXECUTIVE SUMMARY

This document provides a description of the DYNAFREIGHT dissemination and exploitation plan. The aim of this plan is to provide a dissemination/exploitation strategy for the DYNAFREIGHT project and to describe the materials and strategies that will be used to facilitate the wide-spread of information and knowledge of the results created as well as the concrete uptake of results developed by the project. The dissemination of DYNAFREIGHT is essential throughout and beyond the project's life and need to be carried out with the cooperation of all Work Packages.

First, we present materials and strategies for communicating and disseminating DYNAFREIGHT to railway stakeholders, the scientific community and the general public. Those include: the creation of a project identity; the creation of a website; the production of two newsletters; the creation of a project brochure; the organization of a final conference; participation to conferences; and the publication of results in relevant journals. Moreover, the dissemination and exploitation plan describes how expert groups (including Standardisation and Regulation bodies) will interact with the two technical Work Packages and how the results will be transferred to the Shift2Rail Joint Undertaking.

ABBREVIATIONS AND ACRONYMS

CEN: European Committee for Standardization

CENELEC: European Committee for Electrotechnical Standardization

EN: European Standard

ERA: European Railway Agency

EU: European Union

S2R: Shift2Rail

WP: Work Package

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1. INTRODUCTION

DYNAREIGHT is a 20-month project aiming at providing the necessary inputs for the development of the next railway freight propulsion concepts within Shift2Rail Innovation Programme 5, contributing to overcoming the problems of operational and technical nature that have been negatively affecting the overall capacity, performance and competitiveness of the EU rail freight industry. The project will contribute to the next railway freight propulsion concepts in Shift2Rail IP5 by addressing two main areas: freight running gear for locomotives and operation of long freight trains, with the following high-level objectives:

- Improve performances: traction, speed, running dynamics and wheel/rail efforts;
- Reduce rail freight noise at the source;
- Enhance capacity/traffic throughput with the operation of longer trains (up to 1,500m);
- Reduce operation and maintenance costs (reduce wheel and rail wear, smarter bogie maintenance, etc.).

The project addressed the S2R-OC-IP5-02-2015 Call Topic. The dissemination and exploitation of the project's research activities and results are fundamental components of the DYNAREIGHT project. According to the European Commission, dissemination can be defined as the public disclosure of the results by any appropriate means (other than resulting from protecting or exploiting the results), including scientific publications in any medium. Exploitation, instead, is defined as the use of results in further research activities other than those covered by the action concerned, or in developing, creating and marketing a product or process, or in creating and providing a service, or in standardisation activities.

The dissemination objectives of this project are:

- to ensure that the outputs of the project are delivered in a form which makes them immediately available for use by the Innovation Programme 5 within Shift2Rail;
- to ensure that all important actors in the European railway sector are informed about DYNAREIGHT;
- to facilitate acceptance of the project outcomes by the standards and regulatory bodies as well as by the main actors of the EU rail sector.
- to disseminate, engage and promote the project and its research activities to relevant audiences.

In order to address these objectives, the project has a dedicated Work Package (WP4), which will coordinate and handle the dissemination of DYNAREIGHT. UNIFE, Stadler, KTH and FIT with

the active collaboration of all partners that will engage in activities such as organising and participating in conferences, congresses and workshops as well as standardisation activities. WP4 with the collaboration of all the other partners will also work on the publication and distribution of material like scientific publications, articles and brochures, press releases, newsletters and a website towards accomplishing dissemination of the project results to a wide range of audiences.

The exploitation of DYNAREIGHT will be carried out as follows:

- Ensure a smooth transfer of DYNAREIGHT results to the corresponding CFM project FFL4E (Call Topic S2R-CFM-IP5-03-2015) through the organisation of regular liaison meetings with the Coordinator and WP Leaders as well as with other Shift2Rail IP5 CFM projects that could benefit from the progress of the project;
- Develop and sign a Collaboration Agreement together with FFL4E Project in order to identify the common areas of work and results which will be transferred to FFL4E;
- Report to the coordinators and work packages leader of *S2R-CFM-IP5-03-2015 – Freight propulsion concepts* project about the project recommendations. For this purpose, DYNAREIGHT partners plan to organise a number dedicated meetings with *S2R-CFM-IP5-03-2015* partners and the exact timing will be agreed once the Cooperation Agreement between DYNAREIGHT and its correspondent CFM project will be signed. It is worth to mention, that until April 2017, already 6 common meetings between DYNAREIGHT and FFL4E has been held, in order to ensure an optimum collaboration between the 2 projects and the exploitation of DYNAREIGHT results.
- On top of that, DYNAREIGHT will engage key stakeholders coming from the main European Standardisation and Regulation bodies such as CEN/CENELEC and ERA via an ad-hoc Advisory Group meeting at least two times during the whole project's duration. The DYNAREIGHT partners will support this activity by checking the viability and accuracy of the DYNAREIGHT results with the developments in Regulation and Standardisation bodies in order to safeguard the project's services and conformance to modern standards and regulations.

This document presents the dissemination and exploitation plan that will be followed during the lifespan of the project. It includes the available and future project dissemination materials, the events, workshops and conferences that are of particular interest to the project from a dissemination/exploitation perspective, the communities targeted by the project for dissemination and liaison activities.

2. EXTERNAL COMMUNICATION

External communication is of key importance for maximizing DYNAREIGHT's impact and for disseminating the project results. Communication of the project research activities involves reaching relevant railway stakeholders, the scientific community and creating awareness among the general public. This will be achieved through creating a project identity and a public website, attending to conferences and relevant events and publishing articles in relevant journals.

2.1 PROJECT IDENTITY

A project identity has been set up at the beginning of the project including templates for presentations and reports, a project brochure as well as the DYNAREIGHT's logo. The project identity will help dissemination activities and ensure a consistent communication of the project concept, objectives and results. The brochure will be distributed at project workshops and conferences, where project partners will participate.

[illegible]

Figure 1: DYNAFREIGHT template samples (Attendance List & PPT)

2.2 WEBSITE

A dedicated website has been set up at the beginning of the project. The website (<http://www.dynafreight-rail.eu>) will be openly available, with a section where visitors can register their interest. It will be divided in two parts: the public portal and the private portal. The member's area, will act as an exchange platform between the project's partners.

The public portal will be open to the public and will display the key project information, partners, results, news/events and links to the partners' institutions. All the public deliverables will be published on the website and will be available for download.

The webpage will also list all related projects including links to them. The webpage also offers links to the Shift2Rail website as well as to the websites of other projects such as FFL4E.



Figure 2: DYNAREIGHT website

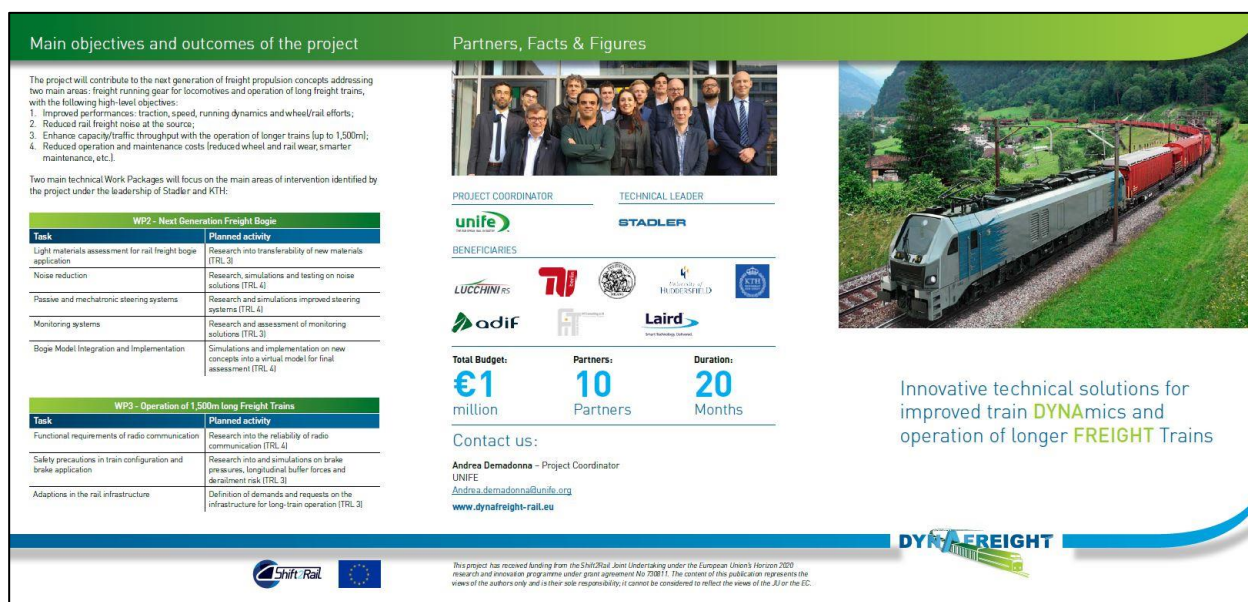
2.3 NEWSLETTER

The project will produce two newsletters. The first newsletter will be released in month 10 and the second newsletter towards the end of the project in month 20. The newsletters will provide up-to-

date information on the status and achievements of the project. The newsletters will be circulated via e-mailing lists and in a printed version that complements the project brochure. In order to ensure that the widest audience possible is reached, each partner will use its own mailing list. The newsletter will also be uploaded on the project webpage and the printed copy will be distributed at events and workshops. There will be also a link between other Shift2Rail projects such as FFL4E.

2.4 BROCHURE

During the first part of the project, a brochure will be delivered. The main objective of this publication is to provide the wide audience with some preliminary information on the goals of the project, the structure and main planned activities and the members of the DYNAREIGHT consortium. The brochure will anticipate the newsletters and will have a more generic content as the activities will have just started. The project brochure will be distributed during public events such as Transport Logistics in Munich in May 2017.



Main objectives and outcomes of the project

The project will contribute to the next generation of freight propulsion concepts addressing two main areas: freight running gear for locomotives and operation of long freight trains, with the following high-level objectives:

1. Improved performances: traction, speed, running dynamics and wheel/rail efforts;
2. Reduced rail freight noise at the source;
3. Enhance capacity/traffic throughput with the operation of longer trains (up to 1,500m);
4. Reduced operation and maintenance costs (reduced wheel and rail wear, smarter maintenance, etc.).

Two main technical Work Packages will focus on the main areas of intervention identified by the project under the leadership of Stadler and KTH:

WP2 - Next Generation Freight Bogie	
Task	Planned activity
Light materials assessment for rail freight bogie application	Research into transferability of new materials (TRL 2)
Noise reduction	Research, simulations and testing on noise solutions (TRL 4)
Passive and mechatronic steering systems	Research and simulations improved steering systems (TRL 4)
Monitoring systems	Research and assessment of monitoring solutions (TRL 3)
Bogie Model Integration and Implementation	Simulations and implementation on new concepts into a virtual model for final assessment (TRL 4)

WP3 - Operation of 1,500m long Freight Trains	
Task	Planned activity
Functional requirements of radio communication	Research into the reliability of radio communication (TRL 4)
Safety precautions in train configuration and brake application	Research into and simulations on brake pressures, longitudinal buffer forces and derailment risk (TRL 3)
Adaptions in the rail infrastructure	Definition of demands and requests on the infrastructure for long-train operation (TRL 3)

Partners, Facts & Figures

PROJECT COORDINATOR
unife

TECHNICAL LEADER
STADLER

BENEFICIARIES
LUCCHINI RS, TV, adif, FI, University of Huddersfield, Laird Technology Limited

Total Budget:
€1 million

Partners:
10 Partners

Duration:
20 Months

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Innovative technical solutions for improved train DYNAmics and operation of longer FREIGHT Trains

Shift2Rail logo and European Union flag at the bottom.

Figure 3: Extract from DYNAREIGHT brochure

2.5 EVENTS

The DYNAREIGHT's consortium will organise one main public event at the end of the project, the Final Conference. DYNAREIGHT final conference aims to present all the results of the project. This conference will be open to anyone interested in participating. To ensure maximum audience invitations will be sent to the key actors in the field. The location will be chosen to ensure maximum participation.

The major objectives of such event are:

- To enable other stakeholders not being directly involved in the project to be briefed on intermediate results at important project milestones;
- To have an interactive discussion on the basis of their comments and proposals made to draft version documents and deliverables disseminated through professional associations – partners of the project;
- To validate the proposed results by consensus of all stakeholders concerned;
- To check the potential for the implementation of the proposed solutions;
- To provide guidance for further work and for the completion of deliverables.

Apart from the Final Conference, DYNAREIGHT partners plan to promote the project results during both public events organised in Europe during 2017 and the first part of 2018 such as Transport Logistics (Munich, May 2017), TRA2018 (Vienna, April 2018), IWRN (International Workshop on Railway Noise), Symposia of IAVSD (International Association for Vehicle System Dynamics), UIC Global Rail Freight Conference, consortium partners' events such as the UNIFE Freight Committee and other relevant occasions.

2.6 PRESENTATIONS AND PUBLICATIONS

Project results are planned to be published through articles mainly in specialized press, scientific journals and in relevant national and international conferences and workshops. DYNAREIGHT will actively look-out for high profile academic and industrial events that are within the domain of interest of the project such as PTFE General Assembly and the IAVSD Symposium.

3. ADVISORY GROUP

In DYNAREIGHT, research and technology uptakes will be developed in parallel being followed by standardisation activities. The DYNAREIGHT partners will support this task by checking the viability and accuracy of the DYNAREIGHT results with the developments in Regulation and Standardisation bodies in order to safeguard the project's services and conformance to modern standards and regulations.

For this reason, an Advisory Group in charge of Standardisation/Regulation monitoring will be established within DYNAREIGHT. The Advisory Group will be composed of ERA, CEN/CENELEC and members of the FFL4E Project as main beneficiaries of the outcomes of DYNAREIGHT and dedicated meetings will be organised at least once per year.

Moreover, other relevant European rail stakeholders such as Infrastructure Managers, Railway Operators and industrial entities may be invited to discuss potential market uptake of DYNAREIGHT results. The structure and specific objectives of the Advisory Group will be defined at a later stage, before the group will be put into place.

4. INTERACTION WITH SHIFT2RAIL IP5

DYNAREIGHT is setting the foundations for many of the technologies that will be continued within Shift2Rail's Innovation Programme 5: 'Technologies for Sustainable & Attractive European Rail Freight'. Therefore, the dissemination/exploitation of the project's results to IP5 of Shift2Rail will be ensured. Knowledge-transfer discussions will be organised between the project WP leaders and relevant Shift2Rail TD leaders. The dissemination of the results to IP5 of Shift2Rail, mainly into FFL4E, is shown in the figure below:

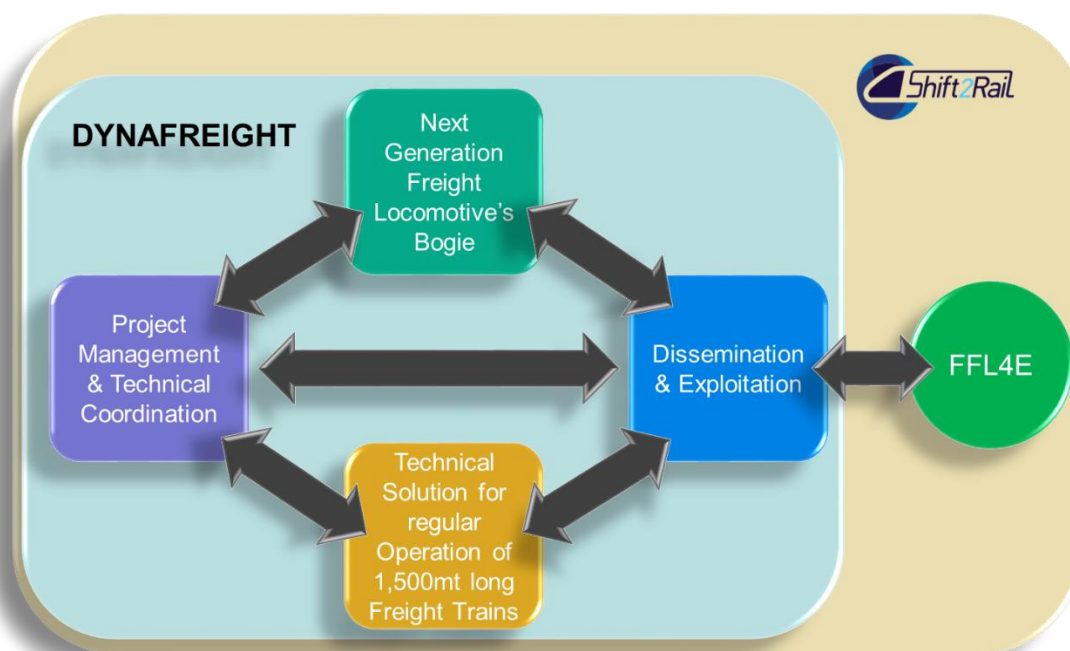


Figure 4: DYNAREIGHT interaction with Shift2Rail and FFL4E

DYNAREIGHT is fully committed to finalise and sign the Collaboration Agreement with its correspondent CFM project, FFL4E, by the end of April 2017. However, cooperation between DYNAREIGHT and FFL4E already started and the two projects have set up a tight collaboration (in terms of common Work Packages) from the beginning of the projects. This interaction has been already presented during two IP5 Steering Committees and it has been well received by the IP5 Steering Committee members.

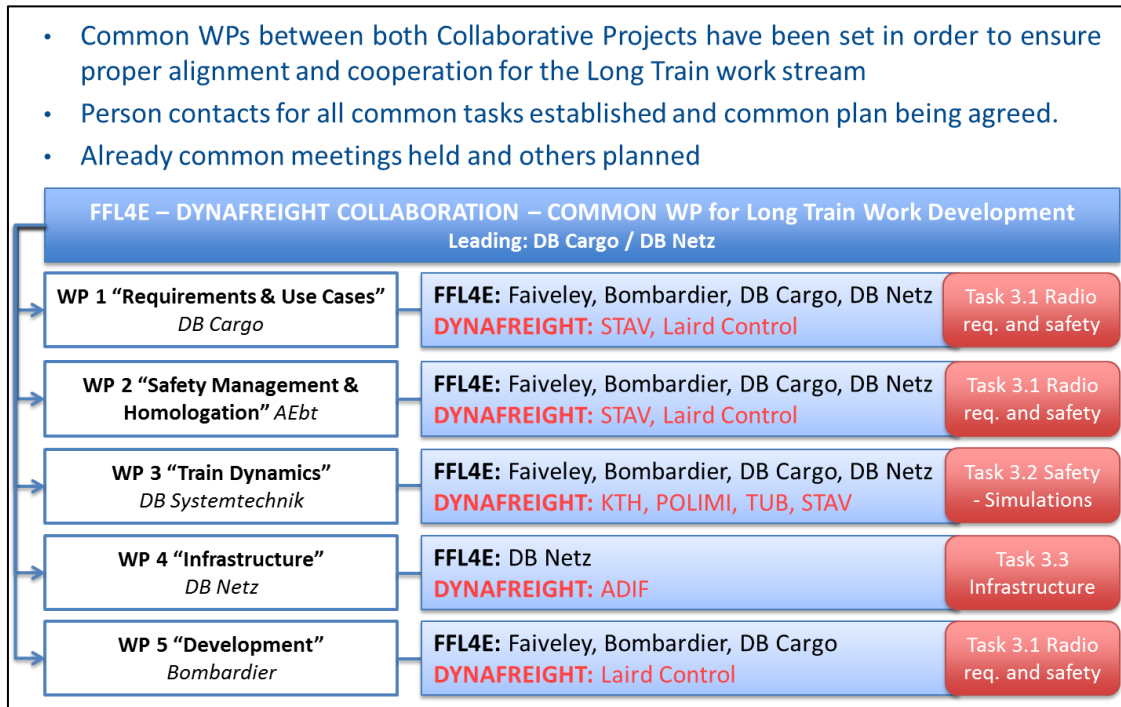


Figure 5: Slide presented during the IP5 SteCo and illustrating cooperation between DYNAFREIGHT and FFL4E

5. CONCLUSIONS

This dissemination and exploitation plan presented a comprehensive strategy for the project DYNAFREIGHT. The dissemination and exploitation plan described all the materials and strategies that will be used for external communication, engagement and uptake of the results by relevant stakeholders. This document also describes how the results of the project will be communicated to Shift2Rail IP5.

It is anticipated that more dissemination/exploitation opportunities will arise as the project progresses. Therefore the DYNAFREIGHT consortium will use this plan as an initial strategy which will be further updated and reviewed on a regular basis. Dissemination and exploitation activities will be discussed at WP level and will be coordinated generally via WP4.