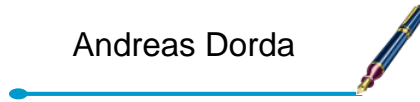




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Technology Platforms in Austria and their interaction with ERTRAC

Andreas Dorda



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A3PS ●●●▶

Austrian Agency for Alternative Propulsion Systems

(www.a3ps.at)

- Providing and compiling information by evaluating technology foresight and assessment studies, analyzing technological trends, lectures, workshops, conferences, travel reports,...).
- Stimulating the co-operation of complimentary partners, building up interdisciplinary research co-operations and trans-sectoral demonstration projects.
- Creating supportive framework conditions (funding budget for R&D-Programs, privileged access to sensitive areas, fuel taxation, codes, emission targets or technical standards) to avoid barriers for innovation.
- Marketing for Austrian technology expertise and the engineering and product know-how of the 27 members by publications and presentations at conferences.



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27 Partners

Industrial Partners:

- Austria Tech
- AVL List
- Fronius International
- GE Jenbacher
- Magna Steyr
- OMV Refining & Marketing
- Plansee SE



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University Institutes:

- University of Natural Resources and Applied Life Sciences
- TU Vienna – Inst. for ICE and Automotive Engineering
- TU Vienna – Inst. of Chemical Techn. and Analytics/Electrochemistry
- TU Vienna – Inst. of Electrical Power Systems and Energy Economics
- TU Vienna – Inst. for Thermodynamics and Energy Conversion ITE
- TU Vienna – Inst. of Chemical & Process Engineering
- TU Graz – Inst. for ICE and Thermodynamics
- TU Graz – CD - Laboratory for Fuel Cell Systems
- TU Graz – Inst. of Electrical Measurement and Signal Processing



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SME's and Research Institutes:

- ALPPS Fuel Cell Systems GmbH
- Bitter GmbH
- HyCentA Research GmbH
- Joanneum Research
- Arsenal Research
- Austrian Research Centers GmbH – ARC
- ECHEM - Centre for Applied Electrochemistry
- Profactor GmbH
- Austrian Bioenergy Centre – ABC
- Biovest Consulting GmbH
- Austrian Hydrogen Association - OEWW



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AustriaTech - Federal Agency for Technological Measures

- Founded in 2005 by the Austrian Federal Ministry for Transport, Innovation and Technology (BMVIT)
- Optimizing the Transport System by ICT using transport telematics as tool in order to achieve a smooth, efficient, sustainable and competitive ITS (Intelligent Transport System) for passengers and goods.
- Telematics Master Plan Austria
- Second Business Area "Technology and Know-how Transfer". Its objective is comprehensive support of the BMVIT in all matters of international technology and know-how transfer.
- www.austriatech.org



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Rail Technology Cluster Austria

- Established 2003 as a technology-oriented platform
- About 50 Members (Industry, SME, Operators, Consultants)
- Actively pursuing the progress of the technological edge of its members
- Actively pursuing the increase in service orientation of the railway system through new products and services
- www.rtca.at



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Further National Partners

- **ATTC** - Austrian Transport Telematics Cluster
www.attc.at
- **AAIG** - Austrian Aeronautic Industries Group
www.aaig.at
- **Via Donau**
www.via-donau.org



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iv2splus
.....

Strategy Programme
Intelligent Transport Systems and Services plus
2007 - 2012

Impulse Programme

a3plus
.....

Alternative
Propulsion Systems
and Fuels

Impulse Programme

i2v
.....

Intermodality and
Interoperability of
Transport Systems

Action Line

ways2go
.....

Technologies for
Evolving
Mobility Needs

Action Line

impuls
.....

Basic Research
for Innovations
in Transport

European Research Area Network
ERA-NET TRANSPORT



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Programme Management



FFG – Austrian Research Promotion Agency

- founded on 1 September 2004
- legal structure: private limited company
- owner: Austrian Federal Government, represented by
 - Federal Ministry for Transport, Innovation and Technology
 - Federal Ministry for Economic Affairs and Labour
- 447 million € budget for funding activities
- 195 staff (full-time equivalents)



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BMVIT funding follows the following principles :

- Broad Selection of funding schemes for individual needs of R&D (FWF, FFG, Bridge Program, COMET,...)
- Neutral position concerning different technological options
- Neutral position concerning different applicants
- Confidentiality during evaluation process and saving IPR`s of applicants
- Stimulation and use of synergies from the cooperation of complementary partners
- Integration of future users of technologies in the development process
- Integration of non automotive know-how



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BMVIT funding follows the following principles :

- Promotion of the whole innovation cycle from studies to demonstration projects, creation of new education concepts, preparation of the public for technological changes
- Optimization of the overall vehicle system by tuning of subsystems
- Optimization of the transport system through intermodal and interoperable connection of transport carriers



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International Cooperation:

- **BIOFUELS:** Chairman of Mirror Group
- **ERTRAC:** Plenary, Steering Group, Finance & Governance Group
- **HFP:** Transport Expert in Mirror Group
- **ERRAC**
- **EIRAC**
- **ACARE**
- **WATERBORNE**
- **ERTICO**
- **ERA-NET TRANSPORT:** leader of WP Model Procedures for Co-operation and Coordination
- **IEA:** Implementing Agreements HEV and AMF



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Experience in international networks:

- Cooperation between regional, national, European and global R&D policy makers is crucial for success in technology and innovation policy.
- Synergies between securing industrial competitiveness and achieving sustainable development and other societal needs.
- Importance of technology foresight and assessment.
- SRA and DS of ETPs are balanced and comprehensive and of high value for national policy makers.
- ETPs achieved added value in structuring industrial sectors and by stimulating strategic cooperations with R&D institutions, but suffer from different degree of commitment of stakeholders.
- Better coordination between similar ETPs in order to avoid overlapping, contradicting conclusions as well as blank spaces with nobody feeling responsible for vacant topics.



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Experience in international networks:

- Suggestion to leave room for flexibility in individual ETP organization as no single structure fits it all.
- Mirror groups have a tendency to demotivate MS participation.
- For broader topics more than one MS representative might be necessary.
- Stronger cooperation between ERA-NETs and ETPs would be beneficial.
- Keep industry in ERA-NETs and MS in ETPs!
- Technical experts as national delegates with direct power to decide on orientation and financing of national R&D funding programs achieve much quicker negotiation results than national multi-stakeholder responsibilities leading to detrimental time to market delays.
- Follow a global approach for really global challenges in environment, energy and transport policy also with partners outside Europe.



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