



European Rail Research Advisory Council

Learning Lessons from a project with a WEAK market uptake

Mark Robinson



European Rail Research Advisory Council

MARKET IMPACT EVALUATION

ERRAC was set up in 2001 and is the single European body with the competence and capability to help revitalise the European rail sector :

- To make it more competitive
- To foster increased innovation
- To guide research efforts at the European level

ERRAC Project Evaluation Working Group (EWG)

Objectives:

- Determine the market impact of previous rail research to improve use of research funding
- Ensure a strategic approach to the prioritisation of rail research

Project Evaluation

- Individual projects are evaluated after they have been completed to ensure successful dissemination of project results
 - To ensure that the results of previous rail research can be taken into account for future projects
 - To avoid weak market uptake of results by learning the lessons of previous research
 - The EWG will provide intelligence based on the project evaluations for input into future European Framework Programmes
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ERRAC Project Evaluation Group

CargoSpeed

Meeting of January 27th, 2010

Project acronym:	CargoSpeed	<input type="checkbox"/> Presented by: M. Robinson
FP:	5	<input type="checkbox"/> Date evaluation:27.01.10
Programme acronym:	GROWTH	<input type="checkbox"/> Market uptake: W
Project Reference:	G3RD-CT-2000-00450	<input type="checkbox"/> Follow up projects:
Call identifier:		<input type="checkbox"/> Other related Projects:
Total Cost:	€1,501,202	MODALOHR
EU Contribution:	€1,049,992	
Timescale:	01.01.2001 - 31.07.2004	
Project Coordinators:	Dr. Joanna Wesnigk , BLG Consult (first 14 months)	
	Dr. Lars Stemmler, BLG Consult (rest)	
Web references:		
	http://www.cargospeed.net/	



CargoSpeed: Background

Details

- FP5
- Project Reference G3RD-CT-2000-00450
- Total Cost: €1,501,202
- EU Contribution: €1,049,992
- Timescale: January 2001-July 2004

Project Coordinator Dr. Joanna Wesnig , BLG Consult (first 14 months)
Dr. Lars Stemmler, BLG Consult (rest)

Partners

- **BLG Consult GmbH (Germany)-Coordinator**
- **Costaferroviaria SpA (Italy)**-Withdrew due to financial problems
- **Pleias SA (Greece)**- Withdrew
- **Sheffield University (UK)**-transferred to **Newcastle University** in 2004
- **The Warbreck Engineering and Dry Dock Company Ltd (UK)**



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CARGOSPEED DEMO PRESENTATION.

CargoSpeed : Evaluation

1. Were the results implemented in the design of the new products and services? Were these new products/services put into commercial operation?
No
 2. Is new legislation and standardization based on findings from this research project?
No
 3. Are the results of the project implemented across Europe or only in a small number of Member States?
No
 4. Are the results of the project implemented outside Europe before being accepted in Europe?
No.
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CargoSpeed: Evaluation

5. Did the projects increase competitiveness of the European railway sector abroad with regard to products, services, standards and system design?
 - **CargoSpeed may have in some small way through awareness of a competing technology pushed the Modalohr initiative to proceed at a faster thereby promoting competitiveness.**

 6. Did the project increase competitiveness of the railway transportation compared to other transport modes?
 - **See above.**

 7. Are the results of the project taken into consideration when preparing public tenders?
 - **No.**
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CargoSpeed : Evaluation

8. Does the implementation of the project results help facilitate cross-border operations by problem-solving in the domain of interoperability?
- **No**
 9. Does the implementation of the project results help facilitate inter-modal operations by problem-solving in the domain of inter-modality?
- **No**
 10. Can benefits be assessed in financial terms?
- **A cost benefit analysis was carried out which provided a business case for certain traffic routes where large crane systems were not affordable.**
 11. Applicability of results to future scenarios.
- **No**
 12. Usefulness of research procedures for future projects (incl. modelling).
- **Yes, modelling approaches, simulation software, and expertise could provide a useful, if not an essential, input for future projects.**
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CargoSpeed: Reasons for outcome

- ✓ The project was successful in demonstrating the technology behind the concept, although it highlighted a number of improvements needed;
- ✓ The partnership was not appropriate;
- ✓ The budget was severely restricted due to the loss of partners without their roles being achieved and the advance payment not being returned;
- ✓ The withdrawal of Costaferroviaria SpA was a key factor in weakening the potential market uptake of the project outcome, as they were the rail builder willing to take the concept forward and the link to the freight operators;
- ✓ The issues related to the ownership of the concept and patents were the other key factor weakening and slowing further the potential market uptake;
- ✓ These last two factors caused a critical halt on the momentum gathered towards the end of the project.