



# EARPA Partners Guide 2025





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# Introduction to the EARPA Partners Guide

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Michele De Gennaro, EARPA President

Dear reader,

EARPA, the European Automotive Research Partners Association, is proud to represent a vibrant and innovative research community at the forefront of the European automotive sector. Our members are united by a shared commitment to advancing research and innovation (R&I) that drives Europe's transition to a carbon-neutral economy while maintaining global competitiveness.

The European automotive ecosystem stands as a cornerstone of technological progress, continuously adapting to meet emerging challenges and opportunities. EARPA members play a crucial role in this journey, focusing on the development of clean, efficient technologies that reduce the environmental footprint of road mobility while enhancing safety, accessibility, and user experience.

Our updated research strategy and priorities reflect these ambitions through six key values for future mobility: **S**ustainable, **U**ser-focused, **S**afe, **T**rustworthy, **A**ccessible, and **I**nclusive—summarised under the mnemonic SUSTAIN. These values guide our work, as detailed in EARPA's most recent High-Level Position Paper, and underline our dedication to a future-oriented transport system that benefits society and the environment alike.

As a neutral platform positioned between industry and government, EARPA provides independent advice to the European Commission, supporting the identification of research priorities with the greatest societal impact. Through active participation in co-programmed partnerships such as 2Zero, CCAM, and Batt4EU, and collaborations with European Technology Platforms (ETPs) and associations like ERTRAC, EUCAR, CLEPA, and others, EARPA helps shape strategic research and innovation agendas for Europe's future.

Our 60 members collaborate in five dedicated Task Forces, known as Foresight Groups, to review and update EARPA's strategic positioning in European research. Through Collaborative Research Group meetings, members identify research opportunities, respond to programmes, initiate proposals, and evaluate outcomes to apply lessons learned. With a success rate well above the average, EARPA members consistently lead and contribute to impactful European projects.



This guide introduces each EARPA member, summarising their expertise and highlighting their involvement in European initiatives. Together, our members actively shape research programmes, execute valuable projects, and expand networks, all in pursuit of advancing society and protecting the environment.

I hope you find this information insightful and invite you to join us at our events to explore further opportunities for collaboration.

Warm regards,

Michele DE GENNARO  
President, EARPA

A handwritten signature in white ink on a dark blue background. The signature is stylized and cursive, reading "Michele DE GENNARO".

# What is EARPA?

Founded in 2002, EARPA is the association of automotive R&D organisations. It brings together the most prominent independent R&D providers on road mobility throughout Europe. Its membership is ranging from large and small commercial organisations to national institutes and universities.

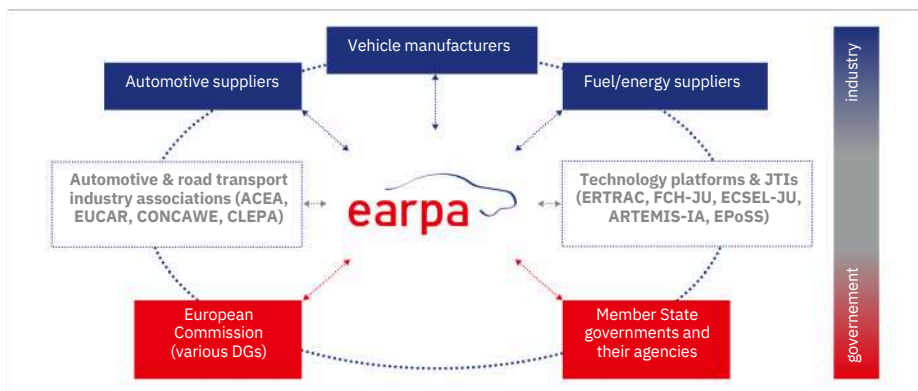
EARPA, as the platform of automotive researchers, aims at actively contributing to the European Research Area and the future EU research programmes. In this task, EARPA seeks a close cooperation with the automotive industry, the automotive suppliers, as well as the European Institutions and the EU Member States.

EARPA members are strongly committed to cooperate closely with industrial automotive partners, universities and other research organisations on future R&D. Such a cooperation may vary from an exchange of ideas and knowledge in joint meetings to setting up networks and carrying out joint projects. The EU research programmes are of particular interest to EARPA members by means to achieve such cooperation.

EARPA members are committed to contribute to a common vision on future transport and the creation and implementation of a strategic research agendas. In this, they support the actions of ERTRAC – the European Research Transport Advisory Council – as well as other European Technology Platforms.

EARPA and its members, being well integrated in both national and European research structures, are in a position and willing to support a closer link between and coordination of national and European research programmes. EARPA as an independent platform is prepared to participate at European level in strategic consulting related to public interest and social matters regarding mobility, environment, energy and safety in the automotive domain.

EARPA promotes the awareness and understanding of the specific role and contribution of its members in the automotive sector and reinforce the high-tech character of the automotive industry and its potential for future innovation and new opportunities.



# Organisation

EARPA is functioning thanks to its very active members through their annual contributions. The organisation is composed of three main bodies:

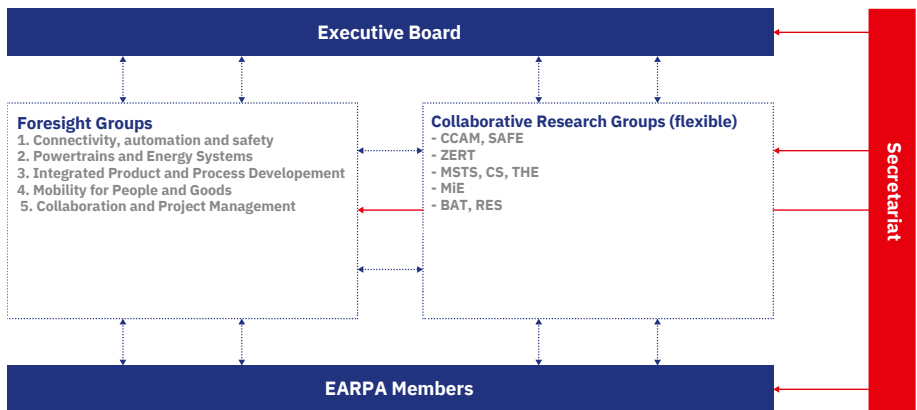
- The General Assembly governs the association in which all members are participating.
- The Executive Board, elected by the General Assembly, is responsible for the management of the association. The Executive Board tasks are to delegate plus initiate activities and carry-out the representative tasks.
- The EARPA Secretariat, managed by EARPA's President, supports the Executive Board, General Assembly, Foresight Groups and Collaborative Research Groups.

# Core activities

The Foresight Groups and the Collaborative Research Groups are at the core of the activities within EARPA.

I. In the **Foresight Groups** (FGs), EARPA member experts actively discuss pertinent research topics and cover the main road transport and automotive R&D areas in which EARPA members are active.

II. The **Collaborative Research Groups** (CRGs) facilitate the discussions among EARPA members for drafting new proposals.



# EARPA's Foresight Groups

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The Foresight Groups (FGs) are focusing on answering specific needs identified by EARPA members (e.g. technical discussions, RTD needs, outlook, etc.) or the needs identified by the actual effort of EARPA in terms of influence & information (e.g. discussion on EU RTD Policy). Each FG has up to 6 technology experts.

## Main objectives of the EARPA Foresight Groups:

### 1) Identifying and advocating priorities EARPA:

- Technology road mapping with special focus on EARPA needs and working areas
- Compilation and structuring of mid-/long- term RTD needs and outlook
- Creation of EARPA roadmaps and position papers
- Collection of input for EC research work programmes
- Exchange of information and views with EC and related associations as well as other stakeholders

### 2) Scouting of future opportunities for EARPA members:

- Sharing information on relevant developments within the group's thematic scope among members (EU events, activities of corresponding working groups in other associations etc.)
- Identification of particular funding programmes/opportunities on EC level (and joint MS-level) as input to the Collaborative Research Groups.

Participants in these Foresight Groups are relevant experts coming from EARPA's members. As an EARPA member you are very welcome to join the FGs. You can join them directly via the EARPA Members Area.

## Five thematic focus areas of the Foresight Groups:

### 1. Connectivity Automation Safety (CAS)

With the ambition of contributing to a European road transport system without victims, FG CAS identifies and promotes R&I needs as well as future opportunities in the areas of automation, connectivity and safety for all road users.

Speaker: Margriet van Schijndel (TU/e)

Secretary: Bastiaan Krosse (TNO)

### 2. Powertrains and Energy System (PES)

Foresight Group PES is supporting the continuous development and integration of clean and efficient electrified powertrains as well as powertrains working on alternative fuels with a holistic view on the EU energy system.

Speaker: Bernhard Brandstätter (Virtual Vehicle)

Secretary: Marco Mammetti (IDIADA)



### **3. Integrated Product and Process Development (IPPD)**

This Foresight Group focuses on Integrated and Connected Product Development – materials, manufacturing and design tools.

Speaker: Thilo Bein (Fraunhofer LBF / EMI / IWU)  
Secretary: Bert Pluymers (KU Leuven)

### **4. Mobility for People and Goods (MPG)**

This group deals with the overall aspects, such as implementation and business models, of the mobility of people and goods in our future society, based on the technological developments in other EARPA groups.

Speaker: Magnus Granstrom (Chalmers)  
Secretary: Fanny Breuil (EURECAT)

### **5. Collaboration and Project Management (CPM)**

This expert group is focused on European RTD project management, rules for participation, legal and financial issues.

Speaker: Verena Wagenhofer (AVL)  
Secretary: Jean-Marc Zaccardi (IFPEN)

## **EARPA's Collaborative Research Groups (CRG)**

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The Collaborative Research Groups are selected by the EARPA Executive Board prior to the Spring / Autumn Meetings according to the current Horizon Europe work programme and other applicable funding programmes.

The CRG Moderators are selected out of the technology experts assigned to the FGs.

The information about the open calls, as per discussed within each CRG, are distributed by the Moderator via the Secretariat.

### **Main objectives**

- Reflection on submitted proposals
- Provide information on on-going proposals
- Discussion on upcoming calls and drafting new proposals, appointing proposal champions, collecting partners' interests

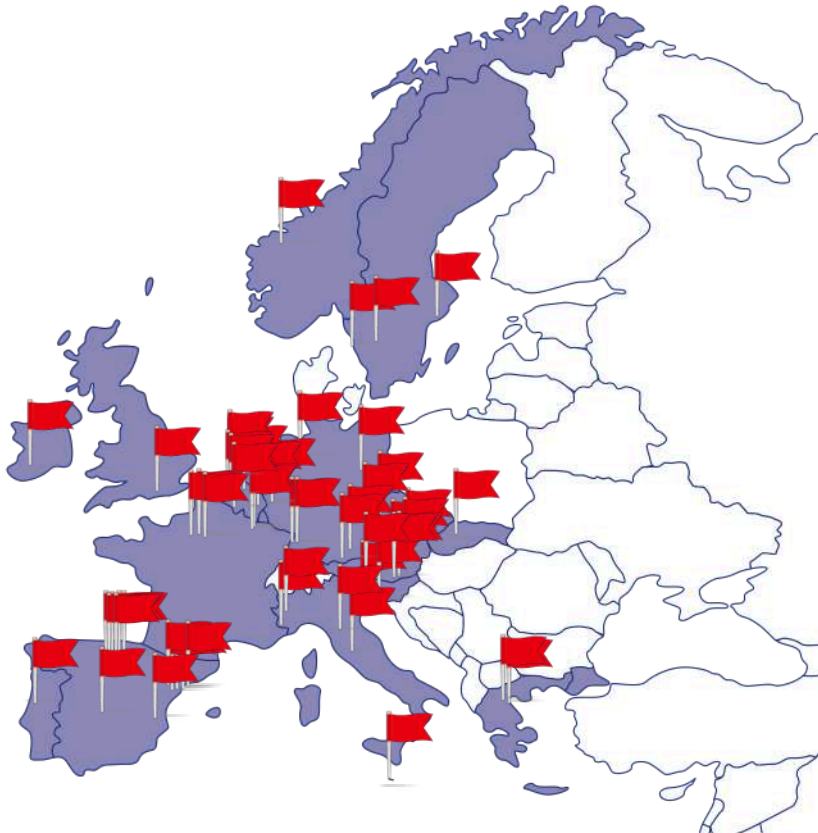
For more information please contact the Secretariat.

## User Guide

This guide provides an overview of EARPA's members. It is based on the information provided by our members. Each member has provided a fact sheet containing the type of organisation, location and a short summary of expertise and activities, including participation in EU projects and participation in Technology Platforms and other major European networks. At the end of this publication, you will find all necessary contact details.

## Membership

EARPA currently has 60 members: have a look at the next pages for more information. EARPA membership is open to R&D providers, commercial and non-profit. Independence of the automotive industry and experience with EU projects is among the criteria for membership. Interested organisations may apply for membership. Should you be interested to join EARPA, please do not hesitate to contact EARPA Secretariat.



# Members & Locations

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| <b>AIT</b>   | Austria         | <b>12</b>  |
| <b>Applus+ IDIADA</b>                                  | Spain           | <b>14</b>  |
| <b>Artech</b>  | Belgium         | <b>16</b>  |
| <b>AVL</b>   | Austria         | <b>18</b>  |
| <b>BRING</b>   | Belgium         | <b>20</b>  |
| <b>CEA</b>   | France          | <b>22</b>  |
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| <b>Chalmers University of Technology</b>               | Sweden          | <b>28</b>  |
| <b>CIDETEC</b>   | Spain           | <b>30</b>  |
| <b>CMT - Clean Mobility &amp; Thermofluids</b>         | Spain           | <b>32</b>  |
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| <b>EURECAT Fundació</b>                                | Spain           | <b>40</b>  |
| <b>Factual</b>   | Spain           | <b>42</b>  |
| <b>FEV</b>   | Germany         | <b>44</b>  |
| <b>Fraunhofer LBF / EMI / IWU</b>                      | Germany         | <b>46</b>  |
| <b>Future Mobility Campus Ireland</b>                  | Ireland         | <b>48</b>  |
| <b>Ghent University</b>                                | Belgium         | <b>50</b>  |
| <b>IAV GmbH</b>  | Germany         | <b>52</b>  |
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| <b>Johannes Kepler University Linz</b>                 | Austria         | <b>64</b>  |
| <b>KIT - Karlsruhe Institute of Technology</b>         | Germany         | <b>66</b>  |
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| <b>KU Leuven</b>                                       | Belgium         | <b>70</b>  |
| <b>LAT - Aristotle University Thessaloniki</b>         | Greece          | <b>72</b>  |
| <b>LEITAT</b>  | Spain           | <b>74</b>  |
| <b>LMU München</b>                                     | Germany         | <b>76</b>  |
| <b>MCAST Energy Research Group</b>                     | Malta           | <b>78</b>  |
| <b>MOBI - Vrije Universiteit Brussels</b>              | Belgium         | <b>80</b>  |
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| <b>University of Firenze</b>                           | Italy           | <b>110</b> |
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| <b>University of Ljubljana</b>                         | Slovenia        | <b>114</b> |
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| <b>University of Sussex</b>                            | UK              | <b>122</b> |
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| <b>University of Žilina</b>                            | Slovakia        | <b>126</b> |
| <b>Vicomtech</b>                                       | Spain           | <b>128</b> |
| <b>Virtual Vehicle</b>                                 | Austria         | <b>130</b> |

# AIT Austrian Institute of Technology

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**Organisation type:** R&D institute  
**Contact person:** Michele De Gennaro  
**Phone number:** +43 50550 6249  
**Email:** michele.degennaro@ait.ac.at  
**Location head office:** Vienna, Austria  
**Number of employees:** 1500  
**Turnover before tax:** €199 Million  
**Website:** www.ait.ac.at



## Short summary of expertise and activities

The AIT Austrian Institute of Technology is Austria's largest non-university research institute. With its seven Centers, AIT regards itself as a highly specialised research and development partner for industry. Its researchers focus on the key infrastructure issues of the future: Energy, Health & Bioresources, Digital Safety & Security, Vision, Automation & Control, Transport Technologies, Technology Experience and Innovation Systems & Policy. Throughout the whole of Austria – in particular at the main locations Vienna Giefinggasse, Seibersdorf, Wiener Neustadt, Ranshofen and Leoben – around 1,400 employees carry out research on the development of those tools, technologies and solutions that will keep Austria's economy fit for the future in line with our motto "Tomorrow Today".

**Center for Transport Technologies** Mobility is a core pillar of human society and therefore a central factor in our economic system. At the AIT Center for Transport Technologies, around 180 experts are working on solutions for sustainable, safe, intelligent and thus future-proof mobility. The focus of the research and development work is on material-based lightweight design, on the electrification of the propulsion train and the storage of electrical energy, as well as on a resilient and safe transport infrastructure. This also includes environmentally compatible and intelligent production technologies for mobility components. Comprehensive system know-how, scientific excellence, state-of-the-art laboratory infrastructure and many years of international experience enable AIT experts to drive innovations in the field of climate-friendly mobility and thus to serve industry and society already today with the solutions of tomorrow.

## Participation in EU projects



**3beLiEVe** – Delivering the 3b-generation of LNMO cells for the xEV market of 2025 and beyond, **AMIGOS** – Active mobility innovations for green and safe city solutions, **Assets4Rail** – Measuring and monitoring devices for railway assets, **Augmented CCAM** – Augmenting and evaluating the physical and digital infrastructure for Connected, Cooperative and Automated Mobility (CCAM) deployment, **BatWoMan** – Climate-friendly batteries for the mobility of tomorrow, **DISCO2030** – Combining dissimilar materials into functional large-scale and light-weight components and structures, **EMPOWER** – Multi-powertrain for heavy-duty vehicles, **HELENA** – Halide solid state batteries for electric vehicles and aircrafts, **HighSpin** – High-Voltage Spinel LNMO Silicon-Graphite cells and modules for road and airborne transport applications, **IMOTHEP** – European aviation research and industry initiative on Hybrid Electric Propulsion, **InSPIRe** – Innovative systems to prevent ice on regional aircraft, **IMPACT** – Aircraft advanced rear end and empennage optimisation enhanced by anti-ice coatings and devices, **IntelLiGenT** – Innovative and sustainable high voltage Li-ion cells for next generation (EV) batteries, **MAST3RBoost** – Novel hydrogen tanks as a contribution to decarbonising the transport sector, **MATISSE** – Multifunctional structures with quasi-solid-state Li-ion battery cells and sensors for the next generation climate neutral aircraft, **MULTI-FUN** – Enabling MULTI-FUNctional performance through multi-material additive manufacturing, **NoVOC** – Eliminating VOC from battery manufacturing through dry or wet processing, **ORCHESTRA** – Optimised Electric Network Architectures and Systems for More-Electric Aircraft, **PIARC Global Road Safety Knowledge Exchange** – AIT supports PIARC in the dissemination of road safety for Low and Middle Income Countries, **PULSELION** – Pulsed laser deposition technology for solid state battery manufacturing supported by digitalization, **SELFIE** – Self-sustained and smart battery thermal management solution for battery electric vehicles, **SOLIFLY** – Multifunctional aircraft components with integrated semi-solid state battery, **SUSTAINair** – Lightweight, multifunctional and intelligent airframe parts, **SUBLIME** – Solid state sulfide based Li-metal batteries for EV applications, **TRIcePS** – Development of integrated engine air intake and protection systems for Tilt Rotor.



# Applus+ IDIADA

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**Organisation type:** R&D company  
**Contact person:** Adrià Ferrer  
**Phone number:** +34 911 166 000  
**Email:** adria.ferrer@idiada.com  
**Location head office:** L'Albarnar, Spain  
**Number of employees:** 3400 employees as of November 2024)  
**Turnover before tax:** €331M (as of 31st Dec 2023)  
**Website:** [www.applusidiada.com](http://www.applusidiada.com)



*Headquarters & Main Technical Centre*



## Short summary of expertise and activities

Applus+ IDIADA, as a global partner to the automotive industry worldwide, supports its clients in their product development activities by providing design, engineering, testing and homologation services. With over 30 years of experience, Applus+ IDIADA provides an extensive range of engineering and testing services in the fields of passive and active safety, CAV & ADAS, electronics, powertrain, comfort and reliability. The company's expertise and wide capabilities in both physical and virtual testing result in maximum cost and time efficiency. Its engineering solutions are driven by the ongoing pursuit of excellence and research in the best technology. A large team of more than 3.400 professionals as well as an international network of subsidiaries and branch offices in 24 countries ensure clients are given agile customized services. To keep meeting the challenges of sustainable mobility, the company is continually investing in new capabilities, mainly for the development of connected and automated vehicles and new powertrain technologies.

### Participation in EU projects

**SYNERGIES** – Real and synthetic scenarios generated for the development, training, virtual testing and validation of CCAM systems

**MINDED** – Thermal and energy Management for INcreased Driving range of an Electric minibus including improved user-centric Design and thermal comfort

**LeMesurier** – Measuring the value of the Key Performance Indicators (KPI) of the 2Zero Partnership

**INNOBMS** – Situationally aware innovative battery management system for next generation vehicles

**IMPROVA** – Injury mitigation to promote vision-zero achievement

**SUNRISE** – Safety assurance framework for connected, automated mobility systems

**iEXODDUS** – Infrastructure for the EXtension of ODDs - applied in connected and aUtomated driving and Standardization procedures

**EvoRoads** – Evolutionary Solutions for Realising a Holistic Safe System Approach for All Road Users

**Diversify-CCAM** – Diversify CCAM by integrating the European cultural and regional variations in the design and implementation of citizen-friendly systems to foster mobility equity

**PoDIUM** – PDI connectivity and cooperation enablers building trust and sustainability for CCAM

**SALIENT** – Novel concepts for safer, lighter, circular and smarter vehicle structure design for enhanced crashworthiness and higher compatibility

**XL-Connect** – Large scale system approach for advanced charging solutions

**LENS** – L-vehicles emissions and noise mitigation solutions

**GAP\_Noise** – Global acoustic interaction and psychoacoustic impact of the autonomous vehicles in interior and exterior noise

**FAME** – Framework for coordination of automated mobility in Europe

**EBRT2030** – European bus rapid transit of 2030: electrified, automated, connected

**TANGO** – Digital technologies acting as a gatekeeper to information and data flows

**AIthena** – AI-based CCAM: trustworthy, explainable, and accountable

**SELFY** – Self assessment, protection & healing tools for a trustworthy and resilient CCAM

**TRANS-SAFE** – Transforming road safety in Africa

**TARGET-X** – Trial platform for 5G evolution – Cross-industry on large scale

**VERA** – Vehicle emission retrofit activities

**V4SAFETY** – Vehicles and VRU virtual evaluation of road safety

**ZEFES** – Zero emission flexible vehicle platforms with modular powertrains serving the long-haul freight eco system

# Artech



**Organisation type:** SME  
**Contact person:** Suna Akbayir  
**Phone number:** +32470553576  
**Email:** suna@artechconsulting.net  
**Location head office:** Brussels, Belgium  
**Number of employees:** +10  
**Turnover before tax:** +€2M  
**Website:** www.artechconsulting.net



## Short summary of expertise and activities

Artech International, a Belgian SME headquartered in Brussels with a dedicated R&D office in Leuven, is at the forefront of developing Digital Product Passports (DPPs) to drive compliance, sustainability, and transparency across diverse industries, including batteries, energy, automotive, electronics, textiles, and construction. By integrating cutting-edge technologies such as blockchain, AI-driven analytics, and IoT-enabled architectures, Artech delivers solutions aligned with European regulations and international standards, facilitating digital transformation in mobility and product lifecycle management.

Artech's R&D initiatives are focused on advancing mobility and future transportation systems, leveraging Digital Product Passports (DPPs) and Data Spaces to ensure seamless lifecycle management and data interoperability. Artech also specializes in battery systems for electric and hydrogen-powered vehicles, fostering transparency, security, and traceability in lifecycle data. Trust-based frameworks and real-time tracking tools are employed to monitor components, emissions, and performance metrics, supporting compliance and sustainability goals. Artech also leads innovation in next-generation vehicles, including autonomous systems and shared mobility platforms. Utilizing AI-powered analytics and robust software development practices, the company enables dynamic data sharing through European Data Spaces. Collaborations with initiatives such as Gaia-X, FIWARE, and Catena-X further enhance connectivity, efficiency, and compliance within the mobility ecosystem.

### DIGITAL PRODUCT PASSPORT SOLUTIONS

Artech provides customized DPP solutions tailored to various sectors:

**Energy (Hydrogen DPP)** - Tracks and verifies the lifecycle of hydrogen from production to utilization, incorporating tools for greenhouse gas (GHG) tracking, ESG assessments, and blockchain-secured data.

**Battery DPP** - Complies with the EU Battery Regulation (2023/1542), ensuring enhanced traceability, recycling, and secondary use capabilities.

**Electronics DPP** - Facilitates compliance with RoHS and REACH standards while promoting circular economy principles.

**Textile DPP** - Tracks the entire lifecycle from raw material sourcing to recycling, aligning with the EU Textile Strategy.

**Materials DPP** - Provides blockchain-enabled transparency for lifecycle data and material reuse, supporting the Circular Economy Action Plan.

### Participation in EU projects

**BASE Project** - Implements a Digital Battery Passport to improve supply chain traceability, recycling, and circular business models.

**MainVerse Project** - Develops a digital twin platform using AI-driven unmanned systems for industrial maintenance, enhancing safety and efficiency.

**5G4PHealth** - Advances healthcare systems through 5G connectivity and AI for predictive, personalized treatment and IoMT-enabled data exchange.

**Disrupting MaaS** - Strengthens expertise in Mobility as a Service (MaaS) through professional training programs and real-world applications.

**SLOADZ** - Pilots digital platforms for urban logistics, optimizing loading and delivery zones across major European cities.

## AVL List GmbH

|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | R&D company                                  |
| <b>Contact person:</b>       | Mr. Horst Pflügl                             |
| <b>Phone number:</b>         | +43 316 787 1587                             |
| <b>Email:</b>                | horst.pfluegl@avl.com                        |
| <b>Location head office:</b> | Graz, Austria                                |
| <b>Number of employees:</b>  | 12200  |
| <b>Turnover before tax:</b>  | €2.05 Billion                                |
| <b>Website:</b>              | <a href="http://www.avl.com">www.avl.com</a> |





## Short summary of expertise and activities

AVL is one of the world's leading mobility technology companies for development, simulation, and testing in the automotive industry and in other sectors such as rail, marine, and energy.

Based on extensive in-house research activities, AVL delivers concepts, technology solutions, methodologies, and development tools for a greener, safer, and better world of mobility and beyond. The company supports international partners and customers in their sustainable and digital transformation. The focus lies on the areas of electrification, software, AI and automation. In addition, AVL supports companies in energy-intensive sectors on their way to a greener and more efficient energy generation and supply.

To support European automotive research collaborations, AVL is a member and/or cooperates with various European research associations and Partnerships, such as ERTRAC, 2Zero, BATT4EU, CCAM, Clean Hydrogen, Chips JU, INSIDE, EPOSS, EFFRA, CONCAWE and EU CAR. At national level AVL participates in ACStyria, A3PS, ESBS Austria, SafeTRANS, FVV, FVA, FAT, FKG and Mov'eo

### Participation in EU projects

Since 1992 AVL has been active in more than 200 EC-funded RTD projects. In Horizon Europe AVL has coordinated for example **HighScope** (High efficiency, high power density, cost effective, scalable and modular power electronics and control solutions for electric vehicles), **FuelSOME** (MultifuelSOFC system with MaritimeEnergy vectors), **EM-TECH** (Innovative e-motor technologies covering e-axles and e-corners vehicle architectures for high-efficient and sustainable), **STREnGth\_M** (Stimulating road Transport Research in Europe and around the Globe for sustainable Mobility),

**A-IQ Ready** (Artificial Intelligence using Quantum measured Information for realtime distributed systems at the edge), **AccCellBat** (Accelerated Cell- and Battery Testing), **ARCHIMEDES** (Trusted lifetime in operation for a circular economy), **Cynergy4MIE** (Leverage synergy by cyber-physical systems for the convergence of the eco systems mobility, infrastructure and energy in the circular economy for the Society 5.0) and **FEDERATE** (SoftwarE DefinEd vehicle support And coordination project) and has participated as partner in numerous others, such as **NextETruck** (Efficient and affordable Zero Emission logistics through NEXT generation Electric TRUCKS), **greenSPEED** (Green and Sustainable Processes for Electrode Production), **FREE4LIB** (Feasible recovery of critical raw materials through a new circular ecosystem for a li-ion battery cross-value chain in Europe), **SUNRISE** (Safety assurance framework for connected, automated mobility Systems), **EBRT2030** (European Bus Rapid Transit of 2030: electrified, automated, connected), **ZEFES** (Zero Emission flexible vehicle platforms with modular powertrains serving the long-haul Freight Eco System), **DigiBatt** (Digital solutions for accelerated battery testing), **NEXTBMS** (NEXT-generation physics and data-based Battery Management Systems for optimised battery utilization), **SmartCorners** (User-centred Optimal Design of Electric Vehicle with Smart E-Corners), **InnoBMS** (Situationally aware innovative battery management system for next generation vehicles), **LeMesurier** (Measuring the value of the Key Performance Indicators of the 2Zero Partnership), **iEXODUS** (Infrastructure for the EXTension of ODDs - applied in connected and automated driving and Standardization procedures), **PEPPER** (Performant and Efficient Planar Proton-conducting Electrolysis Reactor), **Guess-WHY** (Guidelines for Safe and Sustainable-by-design systems based on renewable Hydrogen) and many more.

# BRING - Brussels Research and Innovation Center for Green Technologies

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**Organisation type:** R&D center  
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**Location head office:** Belgium  
**Website:** [www.bringvzw.be](http://www.bringvzw.be)



## Short summary of expertise and activities

Brussels Research and Innovation Center for Green Technologies (BRING) is a nonprofit organization for the development of green and sustainable technologies and solutions. BRING is involved in research and development of various rechargeable energy storage systems and energy technologies for Lightweight and Heavy-duty vehicles, electric vessels and utility scales. BRING offers the following services:

- R&D center activities: Reliable and fast-growing R&D center with an ecosystem of more than 65 partners.
- Next generation battery for e-mobility and stationary applications: Development of next-generation battery systems supported by multi-scale mathematical modelling and artificial intelligence solutions.
- Next generation battery for maritime/waterborne sector: Cutting edge center for e-mobility on maritime / waterborne sector.

## Participation in EU projects

At Bring, we are continuously working on multi-companies projects that improve battery technologies and sustainability. BRING offer services to companies and industries and collaborate with universities in the field of green technologies. BRING is also involved in EU projects such as:

### Escalate project:

Heavy-duty vehicles account for about 25% of EU road transport CO<sub>2</sub> emissions and about 6% of total EU emissions. In line with the Paris Agreement and Green Deal targets, Regulation (EU) 2019/1242 setting CO<sub>2</sub> emission standards for HDVs (from August 14, 2019) forces the transition to a seamless integration of zero-emission vehicles into fleets. In line with the European 2050 goals, ESCALATE aims to demonstrate high-efficiency zHDV powertrains (up to 10% increase) for long-haul applications that will provide a range of 800km without refueling/recharging and cover at least 500 km average daily operation (6+ months) in real conditions. BRING is leading the powertrain and battery system development WP and is responsible in ECSALATE project for the design, prototyping, testing and simulation tools for two OEMs (heavy-duty vehicles) with the objectives of extending the range and improving battery performance, considering sustainability and safety constraints.

### LIBERTY project:

LIBERTY's overall target is upgrading EV battery performance, safety and lifetime from a lifecycle and sustainability point of view. The key objectives of LIBERTY are to achieve a range of at least 500 km on a fully charged battery pack, halved charging times, an ultimate safe battery system, a long battery lifetime of over 300,000 km for first life, the ability to reuse the battery pack for second life applications and sustainability over the battery pack's entire life cycle.

BRING is WP leader in LIBERTY project, leading the battery system design. In this regard, BRING has designed a conceptual design of the battery system, performed the test activities, and has developed predictive maintenance coupled with a cloud platform for BMS troubleshooting.

## EARPA Partners Guide 2025

# CEA

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | RTO  |
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| <b>Email:</b>                | daniela.joubertstoica@cea.fr                       |
| <b>Location head office:</b> | Centre de Saclay,<br>91191 Gif sur Yvette - France |
| <b>Number of employees:</b>  | 20181  |
| <b>Turnover before tax:</b>  | €5 Billion   |
| <b>Website:</b>              | <a href="http://www.cea.fr">www.cea.fr</a>         |



@ colonel\_design - Fotolia.com



## Short summary of expertise and activities

CEA, the French Atomic Energy and Alternative Energy Commission, is a key player in research, development and innovation in four main areas:

- Defense and security renewables energies)
- Low carbon energies (nuclear and renewables energies)
- Technological research for industry
- Fundamental research in the physical sciences and life sciences

CEA Tech is the technology research unit of CEA. It develops through its three institutes – Leti, Liten, List – a broad portfolio of technologies for ICTs, energy and healthcare.

The institutes of CEA Tech are conducting R&D to overcome the Transportation and mobility challenges with four major focuses: vehicle design, infrastructure, services and energy supplies.

CEA tech R&D activities, in the field of land transportation, include batteries and battery management systems for electric vehicles as well as software, sensors and other communicating objects that will equip future vehicles, and in particular driverless cars and transportation infrastructure.

## Participation in EU projects

CEA Tech is involved in several initiatives at European level:

- Key Digital Technologies JU
- BEPA
- ETP EPoSS specific automotive group,
- ERTICO,
- Hydrogen Europe and JTI-FCH

CEA Tech is also taking part in **CleanSky2**, **Shift2Rail** and the Innovation Communities of the **EIT** (EIT Digital, EIT Health, EIT Raw Materials, EIT Climate, EIT Inno-Energy, EIT Added Value Manufacturing which all include dimensions related to mobility).

In Horizon 2020 and with regards to challenges of industry and society for transportation and mobility, CEA Tech has been involved in more than 50 projects. Since the beginning of Horizon Europe, CEA Tech is involved in 6 projects.

### **Projects in the area of infrastructure, Intelligent Traffic System (ITS) and safety:**

**5G CARMEN** (connectivity), **HADRIAN** (safe mobility), **SAFE-UP** (safe mobility)

### **Projects in the area of sustainable mobility:**

**SAFELiMOVE** (battery), **3beLiEVe** (battery), **INSTABAT** (battery), **SPARTACUS** (battery), **i-HeCoBatt** (battery), **echarge4Drivers** (e-mobility), **DOLPHIN** (PEMFC), **FurtherFC** (PEMFC)



## Ceit BRTA

|                              |  |
|------------------------------|--|
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| <b>Phone number:</b>         | +34 943 212800                               |
| <b>Email:</b>                | iocana@ceit.es                               |
| <b>Location head office:</b> | Donostia-San Sebastián, Spain                |
| <b>Number of employees:</b>  | 250  |
| <b>Turnover before tax:</b>  | €22 Million                                  |
| <b>Website:</b>              | <a href="http://www.ceit.es">www.ceit.es</a> |



## Short summary of expertise and activities

Ceit is a private multidisciplinary non-profit RTO, part of the Basque Research and Technology Alliance (BRTA), the School of Engineering of the University of Navarra (Spain), with a staff of more than 250 employees and 40 PhD students, and an annual budget over 22 M€.

Our missions are to provide industry with services through the development of technical research projects and to promote the dissemination of knowledge through the training of young researchers, PhD students and scientific publications.

Regarding our first mission, more than 100 research projects between TRL4 and TRL7 are carried out at Ceit per year. Ceit has been involved in 15 FP6 projects (coordinator in 2), 34 FP7 projects (coordinator in 10), 45 H2020 projects acting as coordinator in 12 of them and it's currently involved in 12 Horizon Europe projects (coordinator in 4 of them). Moreover, Ceit participates in 3 LIFE projects, one ECHORD++ instrument and is the coordinator of 1 INTERREG SUDOE CircRural 4.0. Finally, Ceit has also coordinated 1 CIP ECOINNOVATION project and has also participated in 18 Research Fund for Coal and Steel (RFCS) projects, having the role of coordinator in 2 of them. Ceit takes part in EIT manufacturing through Manufacturing Alliance AIE.

In terms of our second mission, in the last 5 years, Ceit has produced more than 150 PhD theses, published 100 papers in scientific journals, and participated in 80 international conferences.

Since 1996 Ceit has created 17 technology-based spin-offs, which currently employ more than 300 people. Five of these have been purchased by companies which are listed on NASDAQ, NYSE, the Madrid Stock Exchange and the Paris Stock Exchange.

The organisational structure of Ceit organizes its expertise and capacities in a way that allows the major challenges in the industry to be addressed from a more advantageous position:

- Materials and Manufacturing Division at Ceit offers solutions to transform industry challenges into value. The assets of the Division rely on an integrated structure based on the Industry 4.0 holistic approach.
- Transport and Energy Division is focused on four main areas; railway transportation, aircraft transportation and road transportation.
- Water&Health Division at CEIT is funded in three main pillars (urban and industrial water control and monitoring systems, design, fabrication and testing of biomedical devices and biosensors).
- ICT division focuses its research in the design of monitoring devices and communications systems.

### Participation in EU projects

NEOHIRE, LASER4SURF, AIOSAT, SIMFAL, SIA, HUC, DIGESTAIR, ADDIMOT, WATEREYE-, ASSASSIN, MODEL2BIO and HIVOMOT. CHEAPREMAG, REEPRODUCE, SUSAN, DARROW, SUREWAVE, BILASURF, HyInHeat, SPACE4GREENER, MOMA-FLEX, NDT INSPECTION, SI-SHIFT and WILLOW.

# Center for Research and Technology Hellas - CERTH

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | R&D Institute  |
| <b>Contact person:</b>       | Mrs Eleni Papaioannou  |
| <b>Phone number:</b>         | +30 2310 498193  |
| <b>Email:</b>                | <a href="mailto:helen@cperi.certh.gr">helen@cperi.certh.gr</a> |
| <b>Location head office:</b> | Thermi-Thessaloniki, Greece                                    |
| <b>Number of employees:</b>  | 500  |
| <b>Turnover before tax:</b>  | €20 Million  |
| <b>Website:</b>              | <a href="http://www.certh.gr">www.certh.gr</a>                 |



**CERTH**  
CENTRE FOR  
RESEARCH & TECHNOLOGY  
HELLAS



## Short summary of expertise and activities

The Centre for Research and Technology-Hellas (CERTH) is one of the leading research centres in Greece. CERTH participates in EARPA with one laboratory (APTL, Aerosol and Particle Technology Laboratory) and two institutes (ITI, Information Technologies Institute, and HIT, Hellenic Institute of Transport).

APTL established itself as a laboratory of international calibre, by exploiting the benefits of nanomaterials and nanotechnologies for the clean transport systems of the future. Our core R&D activities include (1) Development and assessment of Automotive Emission Control Technologies for Internal Combustion Engines (soot particulates and gaseous emissions) (2) Sensor and Measurement Technologies (3) Cathode and Anode material Development and Characterization for advanced and post Lithium-ion automotive batteries, (4) Renewable Hydrogen Production and Power-to-Fuel Technologies and (5) Numerical Simulation of Thermochemical Processes.

HIT's objective is the conduct and support of applied research activities in the field of transportation relating to the organisation, operation, planning and development of infrastructure, standardisation, economic analysis, management, vehicle technology, and impact assessment of transport services. Our expertise lies in the areas of (1) Road Safety (2) Urban Mobility (3) Logistics and (4) Electronic & Communication Systems.

ITI is one of the leading Institutions of Greece in the fields of Informatics, Telematics and Telecommunications, with long experience in numerous European and national R&D projects. We have introduced several innovations in areas related to 1) Road Safety 2) Materials, Design & Production 3) Methods and Tools for Virtual Development and Validation 4) Electronic & Communication Systems 5) Urban Mobility and 6) Logistics.

## Participation in EU projects

**SUREAL-23** – Understanding and measuring sub-23 nm particle emissions from direct injection engines including real driving conditions **eCAIMAN** – Electrolyte, cathode and anode improvements for market-near next-generation lithium ion batteries **ARMOS** – Advanced multifunctional reactors for green mobility and solar fuels **C-Mobile** – Accelerating C-ITS mobility, innovation and deployment in Europe **TransAID** – Transition areas for infrastructure- assisted driving **SAFE STRIP** – Safe and green sensor technologies for self-explaining and forgiving road interactive applications **MOVESMART** – Renewable mobility services in smart cities **SERIOT** – Secure and safe internet of things **RESOLUTE** – Resilience management guidelines and operationalization applied to urban transport environment **COMPOSITION** – Ecosystem for collaborative manufacturing processes – intra- and inter- factory integration and automation **GOODROUTE** – Dangerous goods transportation routing and monitoring.

# Chalmers University of Technology

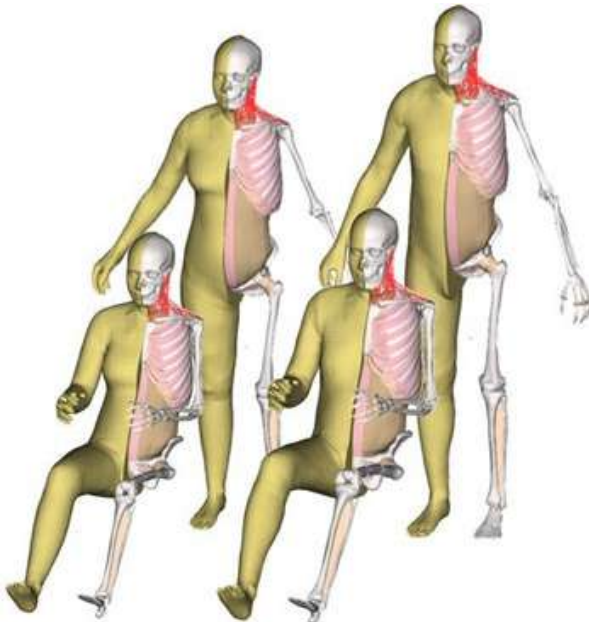
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**Organisation type:** University  
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**Location head office:** Göteborg, Sweden  
**Number of employees:** 3100  
**Turnover before tax:** €375 Million  
**Website:** www.chalmers.se



**CHALMERS**  
UNIVERSITY OF TECHNOLOGY

*Family of Viva+ digital human body models with both female and male models*





## Short summary of expertise and activities

Chalmers University of Technology has eight Areas of Advance, which brings together education, research and innovation. They are organised as strong, challenge-driven thematic platforms for strategy and long-term collaboration that hunt down specific challenges, often directly relevant for industry and society. The Areas of Advance also offer common access to cutting-edge research infrastructures as well as to several targeted centres. At the same time, our departments represent a continuous source of expertise.

Among Chalmers eight AoA the most relevant for EARPA are: Transport, Materials Science, Energy, and Information and Communication Technology.

In the transport area, the difficult task we face is to create the potential for sustainable, safe transport systems and, at the same time, increase effectiveness and efficiency.

Future development cannot be conducted by a single industrial, public or academic actor. Mitigating climate impact and reducing risks in the transport sector are serious challenges that require collaboration between various stakeholders, including industry actors and the society as a whole. Addressing these challenges is an important part of reaching the Sustainable Development Goals set by the United Nations.

To address the problems, we need to simultaneously address several levels in and perspectives on the transport system, taking into consideration the interaction of vehicles and vessels, networks of infrastructures and the demand and supply of transport and logistics services. We do this in the research areas identified within our profiles Sustainable vehicle technologies, Transport and Logistics and Road traffic safety.

Sustainable transport systems require the development of energy-efficient vehicle concepts and propulsion systems using renewable energy sources. We focus on research and innovation in three areas: propulsion systems, vehicle design and sustainability assessment. This is to avoid harmful impacts on climate, health and the environment in all modes of transport.

Efficient, sustainable transport and logistics systems contribute to a sustainable society. Our research is based on societal challenges and the interaction between actors and different subsystems, including individual mobility, business logistics systems and supply chains. The relationship between transport efficiency and the environmental impact of different solutions also guides the research.

Road traffic safety includes preventive measures and measures to mitigate the consequences of accidents, in pursuit of a sustainable society. Our research is based on a better understanding of real traffic environments and behaviour through data collection and analysis. This forms the basis for research into methods and technologies for accident avoidance, injury prevention systems and safety for a multimodal, connected transport system.

### Participation in EU projects

**HiDRIVE, SUNRISE, FAME, V4SAFETY, FENIX, MINIMAL**

# CIDETEC

**Organisation type:** RTO  
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**Location head office:** San Sebastián, Spain  
**Number of employees:** 270  
**Turnover before tax:** €20.1 Million  
**Website:** www.cidetec.es



*Contribution of CIDETEC to battery pack heat exchanger in i-HeCoBatt project*



## Short summary of expertise and activities

CIDETEC is a private organization for applied research founded in 1997 that seeks to contribute value to companies by harnessing, generating, and transferring technological knowledge.

**CIDETEC Energy Storage:** Specialised in creating new battery technology and facilitating its transfer to industry. Our research activity covers from exploratory, low TRL new battery technologies and concepts up to high TRL product development for direct transference to the industry. Our Technological Offer comprises: 1) Battery Materials and Technologies, 2) Pilot Plant Battery Manufacturing; 3) Module and Pack Engineering, 4) Energy Storage Solutions, 5) Battery Testing and characterization 6) Modelling & Simulation 7) Recycling and Second Life of Batteries.

**CIDETEC Surface Engineering:** Focused on the development of surfaces and materials and their application methods on different type of substrates (metals, polymers, and composites), mainly for automotive, energy, and aerospace sectors. This is possible through the application of different solutions, such as innovative high-performance and multifunctional coating systems (e.g. omniphobic and REACH compliant coatings) and break-through materials (e.g. reprocessible, recyclable and repairable resins and composites based on proprietary tech).

## Participation in EU projects

**BATSS** – Safe efficient BATTERY SySTEM based on advanced cell technology.

**BATTERY2LIFE** – BATTERY management system and system design for stationary energy storage with 2nd LIFE batteries

**InnoBMS** – Situationally aware innovative wireless battery management system for next generation vehicles

**NextETRUCK** – Efficient and affordable Zero Emission logistics through NEXT generation Electric TRUCKS

**EMPOWER** – Eco-operated, Modular, highly efficient, and flexible multi-POWERtrain for long-haul heavy-duty vehicles

**Nickeffect** – Ni-based ferromagnetic coatings with enhanced efficiency to replace Pt in energy & digital storage applications

**MAT3RBoost** – Maturing the production standards of ultraporous structures for high density hydrogen storage bank

**SPINMATE** – Scalable and sustainable pilot line based on innovative manufacturing technologies towards the industrialisation of solid-state batteries for the automotive sector

**INN-PRESSME** – open INNnovation ecosystem for sustainable Plant-based nano-enabled biomaterials deployment for packaging, transport and consumer goods

**ALBATROSS** – Advanced Light-weight BATTERY systems Optimized for fast charging, Safety, and Second-life applications.

**SIGNE** – Composite Silicon/Graphite Anodes with Ni-Rich Cathodes and Safe Ether based Electrolytes for High-Capacity Li-ion Batteries

**RESPECT** – Flexible, safe & efficient REcycling of Li-ion batteries for a competitive, circular, and sustainable European Manufacturing industry

**NoVOC** – Eliminating VOC from Battery manufacturing through dry or wet processing

**BatWoMan** – Carbon Neutral European Battery Cell Production with Sustainable, Innovative Processes and 3D Electrode Design to Manufacture

**GIGABAT**-Sustainable and digitalized GIGafactory for BATTERY production with made-in-Europe machinery

**SOLVE**-Advancing SOLid-state battery development and production to drive the future of electromobility

## CMT – Clean Mobility & Thermofluids

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | University   |
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| <b>Phone number:</b>         | +34 96 387 7650                                    |
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| <b>Location head office:</b> | Valencia, Spain                                    |
| <b>Number of employees:</b>  | 150  |
| <b>Turnover before tax:</b>  | €4.2 Million                                       |
| <b>Website:</b>              | <a href="http://www.cmt.upv.es">www.cmt.upv.es</a> |



*Fuel cell test bench, designed for 200 kW FC and with capabilities for hardware-in-the-loop developments*



## Short summary of expertise and activities

CMT Clean Mobility & Thermofluids is a dynamic and internationally well-known research institute of the Universitat Politècnica de València, that collaborates closely with the international automotive industry. Its main research activities are centred on the theoretical-experimental study of all the thermo-fluid dynamic processes applied to clean propulsion powerplants. Main concerns are dictated by environmental and sustainability issues, such as the reduction of specific fuel consumption and pollutants, the need to improve powerplants efficiency and reliability. Work is carried out to explore following aspects:

- Injection-combustion processes and pollutant formation with new fuels, ammonia and hydrogen
- Noise analysis and control for xEVs and UAV's acoustic issues
- Hydrogen combustion and fuel cells
- Thermal management with specific applications to xEVs
- Powerplant hybridization; control strategies and optimization
- Air management, turbocharging and aftertreatment
- Tribology, predictive and integral maintenance systems for transport fleets.

Over the years, CMT has designed and set-up many experimental facilities to respond to industry demands: 20 fully equipped engine test cells for single cylinder and real engines, 3 climatic chambers, including one with capabilities to simulate below zero temperatures (-30 °C) and altitude conditions (up to 3000 m, 700 mbar) with enough space for a car, 3 turbo-group test benches for the full characterisation of turbochargers. In addition, CMT has recently invested in state-of-the-art experimental and computational

installations to address current and future challenges: a high pressure - high temperature test rig (up to 150 bar and 1100 K) for injection- combustion studies of renewable fuels (ammonia, hydrogen, DME, e-fuels); a fuel cell test bench (200 kW, with capabilities for hardware-in-the-loop developments); specific facilities for batteries characterization: 2 thermal chambers (1.1 m3 with temperature range -70 °C to 180 °C, and 12 m3), battery testers, a multi-zone temperature chamber (8 independent chambers), equipment for thermal runaway studies; an electric motors test bench (200 Nm, 10 krpm); a 2WD vehicle test bench (200kW maximum power, 250km/h) for advanced powertrain technology research; CMT's patented MEDAS compact altitude simulator enabling measurements at high altitudes (up to 8000 m) with simulated temperatures from -20 °C to 50 °C and humidity from 1 to 70 hH2O/kgDryAir; a cluster with 1536 Xeon Gold 3GHz cores, 7.5TB RAM and Infiniband network.

## Participation in EU projects

**GIGAGREEN** – Next wave of electrode and cell component processing techniques for 3b Li-ion cells. **PULSELION** – Novel manufacturing process development for Gen 4b solid-state batteries. **NEXTCELL** – New 3b LIB cell generation for both high capacity and high voltage applications. **ALL-IN Zero** – Multi-fuel system to generate electrical and mechanical power with zero emissions. **REBELION** – Development of cutting-edge technologies to promote a circular model for LIBs for electric mobility. **EXTENDED** – Development of next generation multi-functional, modular and scalable solid state batteries system. **MEASURED** – Enhancement of performance and lifespan of high-temperature membrane electrode assemblies for heavy duty vehicles.

# Czech Technical University in Prague

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**Organisation type:** University  
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**Location head office:** Prague, Czech Republic  
**Number of employees:** 3320  
**Turnover before tax:** €117 Million  
**Website:** www.cvut.cz





## Short summary of expertise and activities

The Centre of Vehicles for Sustainable Mobility has been established as a part of the Czech Technical University in Prague (CVUT). It links relevant research workers and postgraduate students of Faculties of Mechanical and Electrical Engineering of CVUT; moreover it has employed researchers from other universities and companies.

The Centre provides research and development of spark ignition and diesel engines in the field of thermodynamics, aerodynamics, turbocharging, emissions, motor management, engine dynamics and structural strength applied to the design optimisation. The Centre was successful in some simulation and experimental tasks concerning engine combustion of alternative fuels at limited pollution (especially using natural gas).

Another large domain is optimization of turbocharging for large-bore engines, heavy – duty engines and engines for downsized-cars. It includes the recent technologies of variable turbine geometry with predictive algorithms of control and the use of pressure-wave superchargers.

The use of combined simulation by computational fluid dynamics (CFD), 3-D (Star CD, Fluent, Fire) and specific 1-D methods of engine modelling (GT Power, GT Suite) and finite element method (FEM – like ABAQUS, EngDyn) together with multibody dynamics (Simpack, Adams, Madymo, PAM Crash) for these tasks is supported by commercial and in-house developed codes and by experiments using laser optical diagnostics. Results were applied, e.g., in Skoda Auto, a.s., and at some West-European and American manufacturers

of cars and tractors. The Centre is an official partner of Gamma Technologies, Inc., the leader in specialized engine simulation software.

The Centre applies the results into turbocharger development in co-operation with the Czech manufacturers of turbochargers (PBS Turbo, Ltd., CZ Strakonice, a.s.) and turbo-compounded concepts of future engines (several projects of Czech Ministry of Trade and Industry).

Further it supplies the R&D results for vehicle transmission design and powertrain optimisation (mechanical, hydraulic, electrical ones), vehicle suspension design (including active Mechatronic Elements and their Control), body aerodynamics and passive safety issues. The Centre is active in engine/vehicle integrated control, especially for engine management (the project of Czech Ministry of Trade and Industry) and active/semiactive car or truck suspension (a German project) combined with ABS and other vehicle controls. The specialists of micro-electronics are involved in rapid prototyping of control, hardware development, sensor development and CAN bus management/monitoring (Skoda Auto). The important part of research is an electric powertrain concept, useful for hybrid and fuel-cell powered vehicles.

### Participation in EU projects

New projects: **IMPERIUM**, **FUTURE RADAR**, **GasOn**, **REWARD**

Finished projects: **NICE**, **GREEN Heavy Duty Engine**, **InGAS**, **Roads2HyCOM**, **VECOM**, **POWERFUL**, **LESSCCV**

# German Aerospace Center (DLR)

**Organisation type:** Research  
**Contact person:** Anna Schieben  
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**Location head office:** Cologne  
**Number of employees:** 11,000  
**Website:** <https://www.dlr.de/en>



**Deutsches Zentrum  
für Luft- und Raumfahrt**  
German Aerospace Center



## Short summary of expertise and activities

DLR is the German aerospace research and technology centre. In its core areas, DLR develops technologies for aeronautics and space, energy and transport, as well as security and defence research. A broad spectrum of results and innovations bring benefits for industry and business, authorities and administration as well as for public stakeholders. DLR fulfils its responsibility to society through an intensive exchange of knowledge with public stakeholders and targeted technology transfer with industry.

Climate, mobility and technology are changing globally. DLR uses the expertise of its 11,000 employees in 54 research institutes and facilities to develop solutions to these challenges. DLR develops technologies for a sustainable future. By transferring technology, DLR contributes to strengthening Germany's position as a prime location for research and industry.

With its Transport programme, DLR is the second largest institutionally funded transport research facility in Europe. Tomorrow's mobility challenges are identified here and provided with jointly developed solutions. These solutions contribute to a future-oriented traffic system from which both the general public and industry in Germany and Europe profit in equal measure.

### Participation in EU projects

DLR has been actively involved in projects in a wide range of subject areas and at various levels, including its own research programmes, national initiatives, collaborations with industrial partners and European efforts under the EU Framework Programmes for Research and Innovation. To highlight just a few:

**AWARE2ALL** – Safety systems and human machine interfaces oriented to diverse population towards future scenarios with increasing share of highly automated vehicles

**Diversify** – CCAM: Diversify CCAM by integrating the European cultural and regional variations in the design and implementation of citizen-friendly systems to foster mobility equity

**ESCALATE** – Powering EU Net Zero Future by Escalating Zero Emission HDVs and Logistic Intelligence

**FCH2Rail** – Fuel Cell Hybrid PowerPack for Rail Applications

**FutuRE** – Delivering Innovative rail services to revitalise capillary lines and Regional rail services

**Hi-Drive** – Addressing challenges toward the deployment of higher automation

**PATH2ZERO** – Accelerating net-zero transformation by advancing Europe's transport pathways and cross-sectoral synergies

**r-LightBioCom** – New bio-based and sustainable raw materials enabling circular value chains of high performance lightweight biocomposites

**SHOW** – SHared automation Operating models for Worldwide adoption

**SYNERGIES** – Real and synthetic scenarios generated for the development, training, virtual testing and validation of CCAM systems

**TRANS4M-R** – Transforming Europe's Rail Freight

**UP2DATE4SDV** – Enabling safe & secure modular UPdates, UPgrades and DynAmic Task reallocation and Execution for Software Defined Vehicles

**VOJEXT** – Value Of Joint EXperimentation in digital Technologies for manufacturing and construction

# Eindhoven University of Technology (TU/e)

**Organisation type:** University  
**Contact person:** Mrs Margriet van Schijndel  
**Phone number:** +31 6 538 463 79  
**Email:** m.v.schijndel@tue.nl  
**Location head office:** Eindhoven  
**Number of employees:** 7620  
**Turnover before tax:** n/a  
**Website:** [www.tue.nl/smartmobility](http://www.tue.nl/smartmobility)



*Two of our successful student teams: The Ecomotive student team with the vehicle that is made to be rebuilt : PHOENIX*



*Student team Solar Team Eindhoven with their off road solar powered vehicle Stella Terra, arriving in the desert of Morocco.*

## Short summary of expertise and activities

TU/e is one of Europe's leading technical universities, educating over 13,000 students and producing over 5,000 publications and 40 patents each year. Located in the Brainport region, TU/e integrates cutting-edge research with industrial innovation, particularly in high-tech systems.

Mobility is essential for a thriving economy and a sustainable society, but today's systems fall short. Issues like pollution, noise, congestion, inefficient land use, and high accident rates harm both well-being and economic growth. TU/e is committed to driving the transition to a fully sustainable mobility system—one that is clean, safe, space-efficient, and accessible to all at reasonable costs.

Our mobility research team includes students and more than 300 researchers working on solutions both inside and outside vehicles. Digitalization is transforming mobility with advances in electronics, software systems, and data intelligence, leading to smarter vehicles and infrastructure. At the same time, better urban design promoting walking and cycling can significantly enhance mobility systems. Nine TU/e departments collaborate on high-tech innovations, supporting unique multidisciplinary programs: a 3-year Bachelor's degree (250+ students) and a 2-year Master's in Automotive Technology (150+ students).

### Key R&D focus areas:

- Autonomous driving
- Battery storage
- Combustion technology
- Electrical components
- Energy management
- High-tech automotive materials
- Hydrogen storage and use in e.g. ICE
- Powertrains
- Vehicle dynamics

## Participation in EU projects

See also [www.tue.nl/aiprojects](http://www.tue.nl/aiprojects):

**AITHENA** – AI-based CCAM: Trustworthy, Explainable, and Accountable

**MODI** – A leap towards SAE L4 automated driving features

**SELFY** – SELF assessment, protection & healing tools for a trustworthy and resilient CCAM

**EdgeAI** – Edge AI Technologies for Optimised Performance Embedded Processing

**Safe-Up** – proactive SAFETy systems and tools for a constantly UPgrading road environment

**LONGRUN** – Heavy duty vehicles, environmental friendly fuels and powertrains

**AUTODRIVE** – Fail-safe electronics for automated driving

**HiFi Elements** – High Fidelity Electric Modelling and Testing

**SYNERGIES**: Optimising data collection and analysis, development of training material and piloting report, for CCAM development, training and validation

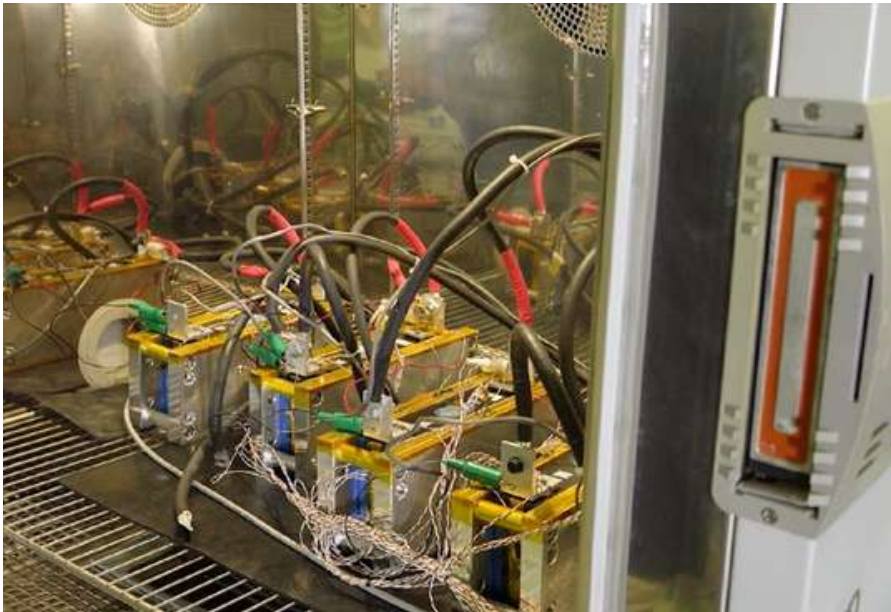
Member of the Partnerships 2Zero, CCAM and ADRA

Leading the national multidisciplinary project NEON (<https://neonresearch.nl>), on interrelated societal challenges: climate action, renewable energy, and mobility  
TU/e is a founding member of the national Battery Competence Cluster (<https://batterycompetencecluster.nl/en/>)

## Fundació EURECAT

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | RTO  |
| <b>Contact person:</b>       | Fanny Breuil   |
| <b>Phone number:</b>         | +34 93238 1400   |
| <b>Email:</b>                | fanny.breuil@eurecat.org                                   |
| <b>Location head office:</b> | Barcelona, Spain   |
| <b>Number of employees:</b>  | 700  |
| <b>Turnover before tax:</b>  | €55 Million  |
| <b>Website:</b>              | <a href="http://www.eurecat.org/en">www.eurecat.org/en</a> |





## Short summary of expertise and activities

Eurecat is the leading Technology Centre of Catalonia, providing the industrial and business sector with differential technology and advanced expertise. The center offers solutions to their innovation needs and boosts their competitiveness in a fast-paced environment. Serving two thousand companies, Eurecat is involved in more than 200 projects of R&D national and international with high strategic value and has 181 patents and 10 technology companies.

A key priority area focuses on cutting edge technologies and solutions to support the future mobility:

- Advanced materials and multi-materials aiming at lightweighting, sustainability and circularity
- Advanced, smart, automated, flexible and integrated manufacturing (pilot plants: plastronics, composites, metal, plastics, 3D printing, Continuous Fibre Injection Process...)
- Automated dismantling of components and parts, materials recovery, recycling; substitution of critical raw materials
- Optimized design & simulations
- Ecodesign, design for circularity
- Part performance prediction (experimental, virtual, advanced characterisation, fatigue, crashworthiness etc.)
- Electromobility: batteries and electrification; power electronics & grid integration, smart grids. recharging infrastructure. BATTECH: Joint Batteries research unit with IREC.
- Robotics and automation; unmanned ground/air robots for industrial production, deliveries, predictive maintenance, etc.
- Cybersecurity and resilience of CCAM, infrastructure, services and the entire mobility system
- Mobility data sharing and management

- Technologies for smart and efficient planning and management of network, traffic and physical/digital infrastructure
- Technologies for the mobility services of the future for people and goods (MaaS, sharing economy, 15-minute cities etc.).
- Digital humanities aimed at understanding and anticipating mobility patterns and choices, and ensuring inclusiveness, algorithmic fairness and explainability, health and wellbeing.

## Participation in EU projects

**SELFY** – (HEU, 2022-2025. EURECAT Coordinator). Creating self-assessment, protection & healing tools for a resilient CCAM's ecosystem. **FATIGUE4LIGHT** – Europe, H2020, 2021-2024). Fatigue modelling and fast testing methodologies to optimize part design and boost lightweight materials deployment in chassis parts. **SALEMA** – (H2020, 2021-2024. Eurecat Coordinator). Substitution of Critical Raw Materials on Aluminium Alloys for electrical vehicles. **MARBEL** – (H2020, 2021-2024. Eurecat Coordinator). Manufacturing and assembly of modular and reusable EV batteries for environment-friendly and lightweight mobility. **COBRA** – (H2020, 2020-2023) Cobalt-free Batteries for Future Automotive Applications. **FLEXCRASH** – (HEU, 2022-2026). Flexible and hybrid manufacturing of green aluminium to produce automotive tailored adaptive crash-tolerant structures. **FRONTIER** – (H2020, 2021-2024. Eurecat Coordinator). Next generation traffic management for empowering CAVs integration, cross-stakeholders collaboration and proactive multi-modal network optimization. **BatteReverse** (HEU, 2023 – 2026). A next-generation automated, connected, and standardised process for increased safety, efficiency, and sustainability of Li-ion battery reverse logistics.

## EARPA Partners Guide 2025

# FACTUAL

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | SME  |
| <b>Contact person:</b>       | Mr. Marc Figuls  |
| <b>Phone number:</b>         | +34 6200 05845   |
| <b>Email:</b>                | marc@factual-consulting.com  |
| <b>Location head office:</b> | Barcelona, Spain   |
| <b>Number of employees:</b>  | 18   |
| <b>Turnover before tax:</b>  | €2 Million   |
| <b>Website:</b>              | <a href="http://www.factual-consulting.com">www.factual-consulting.com</a> |

FACTUAL

*FACTUAL's Lane Patrol road safety assessment for cycling infrastructure*



## Short summary of expertise and activities

FACTUAL is a foresight innovation and strategy firm committed to transforming mobility. The Barcelona-based SME equips their customers, both from the public and private sector, with timely and expert insight to interpret the key challenges and drivers facing (future) mobility. One of FACTUAL's main areas of expertise are research projects at European level, where their seasoned and multidisciplinary team is very active, cooperating hand in hand with cities and organisations paving the way of mobility innovation in international, cross-industry consortia.

FACTUAL keeps a keen eye and interprets global trends (re)shaping future mobility, from the smart combination of autonomous, connected, electric and shared features transforming the automotive industry for the better, to disruptive, new mobility paradigms redefining how mobility is consumed from a brave new user-centric perspective. A differential asset of FACTUAL is an in-house factory for developing, accelerating and validating new innovative mobility services and products, such as the on-demand transport platform NEMI, currently operating in different countries as a new start-up; RIDEAL, the micro-incentive calculation engine which can be plugged on to any MaaS and/or transport service provider platform; and LANE PATROL, a road safety tool for assessing the cycling network through the CycleRAP methodology aiming at identifying potential risks, proposing improvements to foster a safer and more comfortable environment for the cyclists.

## Participation in EU projects

**MOLIERE** – Mobility services enhanced by Galileo and blockchain, **DIGNITY** – Digital transport in and for society to tackle mobility poverty, **ARIADNA** – Awareness raising and capacity building increasing adoption of EGNSS in urban mobility applications and services, **NUMIDAS** – New tools and methods for mobility data collection, management and exploitation, **CommINSAFE** – Commuting with shared mobility COVID-free, **MultiDEPART** – Harmonisation of design and monitoring tools for public funded Demand Responsive Transport (DRT) services, **Cleanergy 4 Micromobility** – Cable-less and solar renewable docks for e-scooters, **S+LOADZ** – Multi-sustainable digital loading and delivery zones for city logistics, **RideSafe Urban Mobility** – Advanced active safety solutions for micromobility vehicles, **eBRT2030** – New Generation of advanced full electric, urban and peri-urban European Bus Rapid Transit (BRT), **UPPER** – Unleashing the potential of public transport in Europe, **TACTIC** – Tools for Local commerce logistics. Knowledge transfer between Barcelona and Paris, **Digital Bus** – The inclusive digital revolution for public transport services, **REALLOCATE** – Rethinking the design of streets and public spaces to leverage the modal shift to climate-friendly active transport everywhere, **RAIL4CITIES** – Railway stations for green and socially inclusive cities, **METACCAZE** – Flexibly adapted MetaInnovations, use cases, collaborative business and governance models to accelerate deployment of smart and shared Zero Emission mobility for passengers and freight, **TIPS4PED** – Turning cities Planning actionS for Positive Energy Districts into success, **JULIA** – Joint developments for urban resilience connecting users to public transport through space technology, **SCREEN** – Smart Cycling Infrastructure Assessment.

# FEV Europe GmbH

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | R&D company  |
| <b>Contact person:</b>       | Mr. Christof Schernus                                  |
| <b>Phone number:</b>         | +49 241 5689 6753 (d)<br>+49 160 746 3619 (m)          |
| <b>Email:</b>                | <a href="mailto:schernus@fev.com">schernus@fev.com</a> |
| <b>Location head office:</b> | Aachen, Germany  |
| <b>Number of employees:</b>  | Over 7000 (FEV Group)                                  |
| <b>Turnover before tax:</b>  | Over € 700 m (FEV Group)                               |
| <b>Website:</b>              | <a href="http://www.fev.com">www.fev.com</a>           |



*Using renewable energy for mobility is one of FEV's prime focuses*



## Short summary of expertise and activities

FEV is a leading independent international service provider of vehicle and powertrain development for hardware and software. The range of competencies includes the development and testing of innovative solutions up to series production and all related consulting services. The range of services for vehicle development includes the design of body and chassis, including the fine tuning of overall vehicle attributes such as driving behavior and NVH. FEV also develops innovative lighting systems and solutions for automated driving and connectivity. The electrification activities of powertrains cover powerful battery systems, e-machines and inverters. Additionally, FEV develops highly efficient zero-impact- emission combustion engines, transmissions, EDUs as well as fuel cell systems and facilitates their integration into vehicles suitable for homologation. Renewable fuels are a further area of development. The service portfolio is completed by tailor-made test benches and measurement technology, as well as software solutions that allow efficient transfer of the essential development steps of the above-mentioned developments, from the road to the test bench or simulation. The FEV Group currently employs about 7,500 highly qualified specialists in customer-oriented development centers at more than 40 locations on six continents.

### Participation in EU projects

- GasOn
- ECOCHAMPS
- IMPERIUM
- L3PILOT
- PaREGEn
- EAGLE

- ADVICE
- SCOTT
- AutoDrive
- ASSURED
- HIFI-ELEMENTS
- DIAS
- REDIFUEL
- SELFIE
- CEVOLVER
- LONGRUN
- SUBLIME
- SHOW
- ALBATROSS
- StaSSH
- Hi-Drive
- CoacHyfied
- Take-Off
- PHOENICE
- VERA
- HELENA
- ADVAGEN
- SELFY
- NEXTCELL
- XL-CONNECT
- ESCALATE
- VERSAPRINT
- FASTEST
- ZEVUP
- LeMesurier

### FEV is also a member of:

- ERTRAC
- EGVIafor2Zero
- CCAM
- Hydrogen Europe
- FVV
- FVA
- P2X4A by VDMA
- AUTOSAR
- 5GAA
- CIMAC
- FISITA
- ASAM e.V.
- VDA

## Fraunhofer LBF / EMI / IWU

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**Organisation type:** R&D institute

**Contact person:** Mr. Thilo Bein / Mr. Philipp Dahl /  
Mrs. Katja Haferburg

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+49 761 2714-569  
+49 371 5397-1566

**Email:** thilo.bein@lbf.fraunhofer.de  
philipp.dahl@emi.fraunhofer.de  
katja.haferburg@iwu.fraunhofer.de

**Location head office:** Munich, Germany

**Number of employees:** 390 / 372 / 657

**Turnover before tax:** €29 Mio. / €30 Mio. / €50 Mio.

**Website:** www.lbf.fraunhofer.de  
www.emi.fraunhofer.de  
www.iwu.fraunhofer.de



*Multi-physical testing of fuel cells*





## Short summary of expertise and activities

Fraunhofer LBF, EMI and IWU constitute competent and reliable research partners for complex questions of lightweight design, manufacturing, safety and reliability in the automotive sector.

The Fraunhofer Institute for Structural Durability and System Reliability LBF looks back on 75 years of experience in the field of structural durability and nowadays has expanded its expertise towards adaptronics, plastics and system reliability. With its overall competences customised solutions for safety relevant products are being developed, evaluated and realised by the LBF considering the full added value chain. The LBF provides versatile test facilities for structural durability, structural dynamics and acoustics including a newly open battery test center. Besides, the LBF performs research and provides engineering services on synthesis, processing, analysis and testing of functional and engineering plastics.

The Fraunhofer Ernst-Mach-Institute EMI analyses the physics of high-speed, transient processes in order to develop new approaches and cutting-edge solutions for applications in the automotive sector. Fraunhofer EMI has recognized expertise in mechanical characterization as well as numerical modelling and simulation of a wide spectrum of materials, components and structures under dynamic loadings. Its laboratories are equipped with full-vehicle and component crash test facilities, tomography lab and a battery test stand for destructive dynamic tests of electrical energy storage units. In addition, EMI conducts safety and reliability analyses, system design and verification for active vehicle safety and battery systems.

The Fraunhofer Institute for Machine Tools and Forming Technology IWU carries out research in the areas of energy and resource-efficient production processes and production systems, digital manufacturing, car bodies, assembly, lightweight design and smart materials. Among others, foams from various metal materials can be produced and used in sandwich lightweight applications. One focus of all research is also on ultra-short process chains incorporating the whole value chain which are optimized in test facilities including an acoustic lab, facilities for sheet and bulk metal forming, mechanical and thermal joining, micro and precision engineering, adaptronics and smart materials and more. The Fraunhofer LBF is member of the EPoSS, EuMAT as well of ERTRAC SIG, EGVA and ECTRI. The Fraunhofer IWU is a member of EFFRA/ Manufacture.

### Participation in EU projects

**ALLIANCE** – Affordable lightweight design  
**SELFIE** – Self-sustained and Smart Battery Thermal Management Solution for Battery Electric Vehicles  
**AccCellBat** – Accelerated Cell and Battery Testing  
**TranSensus LCA** – Towards a European-wide harmonised transport-specific LCA Approach  
**SALIENT** – Novel Concepts for Safer, Lighter, Circular and Smarter Vehicle Design  
**ShareWork** – New technology for a Safe and Effective Human-Robot Collaboration in Industry

# Future Mobility Campus Ireland (FMCI)

**Organisation type:** SME (Non-for-profit)  
**Contact person:** Diarmuid Ó Conchubhair  
**Phone number:** 00353 86 153 6873  
**Email:** diarmuid@futuremobilityireland.ie  
**Location head office:** Shannon, Co. Clare, V14 WV82. Ireland  
**Number of employees:** 8  
**Website:** <https://futuremobilityireland.ie/>



*FMCI Workshop with Test Vehicles*



## Short summary of expertise and activities

Future Mobility Campus Ireland (FMCI) is a pioneering hub dedicated to advancing innovation in connected, autonomous, and electrified mobility. Situated in the heart of the Shannon Free Zone, FMCI provides a cutting-edge environment to test, develop, and deploy next-generation transportation technologies. As Ireland's first open-access testbed for future mobility solutions, FMCI brings together industry leaders, start-ups, and academic institutions to accelerate progress in the automotive, aerospace, and smart city sectors.

### Our Expertise

**Connected and Autonomous Vehicle (CAV) Testing:** FMCI's open-road network is equipped with smart city infrastructure, enabling real-world testing of autonomous and connected vehicle technologies. This includes 5G connectivity, sensors, and integrated traffic systems for seamless testing in a real-world environment.

### Digital Twin Development:

FMCI specialises in creating digital twin simulations, providing a virtual replica of its testbed to optimize the deployment of smart technologies. This service allows partners to evaluate systems and solutions in a controlled virtual environment before real-world implementation.

### Immersive Simulation Capabilities:

FMCI houses two state-of-the-art simulators—a driving simulator replicating the Shannon Free Zone and an eVTOL (electric vertical take-off and landing) aircraft simulator. These platforms facilitate comprehensive testing and training for ground and air mobility solutions.

### Smart City Integration:

FMCI's multifunctional control room serves as a dynamic nerve centre for smart city operations. Recent projects include managing U-space air traffic systems for drones and eVTOLs, showcasing FMCI's capabilities in advanced mobility management.

### Join the Journey

FMCI invites collaboration to drive the future of sustainable, connected, and intelligent mobility. Whether you are testing autonomous vehicles or exploring urban air mobility, FMCI offers the expertise, facilities, and partnerships to bring your vision to life.

### Participation in EU projects

**iCircular:** Intelligent circular lifecycles of industrial robots, outdoor power products, and electric vehicles. iCircular3 will contribute to the development of new guidelines and digital tools for the integration of circularity in industry, as well as the identification of cross-sector commonalities.

**ÉALÚ-AER:** FMCI is the coordinator of the ÉALÚ-Aer project. This project integrates a UTM technology platform as part of the FMCI operations site, which is integrated with UTM technology solution that encompasses a UAS platform (WebUAS), a backhaul network (AGN), Command and Control (C2) and Surveillance equipment, and advanced three-dimensional phased array radar (Skyler). This technology solution is integrated as part of FMCI's vertiport and associated facilities to demonstrate the proposed U-Space architecture operations and enable U1/U2 services and integration with ATM/ATC.

**AIRMOB:** AIRMOB (Developing Skills and Capabilities for Innovative Air Mobility) will evolve into a European Community of Practice (CoP) committed to provide the diversity of skills required in the emerging sector of Innovative Air Mobility (IAM) that is critical to our current and future quality of life.

# Ghent University

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**Organisation type:** University  
**Contact person:** Jeroen De Maeyer  
**Phone number:** +32 9 264 53 74  
**Email:** Jeroen.DeMaeyer@ugent.be  
**Location head office:** Gent, Belgium  
**Number of employees:** 15,000  
**Website:** [www.ugent.be](http://www.ugent.be)



*Axial flux electric machine with integrated power electronics*



## Short summary of expertise and activities

Ghent University is a top 100 university, one of the fastest growing European universities. Our research activities in automotive are spread over several clusters. In each of the four clusters activities range from fundamental to applied research, strongly connected to regional and international stakeholders.

Machineries & Factories (150FTE) works on drive trains for vehicle applications as well as on factories of the future. Our activities include (i) innovative electrical machines and their power electronics; (ii) advanced cooling incl. 2-phase; (iii) AI supported control strategies; (iv) hybrid modelling approaches; (v) elasto-hydraulic-lubrication modelling; (vi) operator support systems and factory organisation; (vii) quality monitoring and assurance using e.g. AI. [www.ugent.be/m-f/en](http://www.ugent.be/m-f/en)

Metals (120FTE) develops solutions aimed at developing durable materials and realizing rational material use and at the development, characterization (metallurgic, mechanic, tribologic, electromagnetic) and design, construction and exploitation of industrial constructions and machines offering optimal functionality and durability. <https://www.ugent.be/metals/en>

EnerGhentIC (200FTE) is an interdisciplinary community innovating our energy future. Some relevant technological areas include sustainable transport via electrification and clean fuel technologies, decarbonization of industry and grid integration; strongly supported by multidisciplinary competences in social sciences, economics and circularity. <https://www.energhentic.be/>

Composites is the industrial gateway to all composite and AM related research. We focus on 4 research lines (1) Simulation and testing of the mechanical behavior through a combined approach of instrumented experimental testing and numerical modelling; (2) Additive Manufacturing; (3) Monitoring and NDT of composite materials; (4) Processing and recycling of thermoplastics. We work very closely with a.o. Siemens, Honda, Toyota, Mitsubishi Rayon, OPMobility. <http://www.compositesconsortium.ugent.be/en/>

## Participation in EU projects

**HEu CLIMAFLUX** – [coordinator, the future axial flux machines], **HEu ICONIC** – [coordinator, classical control merged with AI for mechatronic systems], **HEu MSCA-IDN- EMBByAM** – [additive manufacturing for electric machines], **HEu HIGHSCAPE** – [Power Electronics solutions for automotive applications], **HEu HARMONY** – [use of recycled permanent magnet materials in electric motors], **HEu METAFACUTRING** – [using AI to link production parameters with quality], **HEu ALPHEUS** [drivetrain development incl. control for hydropower], **H2020-EXTREME**, **H2020-PolyCE** **H2020-3DRepair**, **H2020-EIT RACE-TP** – Lightweight recyclable Lightweight Recyclable Automotive thermoplastic Composite structural parts for large series production (<https://eitrawmaterials.eu/project/race-tp/>), **H2020 Grade2XL** – multi- material wire-arc additive manufacturing (WAAM) for large scale structures (<https://www.grade2xl.eu/>)

As a partner: **HEu MSCA-IDN-EMByAM** - AM for high-performance electric machines. **HEu HIGHSCAPE** - integrated PE solutions for automotive applications. **HEu HARMONY** - use of recycled PM materials in electric motors. **HEu METAFACUTRING** - using AI to link production parameters with quality. **HEu TranSensus** -single life cycle assessment (LCA) approach for zero-emission road transport system **H2020 FASTWATER** - Integration of methanol technologies in waterborne transport. **H2020 LeanShips** - Low energy and near-to-zero emission ships. **H2020-EIT RACE-TP**: Lightweight recyclable Lightweight Recyclable Automotive thermoplastic Composite structural parts for large series production. **H2020 Grade2XL**: multi-material wire-arc additive manufacturing (WAAM) for large scale structures

# IAV GmbH

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**Organisation type:** R&D company  
**Contact person:** Marc Sens  
**Phone number:** +49 30 3997 89739  
**Email:** marc.sens@iav.de  
**Location head office:** Berlin, Germany  
**Number of employees:** 8000  
**Turnover before tax:** €1.0 billion  
**Website:** www.iav.com





## Short summary of expertise and activities

As one of the leading global engineering partners, IAV develops the mobility of the future. Regardless of the specific manufacturer, our engineering proves itself in vehicles and manifold technologies all over the world.

With more than 35 years of experience and an unsurpassed range of expertise, IAV combines the best of many different worlds: automotive and IT, hardware and software, products and services. With our workforce of more than 8,000 employees and first-class technical resources, we are helping our customers to implement their projects, from the concept right through to SOP. Our goal: better and cleaner mobility.

Engineering is our special forte. For many years, we have been ranked with the greatest and best worldwide. In this outstanding position, it goes without saying that our customers always receive comprehensive, excellent consulting because this is the only way to generate solutions, which will make a sustainable value contribution. Our services are rounded off with customized services and complete product solutions that we put to our customers for successful use.

IAV offers engineering, consulting, products and services as a one-stop shop in all automotive areas and even beyond:

- Powertrain System Development
- Powertrain Integration
- Powertrain Validation
- Intelligent driving function
- Connectivity
- E-Mobility
- Vehicle Development
- Vehicle Safety
- AI & Big Data
- Data Analytics

- Product Life Cycle and Remanufacturing
- Security & Privacy
- Smart Industry
- Connected Software & Services
- UX & Infotainment
- Thermal & Energy Management Solution
- Robotics
- Water-Management

## Participation in EU projects



### Ongoing Projects:

**ASSURED** – Fast and Smart charging solutions for full size urban heavy duty applications, **UP2DATE** – Intelligent software- update technologies for safe and secure mixed-criticality and high performance cyber physical systems

### Finished Projects:

**CORE** – CO2 reduction for long distance transport

**HERCULES B** – High-efficiency engine with ultra-low emissions for ships,

**COHLD** – Commercial vehicles using optimized liquid biofuels and HVO drivetrains, **OPTITRUCK** – Optimal fuel consumption with predictive powertrain control and calibration for intelligent truck

**SAFE4RAIL** – Safe architecture for robust distributed application integration in rolling stock

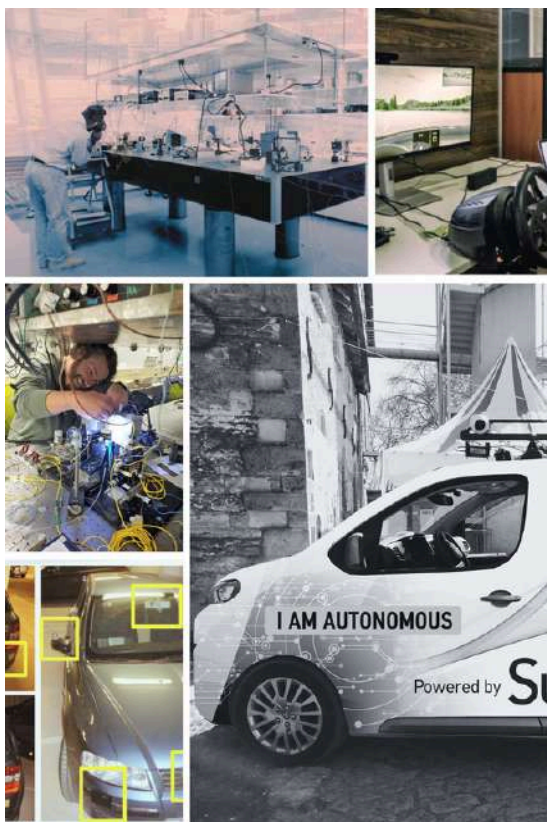
### Other International Activities (Examples):

**AUTOSAR** – Automotive Open System Architecture Organisation, **CAR2CAR** – Communication Consortium, **CCC** – Car Connectivity Consortium, **ECH2A** – European Clean Hydrogen Alliance, **FVV**: Forschungsvereinigung Verbrennungskraftmaschinen, **JSAE** – Japanese Society of Automotive Engineers, **NGVA** – Europe Natural & Bio Gas Vehicle Association, **SAE** – Society of Automotive Engineers, **SIA** – Société des Ingénieurs de l'Automobile

# Institute of Communication and Computer Systems (ICCS)

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**Organisation type:** Research Institute  
**Contact person:** Dr Angelos Amditis  
**Phone number:** +30 2103005896  
**Email:** a.amditis@iccs.gr  
**Location head office:** Athens, Greece  
**Number of employees:** 1100  
**Turnover before tax:** 41.564.080,70 €  
**Website:** www.i-sense.iccs.gr



## Short summary of expertise and activities

The Institute of Communication and Computer Systems (ICCS) is a non-profit academic research body established in 1989 by the Greek Ministry of Education to carry out research and development activities in the areas of telecommunications, sensor networks, satellite and wireless communications, telematics and multimedia applications, transport applications, control systems, biomedical engineering and electric power. It is closely associated with the School of Electrical and Computer Engineering of the National Technical University of Athens (NTUA) (est. 1837), which is the oldest and most prestigious academic institute in Greece.

ICCS has a strong presence in European research and has been the coordinator of many projects, co-funded between other by all Framework programmes of the European Union. It also participates in multiple WGs, Forums and Platforms like ERTICO (Chairing the Supervisory Board), ALICE (co-Chair of the TG3: Systems & Technologies for Interconnected Logistics), CCAM Association (<https://www.ccam.eu/>), A.SPIRE, EIT Digital, AIOTI, 6G-IA, C-ITS Platform, TM2.0 Platform, GEAR2030, Trilateral WG on Automation, UITP and others.

ICCS participates in National and European research initiatives and projects as well as in industrial projects and has a significant presence in the organisation of international conferences in several areas of research. Within ICCS, the I-SENSE Research Group is very active in the field of Information and Communication Technologies dealing with vehicle automation, C-ITS, IoT applications for people and freight transport, smart mobility, innovative middleware/Platform as a Service (PaaS) solutions for many application domains (environment, logistics, structural health monitoring and security), embedded systems and sensor networks, next generation communication technologies and many more.

In addition, four teams of the I-SENSE Group, namely Connected, Cooperative & Automated Mobility (CCAM), Logistics, Intelligent Network Systems (INS) & Smart Mobility Applied Systems (SMAS) have significant experience in Research and Development activities in the transport of people and goods. These include multi-sensor data fusion algorithms, Advanced Driver Assistance Systems (ADAS) and active safety applications, cooperative systems (vehicle to vehicle and vehicle to infrastructure communication), automated driving and automation of the entire transport system, electromobility and electric vehicles technologies (smart grids), mobility solutions for people and freight. Finally, ICCS and the I-SENSE Group is in the top 10 Key stakeholders of the European research landscape according to the FAME project ([www.connectedautomateddriving.eu](http://www.connectedautomateddriving.eu)) analysis of more than 150 EC projects and 1350 stakeholders.

## Participation in EU projects

The I-SENSE Research Group comprises more than 200 members (academics, post-doctoral and post-graduate researchers and administrative staff). It has coordinated and participated in numerous research and development activities in the framework of European and national projects in the automotive sector. They coordinate the projects **ENVELOPE**, **Battery2Life**, **ELABORATOR**, **EVENTS**, **PoDIUM**, **5G-IANA**, **eCharge4Drivers**, **DELPHI**, **THEROS**, while the successfully coordinated the projects **CitySCAPE**, **ICT4CART**, and **ELVITEN**. Finally, they have participated in the following worth mentioning projects in Horizon Europe and **H2020: Hi-Drive**, **L3Pilot**, **INFRAMIX**, **SHOW**, **IN2CCAM**, **5G-MOBIX INTERACT**, **CONCORDA**, **HEADSTART**, **ARCADE**, **FAME** and **IMOVE**. More details can be found below: <http://i-sense.iccs.gr>.

# IESTA (Institute for Advanced Energy Systems & Transport Applications)

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**Organisation type:** SME  
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MBA  
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**Location head office:** Graz, Austria  
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IESTA

*Holistic Approach in Proposal Writing and Project Management of Cooperative EU Projects*



## Short summary of expertise and activities

IESTA is a non-university SME-sized research institute with a network of dedicated experts in the fields of Smart Mobility, Automated Driving, Road Safety & Cybersecurity

- Alternative Propulsion Technologies
- Embedded Systems and IoT
- Energy Conversion and Energy Efficiency Analyses
- System Architecture and Requirements Management
- Cost Assessment Analyses

As such IESTA has participated in numerous cooperative R&D Projects on national and European level, as initiator, supporter and partner. IESTA is not only active in the field of road transport, but is also in the rail and aviation sectors. This allows the introduction of a strong inter-domain view and expertise and the related fruitful transfer of knowhow. IESTA experts have a proven record in basic and applied research, technology and innovation in industry, academia and public bodies, thus providing a comprehensive understanding of different stakeholders.

### Participation in EU projects

IESTA has participated in numerous cooperative R&D Projects on national and European level.

#### EU proposal coordination / support of:

- EU FP7 ITN 2011 “**GRESIMO**”
- EU FP7 ITN 2013 “**BATWOMAN**”
- EU ARTEMIS Call 2012 “**CRYSTAL**”
- EU ARTEMIS Call 2013 “**DEWI**”
- EU ECSEL R&I Action 2014 “**TEAADS**”

- H2020 GV03 R&I Action 2016 “**ADVICE**”
- H2020 LC-GV-01-2018 “**SYS2WHEEL**”
- H2020-DT-ART-2019 “**HADRIAN**”
- H2020-DT-ART-2019 “**SHOW**”
- Horizon-CL5-2021-D5-01 “**HIPE**”
- Horizon-CL5-2023-D5-01-03 “**GIANTS**”

#### Proposal & project\* coordination on national level of:

- VECEPT\*** – All Purpose Cost Efficient Plug-In Electric Vehicle
- eMPROVE\*** – Innovative solutions for the industrialization of EVs
- eco2jet\*** – Evaluation and demonstration of an energy-efficient, cost-efficient and ecofriendly HVAC system using R744 based on the ÖBB railjet
- KeyTech4EV** – Key Technologies for Low-cost EV Platforms
- GreenHVAC4Rail\*** – Heating ventilation and Air Conditioning
- EV-CEA\*** – Electric Vehicle with Combustion Engine Assist
- eWingDeIcer\*** – Energy optimized deIcer of an airplane wing
- TWID\*** – Thermal Wing Ice Detector
- PF-EC(H)EV** – Poly Fuel Energy Conversion for Hybrid EVs
- EN4MAX** – Energy for maximum range
- IRE\*** – Integrated Range Extender
- EV-CEA** – Electric Vehicle with Combustion Engine Assist
- MAGNISCOPE** – Magnificent Diagnosis Digital Scope
- NG Mobility** – Next Generation Mobility
- FC-IMPACT** – Increasing market penetration of FC cars by efficient system solutions
- EUREKA TestEPS** – Testing and verification methods of automated driving functions and EPS

## IFP Energies nouvelles (IFPEN)

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | Public-sector R&I body (RTO)   |
| <b>Contact person:</b>       | Wissam Dib   |
| <b>Phone number:</b>         | +33 6 16 53 83 37  |
| <b>Email:</b>                | wissam.dib@ifpen.fr  |
| <b>Location head office:</b> | Rueil-Malmaison, France  |
| <b>Number of employees:</b>  | 1531   |
| <b>Turnover before tax</b>   | 240M€  |
| <b>Website:</b>              | <a href="http://www.ifpennergiesnouvelles.fr">www.ifpennergiesnouvelles.fr</a> |





## Short summary of expertise and activities

IFP Energies nouvelles (IFPEN) is a major research and training player in the fields of energy, transport and the environment. From scientific concepts within the framework of fundamental research, through to technological solutions in the context of applied research, innovation is central to its activities, hinged around four strategic directions: climate, environment and circular economy – renewable energies – sustainable mobility – responsible oil and gas. As part of the public-interest mission with which it has been tasked by the public authorities, IFPEN focuses its efforts on bringing solutions to the challenges facing society and industry in terms of energy and the climate, to support the ecological transition. An integral part of IFPEN, IFP School, its graduate engineering school, prepares future generations to take up these challenges.

### Sustainable mobility

To meet the triple challenge of energy-ecological-digital transition towards a decarbonized and sustainable mobility, IFPEN works with industrial partners, major groups and SMEs, academic partners, users and public institutions for developing innovative technological and digital solutions to increase energy efficiency and reduce environmental impacts of transport systems.

IFPEN activities on sustainable mobility are parts of the Carnot Institutes network since 2006, under the name of IFPEN Transports Energy Carnot Institute. These activities are based on a wide range of IFPEN's expertise on electric powertrain, electrochemical systems, control and energy management, hydrogen propulsion, low-carbon propulsion, software and tools, environmental analysis of mobility and life cycle assessment.

## Participation in EU projects



**MODALIS<sup>2</sup>** – MODelling of Advanced LI Storage Systems

**LONGRUN** – Development of efficient and environmental friendly LONG distance

**PHOENICE** – PHEv towards zero Emissions & ultimate ICE efficiency

**MAGPIE** – sMArt Green Ports as Integrated Efficient multimodal hubs

**OLGA** – OLYmpics & Green Airports

**LENS** – L-vehicles Emissions and Noise mitigation Solutions

**HELENA** – Halide solid state batteries for Electric vEHicles and Aircrafts

**TRANSENSUS LCA** – Towards a European-wide harmonized transport-specific LCA Approach

**UPPER** – Unleashing the potential of public transport in Europe

**XL CONNEXT** – Large scale system approach for advanced charging solutions

**EMPOWER** – Eco-operated, Modular, highly efficient, and flexible multi-POWERtrain for long-haul heavy-duty vehicles

**ARCHIMEDES** – Trusted lifetime in operation for a circular economy

**ELABORATOR** – The European Living Lab on Designing Sustainable Urban Mobility Toward Climate Neutral Cities

**BATSS** – Safe efficient battery system based on advanced cell technology

**BATCAT** – BATtery Cell Assembly Twin

**AEROSOLS** – Air Quality and Health Impact of Primary Semi-Volatile and Secondary Particles and their abatement

**MAGELLAN** – MAGnets in rEsilient supply chAInS

**LeMesurier** – Measuring the value of the Key Performance Indicators (KPI) of the 2Zero Partnership

**ENLIGHTEN** – Next generation 1200V electric high voltage powertrain

# INEGI - Institute of Science and Innovation in Mechanical and Industrial Engineering

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**Organisation type:** R&D Organization  
**Contact person:** José Sampaio  
**Phone number:** +35 1229578710  
**Email:** jcs@inegi.up.pt  
**Location head office:** Porto, Portugal  
**Number of employees:** 272  
**Turnover before tax:** €12 Million  
**Website:** [www.inegi.pt](http://www.inegi.pt)



## Short summary of expertise and activities

INEGI - Institute of Science and Innovation in Mechanical and Industrial Engineering from the University of Porto is an industry-oriented Research and Technology Organization.

INEGI's current activity in the surface transports area, and particularly concerning the automotive sector, explores innovative approaches to enable greener, safer and more competitive solutions tackling knowledge from multidisciplinary R&D areas, namely:

- **Materials Processing:** Composites processing, metal casting, metal sheet forming, metal-composites hybridization, additive manufacturing, joining technologies (adhesive bonding, FSW, laser welding and hybrid joining), and material properties customization;
- **Advanced Monitoring and Structural Integrity:** design, validation and inspection of mechanical structures; Instrumentation of systems, structures and components; custom advanced monitoring and inspection solutions; computer vision; design of quality control/assurance systems; numerical simulation of static and dynamic systems' behaviour; failure analysis; custom mechanical validation; ageing tests; ND inspection; materials joining;
- **Mechanical Transmissions:** High efficiency rolling bearings and lubricants for reduced dissipated heat in electric motors, gearboxes and other applications; high speed and high efficiency mechanical transmissions for EV drivelines, aerospace and other applications. Lubricants (grease, oil, water-based) to improve motor efficiency and reliability;
- **Vibrations and Acoustics:** Numerical and experimental analysis of the vibration of structural elements with low degrees of freedom, in (non)linear regime; modal analysis;

### Participation in EU projects

**HORIZON EUROPE** ESCALATE, SPINMATE, REINFORCE, FLASH-COMP, EuReComp, EARASHI, NerveRepack, HERO, CONCERTO, DIDEAROT

**HORIZON 2020**  
MAREWIND, LEVEL-UP, EMB3Rs, LAY2FORM, SMARTFAN

## i2m Unternehmensentwicklung GmbH

**Organisation type:** SME  
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**Location head office:** Graz, Austria  
**Number of employees:** 10  
**Website:** [www.i2m.at](http://www.i2m.at)



## Short summary of expertise and activities

i2m is a technology development and innovation consulting company. The company focuses on helping its clients grow through strategy, innovation & technology, be it through i2m's own developed technologies and products or through strategy and innovation consulting provided in cooperation with the world-renowned Cambridge University (UK).

i2m, located in Graz / Austria, is active in two business areas: on the one hand as an engineering company in product and technology development (also own products/solutions, e.g., "High Performance Latent Heat Storage" for automotive applications, system simulation tool for components sizing in early development stage, energy management solutions for mobile and stationary applications), on the other hand as a management consultancy focusing on strategy, technology, and innovation management.

With a team of engineers and experts in strategy development, as well as technology and innovation management, i2m offers a holistic approach to its clients, who are active in technology-intensive industries in Europe (mobility, industrial goods, energy, pharmaceuticals & chemicals).

Portfolio of services and offerings

i2m portfolio of engineering services:

- Manufacturing of virtual sensors
- Latent heat storage technology
- Ultra-fast system simulation

- Technology scouting and benchmarking
- Development of mathematical models and numerical simulations
- Concept development and rapid prototyping of innovative products & services
- Support for market introduction
- Research and development

In addition to these engineering services, selected complementary strategy & innovation management services.

## Participation in EU projects

**SELFIE** – Self-sustained and Smart Battery Thermal Management Solution for Battery Electric Vehicles

**CEVOLVER** – Connected Electric Vehicle Optimized for Life, Value, Efficiency and Range

**GIANTS** – Green Intelligent Affordable New Transport Solutions

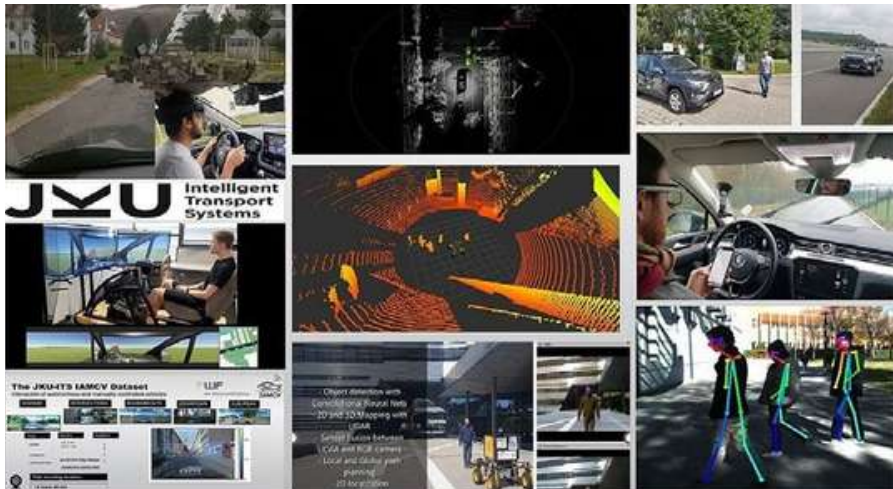
**SoliDAIR** – Methods & tools that ensure the safety and dependability of AI and robotics systems in manufacturing

# Johannes Kepler University

**Organisation type:** Public Educational Institution  
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## JKU ITS Research Overview





## Short summary of expertise and activities

Johannes Kepler University researchers lead in cutting-edge developments, actively engaging with the community. Their expertise is shared in dialogue with the public, local business, and cultural institutions. In education, research, and its third mission, JKU addresses global challenges.

JKU-ITS focuses in intelligent vehicular technologies, ICT, data analysis, smart mobility, and mobile sensors for automated, cooperative, and connected transport. The team collaborates in transportation networks, aiming to develop eco-friendly solutions through sensor and communication technologies. Key research areas include Human Factors and Interaction, Automated Connected Transportation, Machine Learning for Automated Driving, Simulation Platforms, Travel Behavior, and Digital Sustainable Transportation. The head of the department, Prof. Olaverri-Monreal, has dedicated over 8 years to serving as a member of the board of governors at the IEEE Intelligent Transportation Society, assuming the presidency in both 2022 and 2023. Furthermore, she is a European Commission Expert for "Automated Road Transport" and has undertaken the review of numerous research centers, in Ireland, Germany, France, Sweden, etc..

In addition, she has developed projects as the Principal Investigator in collaboration with significant industry stakeholders in logistics, as well as infrastructure providers (e.g., Swarco, IAV GmbH, Post A.G).

## Participation in EU projects

The JKU University has successfully secured funding for more than 62 EU projects. Some of these projects are:

**MITHOS** - Innovative Decision-Making Tool for the Federated Monitoring, Re-Design and Conservation of Multimodal Transport Infrastructures

**CASTSM** - Connected and Automated Sustainable Transport Systems and Mobility, EU-funded Erasmus Mundus Design Measures Project

**ERGODIC** - Combined Passenger and Goods Transportation in Suburb Traffic, within the European partnership "Driving Urban Transitions" (DUT).

**OptiPEX** - Optimizing Passenger Experience in Public Transport

**AISA** - AI Situational Awareness Foundation for Advancing Automation

**SILENSE** - (Ultra)Sound Interfaces and Low Energy iNtegrated Sensors

**SCOTT** - Secure COnnected Trustable Things

**ENABLE-S3** - European Initiative to Enable Validation for Highly Automated Safe and Secure Systems

**RItrainPlus** - Research into optimised and future railway infrastructure

**AIDoARt** - AI-augmented automation for efficient DevOps, a model-based framework for continuous development At RunTime in cyber-physical systems.

Furthermore, JKU-ITS has actively engaged in various international proposals, securing a total funding of over 2.5 million EUR since its establishment in 2018 through successful participation in 9 national and international projects.

# Karlsruhe Institute of Technology (KIT)

**Organisation type:** University  
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**Location head office:** Karlsruhe, Germany  
**Number of employees:** 10,030  
**Turnover before tax:** €1148 Million  
**Website:** www.kit.edu



*Autonomous shuttle in KIT's acoustic four-wheel roller dynamometer*



## Short summary of expertise and activities

Karlsruhe Institute of Technology (KIT), a University of Excellence, creates and imparts knowledge for the society and the environment. KIT excels in a broad range of disciplines, i.e. in natural sciences, engineering sciences, economics, as well as the humanities and social sciences. It makes significant contributions to the global challenges of mankind in the fields of energy, mobility, and information. In high interdisciplinary interaction, KIT's research covers the **complete range from fundamental research to close-to-industry applied research** and from small research partnerships to long-term large-scale research projects.

Research at KIT is organized along nine "KIT Centers", which focus on challenges of fundamental importance to our society or on key topics resulting from the striving for knowledge. The **KIT Center Mobility Systems** embraces a wide range of multidisciplinary competencies to develop solutions for tomorrow's mobility. The KIT Center brings together about 800 engineers, natural scientists, economists and social scientists from more than 35 institutes, and covers the following research fields: vehicle concepts, vehicle technologies, methods and processes in design and production, infrastructure and traffic, digitization in mobility, as well as mobility and society. The KIT Center Mobility Systems provides both deep expertise in each specific research field, and – through its multidisciplinary concept – a sound basis to **address current and future mobility challenges in a cross-cutting and holistic systems perspective** such as smart and sustainable urban mobility concepts, autonomous driving, seamless mobility, alternative drive systems and energy-efficient transport.

## Participation in EU projects

At KIT, several institutes have been involved in EU projects. The following list gives a selection of the more important projects: **ARGO**, **ARRIVAL**, **ARTIC** – Antenna Research and Technology for the Intelligent Car, **AUTOSUPERCAP** – Development of high energy/high power supercapacitors for automotive applications, **BENEFIT** – Business Models for Enhancing Funding for Infrastructure in Transport, **DBCAR**– Decisions and Behaviors for Cognitive Automobiles Research, **eCOMPASS**, **ERANETMED-STOREENERGY** – Sodium-ion batteries – an advanced solution for mobile and stationary energy storage applications, **EIT KIC InnoEnergy** – Accelerating sustainable energy innovations, **ETISplus**, **FORTISSIMO** – Advanced Simulation, Modelling & Data Analytics for Industry, **FUTRE**, **HERCULES-C** – Higher Efficiency, Reduced Emissions, Increased Reliability and Lifetime, Engines for Ships, **HIGH-TOOL** – High-level strategic transport model, **LICORNE** – Lithium recovery and battery-grade materials production from European resources, **JobVehElec**, **KITe hyLITE PLUS** – Innovative lightweight design for the vehicle industry, **LEAFSLIM** – Lightweight steel Leaf Springs with improved durability and reliability, **Photofuel**, **PRE-DRIVE C2X** – PREparation for DRIVING Implementation and Evaluation of C2X communication technology, **RHINOCEROS** – Batteries reuse and direct production of high-performance cathodic and anodic, **SuMo Rhine**, **SUSANA**, **TRIP**, **VI-DAS** – Vision Inspired Driver Assistance Systems.

# KTH Royal Institute of Technology

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**Organisation type:** University

**Contact person:** Peter Göransson  
Mikael Nybacka

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+ 46 70 240 46 71

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mnybacka@kth.se

**Location head office:** Stockholm, Sweden

**Number of employees:** 5000

**Website:** [www.kth.se](http://www.kth.se)



## Short summary of expertise and activities

KTH Royal Institute of Technology in Stockholm is Sweden's largest technical research and learning institution and home to students, researchers and faculty from around the world dedicated to advancing knowledge. The wide spectrum of research at KTH demands variation in focus, approach and formation.

We work to create an open atmosphere and break down traditional barriers between academic disciplines. Basic research is conducted in parallel with applied research, and the same is true of multidisciplinary work and specifically targeted work. Based on strong areas of research at KTH, six Research Platforms for multidisciplinary research have been created: Transport, Life Science, Materials, Digitalization, Energy, Industrial transformation.

The KTH Transport Platform is one of the focal points in the collaborations with KTH's Strategic Partners with activities related to the transport field. KTH has formed Strategic partnerships with 11 companies, out of these 9 have a link to the Transport research area, see also KTH Strategic partnering.

**KTH Transport Platform** With the ongoing globalisation, a growing world population and an increasing urbanization, the transport of people and goods sees a tremendous growth worldwide. The challenges associated to the environment, natural resource utilization and space allocation are becoming

more and more complex to solve. To reach this, we need to break with the disciplinary/thematic research paradigm and in joint collaborative efforts; involving industry, society and academia; formulate a new approach among others involving an increasing degree of multi-disciplinarity in research as well as education and training. The KTH Transport Platform is a vehicle for integration of transport related research from all of the Schools of KTH; individual researchers, multi-disciplinary oriented research centres as well as infrastructure in the form of laboratories etc. According to the latest mapping, more than 850 researchers at KTH are actively involved in transport related research. They are members of more than 40 research groups and 14 Centers of Excellence. The activities are managed through 5 thematic areas each contributing with a technology oriented vision: Holistic transport system, Innovative vehicle concepts, Policy and institutions, Transportation infrastructure, Transport in the Information Age. More about the KTH research activities in Transport may be found at KTH Transport platform.

### Participation in EU projects

KTH has within Transport participated to a large number of EU projects, from FP4 through Horizon 2020. Examples of recent involvement are: **EIT KIC Urban Mobility, LOWBRASYS, ECCENTRIC, METPEX, COMPANION, ENSEMBLE WISE-ACT, EVERSAFE.**

## EARPA Partners Guide 2025

# KU Leuven

|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | University   |
| <b>Contact person:</b>       | Bert Pluymers<br>Wim Desmet                          |
| <b>Phone number:</b>         | +32 16 32 25 29<br>+32 16 32 24 80                   |
| <b>Email:</b>                | bert.pluymers@kuleuven.be<br>wim.desmet@kuleuven.be  |
| <b>Location head office:</b> | Leuven, Belgium                                      |
| <b>Number of employees:</b>  | 22534  |
| <b>Website:</b>              | <a href="http://www.kuleuven.be">www.kuleuven.be</a> |

**KU LEUVEN**

*KU Leuven built a hybrid concept car platform to demonstrate its innovative technology developments such as real-time deployment of combined wheel force and sideslip angle estimators performing stable estimation under low excitation while ensuring long-term stability.*





## Short summary of expertise and activities

**KU Leuven** boasts a rich tradition of education and research that dates back six centuries. KU Leuven is a charter member of LERU and in the Times Higher Education ranking KU Leuven is ranked as the 14th European university, while in the Reuters Top 100 of the World's most innovative institutions, KU Leuven is listed as the first European university. Its mission is threefold: research, education and service to society. KU Leuven Research & Development (LRD) is the technology transfer office (TTO) of KU Leuven. Since 1972 a multidisciplinary team of experts guides researchers in their interaction with industry and society, and the valorisation of their research results.

The LMSD division (**Mechanic/Mechatronic System Dynamics**) counts 130 researchers and aims to create added value during every phase (design / manufacturing / operations) in the lifetime of mecha(tro)nic systems by understanding, monitoring and controlling their dynamic (motion / vibration / acoustics) behaviour. Targeted systems include machines, vehicles, and manufacturing and assembly processes. The **Digital Twin concept, Machine Learning and Model Based Systems Engineering** approaches are adopted, thereby involving dynamic behaviour models, validated and enriched with dynamic measurement data.

Addressing both virtual and experimental activities, research is clustered around 5 major research lines: (i) large bandwidth dynamics of lightweight (meta)materials and systems, and their manufacturing, (ii) (flexible) multibody dynamics, (iii) NVH and flow-acoustics, (iv) smart system dynamics and (v) monitoring and prognostics of mecha(tro)nic components and systems.

The organisation of the yearly ISMA, ISAAC and ISAMS courses and the biennial ISMA conference on Noise & Vibration Engineering, and the division's presence on dedicated digital media, are key dissemination elements, next to top journal publications and presentations at reference conferences and workshops.

### Participation in EU projects

Throughout the years, LMSD has been actively involved in many national and international research projects, relevant to automotive engineering (full list available at [www.mech.kuleuven.be/en/mod/Projects/Projects](http://www.mech.kuleuven.be/en/mod/Projects/Projects)).

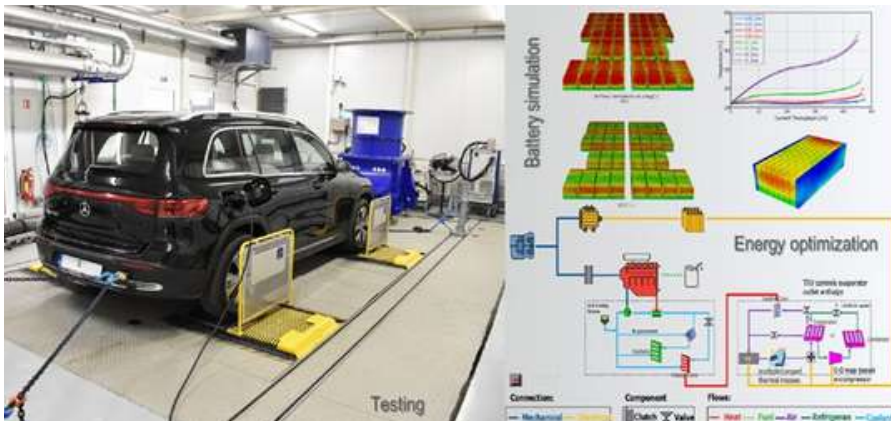
These include on-going HEU research projects such as **AID4SME** (coordinator), **EU.FFICIENT** (coordinator), **GIANTS**, **PLIADES**, **ECOHYDRO**, **RecAI**, **PROSPECTS5.0**, **ICONIC**, **MetaFacturing** (coordinator), **LENS**, **VOLT CAR**, **NEWBORN** and **REBOOT-SKILLS** and Marie Skłodowska Curie research and training projects such as **VAMOR** (coordinator), **PATRON** (coordinator), **METRAMAT**, **APRIORI** (coordinator), **METAVISION** (coordinator), **GAP-NOISE**, **ASSESS**, **ActaReBuild**, **IN-NOVA** and **Gecko**.

# Laboratory of Applied Thermodynamics (LAT) - Aristotle University Thessaloniki

**Organisation type:** University  
**Contact person:** Prof. Leonidas Ntziachristos  
**Phone number:** +30 23 1099 6003  
**Email:** leon@auth.gr  
**Location head office:** Thessaloniki, Greece  
**Number of employees:** 60  
**Website:** lat.eng.auth.gr



Example of electric powertrains testing and simulations at LAT



# Short summary of expertise and activities

LAT is a university laboratory established in 1975 aiming to serve research, development and education in the following areas:

## Powertrain and emissions

- Vehicle engine and dyno testing (LD, HD, L-vehicles)
- Exhaust aftertreatment and alternative fuels
- OBD, OBM and Anti-tampering
- Non-exhaust emissions

## Battery and energy systems

- Battery Cell, Module and Pack Testing
- Electrothermal and Electrochemical Battery Models
- Power and Propulsion Systems Energy Optimization
- Application of Commercial Multi-Physics Simulation Software in Power Systems

## Environmental Impact and Sustainability Research

- Air quality, emissions toxicity and health impact
- Advanced Optoacoustic Sensor focusing on Black Carbon
- Renewable Energy and Sustainable Biofuels

LAT has been a long-lasting consultant of the European Commission in practically all emission and noise standards developed over the last twenty years and has been leading the CLOVE consortium in developing the Euro 7 standard. Finally, LAT is a strategic partner of the automotive and fuel industry around the world in multi-physics modelling of aftertreatment, battery and catalytic systems, fuel and lubricants evaluation for combustion engines, and impact assessments of technologies and policies.

## Participation in EU projects



LAT has a long track record of coordination and participation in research projects, including: **ICT-Emissions** – Development of a methodology and tool to evaluate the impact of ICT measures on road transport emissions (coordination),

**DownToTen** – Measuring automotive exhaust particles down to 10 nanometres (coordination)

**SCIPPER** – Shipping contributions to inland pollution push for the enforcement of regulations (coordination)

**LENS** – L-vehicles Emissions, and noise mitigation solutions (coordination, VERA: Vehicle emission retrofit activities (coordination)

**EMERGE** – Evaluation, control and mitigation of the environmental impacts of shipping emissions

**RSENSE** – Revolutionizing disease and environmental detection with portable optoacoustic sensing

**ENGIMMONIA** – Sustainable technologies for future long distance shipping towards complete decarbonisation

**UPTOME** – Unmanned- power-to-methanol production

**VERA** – Vehicle emission retrofit activities, **AENEAS** – Innovative energy storage systems onboard vessels

**POSEIDON** – Propulsion of ships with e-Methanol in favour of the decarbonisation of naval transport

**ESCALATE** – Powering EU net zero future by escalating zero emission HDVs and logistic intelligence.

**STREnGth\_M** – Stimulating road Transport Research in Europe and around the Globe for sustainable Mobility

**nPETS** – nanoParticles Emissions from the Transport Sector

# LEITAT

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**Organisation type:** Technological Center  
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**Location head office:** Terrassa, Spain  
**Number of employees:** +500  
**Turnover before tax:** €48 Million  
**Website:** www.leitat.org



## Short summary of expertise and activities

Founded in 1906, Leitat is one of the reference entities at state and European level in technology management. It has a team of more than 500 professionals, experts in applied research, technical services and management of technological and innovation initiatives. Leitat provides social, industrial, economic and sustainable value, offering comprehensive solutions in multiple sectors and areas: development of new materials, eco-sustainable production, occupational health prevention systems, revaluation of waste and use of natural resources, interconnectivity and digitization of industry, green energy and maximization of energy efficiency. Leitat is recognized by the Ministry of Economy, Industry and Competitiveness and is one of the main entities participating in the Horizon2020 program of the European Union.

Within the mobility sector, Leitat carries out end-to-end projects encompassing its entire value chain from materials development (post-lithium batteries, fuel cells, textile, self-reinforced fibre composite, fluids, etc.) and connected concept design to their integration within manufacturing processes supported by industrial 3D-enhanced robotic, AI, IoT and cybersecurity approaches. All those aspects are driven by circular economy feature such as safe- and sustainable-by-design tools, innovative technologies and strategies for a sustainable and safe production for efficient management of natural resources (critical raw material, bio-based material, energy and water) and the optimal treatment and recovery of residual flows. Finally, beyond Integrated Product and Process Development, Leitat has also relevant expertise on treatment and control of air quality including

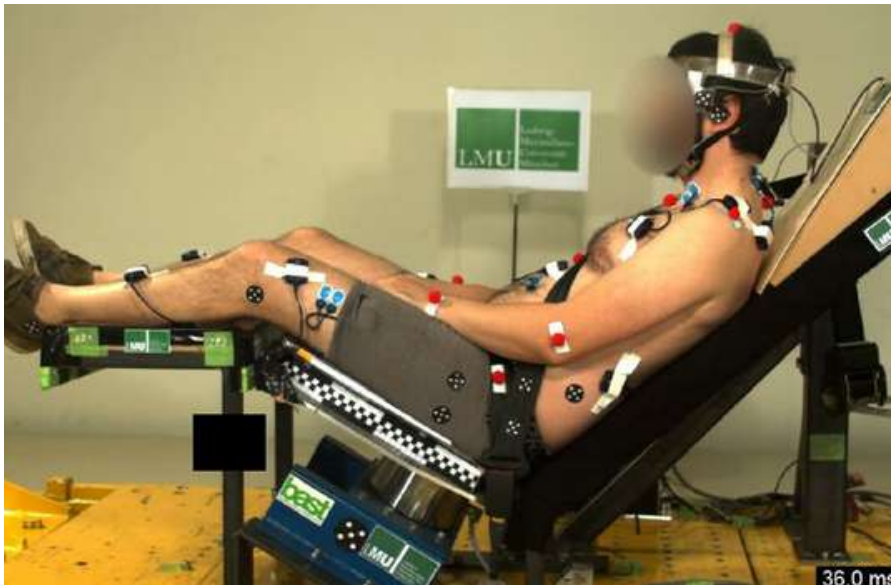
related health exposure, eco-innovation services (LCA, S-LCA, Eco-design), microfluidic systems able for example to monitor use of drugs-of-abuse and multimodal crowd flow management. With all this, we set out to help industries develop their projects from any stage of the mobility value chain, in order to provide knowledge and innovation and create a strong and powerful industrial network based on the new products and processes developed.

## Participation in EU projects

**ZeroF** – Development of verified safe and sustainable PFAS-free coatings for food packaging and upholstery textile applications, **NET-Fuels** – Increasing biomass conversion efficiency to carbon-negative sustainable biofuels by combination of thermal and bio-electrochemical processes, **GH2** – GreenH2 production from water and bioalcohols by full solar spectrum in a flow reactor, **AM4BAT** – Gen. 4b Solid State Li-ion battery by additive manufacturing, **Rhinoceros** – Batteries reuse and direct production of high performances cathodic and anodic materials and other raw materials from batteries recycling using low cost and environmentally friendly technologies, **BATRAW** – Recycling of end-of-life battery packs for domestic raw material supply chains and enhanced circular economy, **VIBES** – Improving recyclability of thermoset composite materials through a greener recycling technology based on reversible biobased bonding materials, **RAWMINA** – Raw materials innovation for the circular economy: sustainable processing, reuse, recycling and recovery schemes, **Upsurge** – City-centered approach to catalyze nature-based solutions through the EU Regenerative Urban Lighthouse for pollution alleviation and regenerative development. **PANACEA** – Practical and Effective tools to monitor and Assess Commercial drivers' fitness to drive.

# Ludwig-Maximilians-Universität München

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**Website:** www.uni-muenchen.de





## Short summary of expertise and activities

Founded, as Bavaria's first university with a papal concession in 1472, the LMU has been known for decades for its excellent science. LMU Munich is the leading teaching and research university in Germany, ranking 1st in Germany in the latest Times Higher Education World University Ranking. LMU Munich is a large beneficiary of the German excellence initiative and has hosted more than 85 ERC grants. In FP7 LMU Munich participated in 21 Marie Curie Initial Training Networks and coordinated 4 of them. In Horizon 2020 LMU has already been awarded 21 European Training Networks, of which 3 are coordinated by LMU researchers/scientists. Finally, LMU Munich currently offers more than 35 structured doctoral programs in a broad range of disciplines.

The Institute of Legal Medicine is part of the medical faculty, its Biomechanics and Accident Analysis Group deals with the detailed investigation of traffic accidents, their analysis as well as biomechanical backgrounds and the simulation of injury mechanisms. The primary field of application is the safety of road users, but this is extending to all neighbouring scenarios such as falls and violence. Eleven scientists from Mechanical Engineering, Medicine, Physics, Computer Science, Ergonomics and Biology contribute to in-depth crash studies and injury analysis, data analysis using epidemiology methods and studies examining the impact of anthropometry variations on road user injury risks. The department has a pronounced expertise in investigation of possible impact scenarios and related injury mechanisms using numerical human body models and is able to analyse and evaluate potential hazards for all kinds of road users.

## Participation in EU projects

**Running:** **OSCCAR** (Future occupant safety for crashes in cars) – Development of future advanced occupant protection systems using integrated approach **PIONEERS** (Protective innovations of new equipment for enhanced rider safety) – To improve the performance of safety systems (Personal Protective Equipment and on-board systems), to develop better test and assessment methods for PTW users

### **Finished:**

**SENIORS** (Safety enhancing innovations for older road users) – To improve the safe mobility of the elderly using an integrated approach

**MOTORIST** (Motorcycle Rider Integrated safety; Marie-Curie-Actions) – Safety systems

**PISa:** Development and Implementation of reliable and fail-safe integrated safety systems

**MyMOSA** – Safety systems

**APROSYS** – Scientific and technology development of critical technologies improving passive safety for road users in all relevant accident types and accident severities

# MCAST Energy Research Group

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**Organisation type:** University  
**Contact person:** Dr Ing. Brian Azzopardi  
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**Email:** Brian.azzopardi@mcast.edu.mt  
**Location head office:** Malta  
**Website:** [www.mcast.edu.mt](http://www.mcast.edu.mt)



MCAST

## Short summary of expertise and activities

The Malta College of Arts, Science and Technology (MCAST) is a public vocational applied science-based further and higher education institution with an international reputation for excellence in teaching established in 2001 as the first of its kind in Malta. The award-winning MCAST Energy Research Group (MCAST Energy) (est. 2014) forms part of the Institute for Engineering and Transport (est. 2016).

The Institute supported by this research group provides high-quality professional and academic programmes at technical, undergraduate and graduate levels in engineering and science fields. Even though MCAST is a young institution (est. 2001), it has many accomplishments to show over a very short period of time, while its foundations date back to the 1970s. MCAST manages and awards the diverse qualifications programmes from level 1 to level 8 (Doctorate) under the Malta Qualifications Framework (MQF).

MCAST is the leading public-funded academic institution in Malta, with around 7,000 full-time and 4,500 part-time students and a population of about 700 academic and administrative employees. Furthermore, MCAST Energy has been top-ranked recently based on several inter/national-based research-funded activities. MCAST also manages a budget for developing a 120 Million Euro new campus and delivering up to about 4 Million Euro funds for vocational education recently, close to 5 Million Euro MCAST budgets on externally funded research projects, including H2020 projects. It also delivers national and regional research programmes funded by the Malta Council for Science and Technology (MCST), the European Structural Funds, the European Regional and Development Funds, INTERREG and ERASMUS+.

It has actively participated in more than 12 COST Action programmes and Climate KIC Malta. Two nationally funded projects under ERANETMED initiatives were awarded to the PI, Dr Ing. Eur. Ing. Brian Azzopardi. MCAST, through the PI, is also the coordinator of the H2020 TWINNING JUMP2Excel (Joint Universal activities for Mediterranean PV integration Excellence) project and NEEMO (Networking for Excellence in Electric Mobility Operations) and the chair of ISOS-10 2017 “International Summit on the Stability of Organic and Perovskite Solar Cells”, the MEDPOWER2022 “The 13th Mediterranean Conference on Power Generation, Transmission, Distribution and Energy Conversion” and initiated and chaired the first “Energy Day Conference” series.

## Participation in EU projects

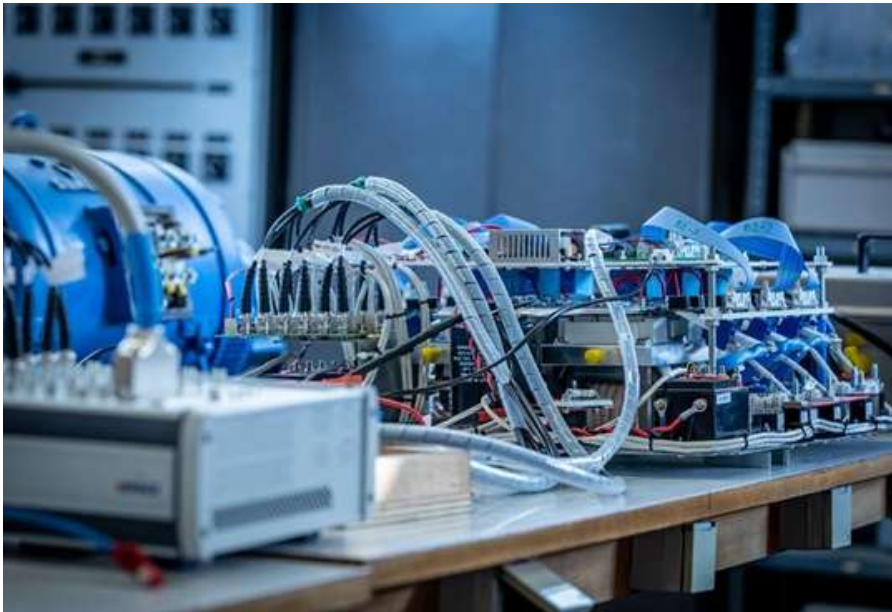
The MCAST Energy team are also on the Management Committees of the COST Action research projects: CA16232 ENGAGER ‘European Energy Poverty: Agenda Co-Creation and Knowledge Innovation’ (2017 – 2022), CA16114 RESTORE ‘REthinking Sustainability TOwards a Regenerative Economy’ (2017 – 2022), CA16222 WISE-Act ‘Wider impacts and scenario evaluation of autonomous and connected transport’, and International Partnership Awards (2016 & 2017) €5k Projects each by Malta Council for Science and Technology (MCST) and several other projects, MCAST Energy Living Laboratory Project.

1. €1M Joint Universal activities for Mediterranean PV integration Excellence (JUMP2Excel). H2020, Coordinator. 2018 – 2022.
2. €0.8M Networking for Excellence in Electric Mobility Operations (NEEMO). H2020. Coordinator. 2019 – 2023.

# MOBI Electromobility Research Centre

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**Organisation type:** Research Centre  
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**Location head office:** Pleinlaan 2, 1050 Brussels, Belgium  
**Number of employees:** 120  
**Website:** [www.mobi.research.vub.be](http://www.mobi.research.vub.be)



## Short summary of expertise and activities

MOBI is the innovative research hub for electromobility in Europe, and aims to make a strong contribution to a more sustainable society. With more than 120 specialists, we form a multidisciplinary team that supports the transition to a more environmentally friendly and electrified mobility and transport system. A unique mix of technical, environmental and socio-economic skills is the strength of our research group. MOBI is the technological expertise centre in many areas ranging from electric and autonomous driving, to innovative batteries, intelligent drive systems and energy management, power electronics and charging infrastructure. In addition, we provide knowledge regarding business planning and consumer behaviour, and look at the integration of electric vehicles in energy communities and smart grids. This broad approach enables MOBI to develop sustainable and innovative solutions and electrification strategies that are broadly supported by all parties participating in the electric (autonomous) fleet of the future.

MOBI is also a Core Lab within the Flanders Make organization - Driving Innovation and has a long track record in a multitude of research projects.

### Participation in EU projects

**SELFIE** – SELF-sustained and Smart Battery Thermal Management Solution for Battery Electric Vehicles, **WIMBY** – Wind In My Backyard: Using holistic modelling tools to advance social awareness and engagement on large wind power installations in the EU, **CoFBAT** – Advanced material solutions for safer and long-lasting high capacity Cobalt, **EAFO 3.0**: Portal migration, management and further development of the European Alternative Fuels Observatory and related expert consultancy services

Free Batteries for stationary storage applications, **LONGRUN** – Development of efficient and environmental friendly LONG distance powertrain for heavy duty trucks and coaches, **BD4OPEM** – Big Data for Open innovation Energy Marketplace, **INDIMO** – Inclusive digital mobility solutions, **SHOW** – SHared automation Operating models for Worldwide adoption, **eCharge4Drivers, Spartacus** – Spatially resolved acoustic, mechanical and ultrasonic sensing for smart batteries, **BATTERY 2030+ large-scale research initiative** – At the heart of a connected green society, **BAT4EVER** – Building a Low-Carbon, Climate Resilient Future: Next-Generation Batteries, **iSTORMY** – Interoperable, modular and Smart hybrid energy STORAGE system for stationary applications, **URBANIZED** – modular and flexible solutions for urban-sized Zero-Emissions last-mile Delivery and services vehicles, **HiEFFICIENT** – Highly EFFICIENT and reliable electric drivetrains based on modular, intelligent and highly integrated wide band gap power electronics modules **NextETRUCK** – Efficient and affordable Zero Emission logistics through NEXT generation Electric TRUCKs, **SSH CENTRE** – Social Sciences and Humanities for Climate, Energy and Transport Research Excellence, **AM4BAT** – Gen. 4b Solid State Li-ion battery by additive manufacturing, **AUGMENTED CCAM** – Augmenting and Evaluating the Physical and Digital Infrastructure, **TANDEM** – Transdisciplinary AND Deliberative equity appraisal of transition policies in Energy and Mobility, **Horizon 2020** – InterConnect, **SiC4GRID** – Next generation modular SiC-based advanced power electronics converters for enhanced renewables integration into the grid, **OPEVA** – OPTimization of Electric Vehicle Autonomy, **CoFBAT** – Advanced material solutions for safer and long-lasting high capacity Cobalt Free Batteries for stationary storage applications

## Mondragon Unibertsitatea

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | University   |
| <b>Contact person:</b>       | Zigor Azpilgain  |
| <b>Phone number:</b>         | +34 656 766 881  |
| <b>Email:</b>                | zazpilgain@mondragon.edu   |
| <b>Location head office:</b> | Mondragon, Spain   |
| <b>Number of employees:</b>  | 240  |
| <b>Turnover before tax:</b>  | €30 Million  |
| <b>Website:</b>              | <a href="http://www.mondragon.edu/en/home">www.mondragon.edu/en/home</a> |





## Short summary of expertise and activities

The Faculty of Engineering of Mondragon Unibertsitatea is a non-profit integral education cooperative, declared of public utility, whose main activities include education, research and technology transfer to companies and other public or private entities. One of its main characteristics is the close and permanent relationship with industry, enabling to outline the educational offer by adapting it to the needs of companies and organizations.

The participation of the professors at MGEP in research projects is one of the important focal points in its educational innovation process. The Research and Transfer activity of the faculty covers from fundamental applied research (in which are framed up the 130 doctoral theses running nowadays) to experimental development and innovation activities, also covering other industrial research activities. There are 16 research groups, grouped into 5 units: Mechanical behaviour and product design, Science, technology and transformation processes of materials, Design and industrial management processes, Embedded systems and information systems and Electric power.

## Participation in EU projects

**VENUS** – Switched/Synchronous Reluctance Magnet-free Motors for Electric Vehicles

**OPTIBODY** – Optimized Structural components and add-ons to improve passive safety in new Electric Light Trucks and Vans (ELTVs)

**DEWI** – Dependable Embedded Wireless Infrastructure

**EU-LIVE** – Efficient Urban LIght VEHICLES

**OPTEMUS** – Optimised Energy Management and Use

**Hi-Fi Elements** – High Fidelity Electric Modelling and Testing

**WEEVIL** – Ultralight and ultrasafe adaptable 3-wheeler.

## Mosaic Factor SL

|                              |                                |
|------------------------------|--------------------------------|
| <b>Organisation type:</b>    | SME                            |
| <b>Contact person:</b>       | Stefano Persi                  |
| <b>Phone number:</b>         | +34 677 600 963                |
| <b>Email:</b>                | stefano.persi@mosaicfactor.com |
| <b>Location head office:</b> | Barcelona, Spain               |
| <b>Number of employees:</b>  | 13                             |
| <b>Turnover before tax:</b>  | 600,000                        |
| <b>Website:</b>              | www.mosaicfactor.com           |



## Short summary of expertise and activities

MOSAIC FACTOR is a fully independent SME focusing on trustworthy DATATECH and AI for automotive, mobility and logistics. The company, founded in 2016, has been involved in more than 20 collaborative R&D projects, mostly belonging to H2020 and HE, some at national/regional level. The activity on HE focuses especially on CLUSTER 5, addressing EVs, CCAM, logistics and mobility topics, always with a clear priority on data driven solutions.

The leading team has been involved in EU funding since FP7, often coordinating proposals. Stefano Persi, Mosaic Factor CEO, previously worked in the automotive field at product level, responsible for the ECU implementing the diesel injection control of different European and Asian OEMs at Delphi Diesel Systems in France.

Other members of Mosaic Factor have a previous experience in Automotive industry with expertise in EV and non-EV Powertrain technologies and Emissions, including non-exhaust, and SIL testing. In-vehicle and off-vehicle Digital Twins, Tiny ML, Explainable and Trustable AI are the main key areas of development for the coming years. Technical competences of MOSAIC FACTOR include: Network and Traffic Management, EVs, Emissions, Intermodal and Sustainable Supply Networks. Mosaic Factor engages in local and European associations such as IN-MOVE by Railgrup (intermodal transport), Cluster Digital of Catalonia (ICT), CCAM, and of course EARPA.

## Participation in EU projects

**TwinLoop** - Open Framework for TwinOps and vehicle specific Digital Twin for Software Defined Evs.

**SYNERGIES** - Scenarios for development of automated vehicles.

**AutoMoTIF** – Multimodal transport automation, focusing on digital twins and simulation.

**NeMo** – Hyper-Network providing seamless interoperability of electromobility services, creating an open, distributed and widely accepted ecosystem for electromobility.

**eChargeForDrivers** – Improvement of the Electric Vehicle charging experience in urban areas and on interurban corridors, making it more convenient for users to go green.

**GREENLOG** – Green last mile logistics.

**PIONEERS** – Green Deal Lighthouse project on Port of the future technology.

**INCLUSION** – Understanding, assessment and evaluation of the accessibility and inclusiveness of transport solutions in European prioritized areas.

**IMOVE** – Paving the way for a “roaming” service for MaaS users at European level

# Politecnico di Milano

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**Organisation type:** Technical University Dr-ing

**Contact person:** Federico Colombo  
(cc Prof. Gianpiero Mastinu)

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(+39 333 326 79 07)

**Email:** Federico.colombo@polimi.it  
(gianpiero.mastinu@polimi.it)

**Location head office:** Milano, Italy

**Number of employees:** >3000

**Turnover before tax:** >500 M€

**Website:** [www.polimi.it/en](http://www.polimi.it/en)



**POLITECNICO**  
MILANO 1863

*DriSMi – Driving Simulator Politecnico di Milano*



## Short summary of expertise and activities

The Politecnico di Milano, founded in 1863, is the largest technical university in Italy, with about 48,000 students. The university offers undergraduate, graduate and higher education courses in engineering, architecture and design.

According to the QS World University Rankings for the subject area 'Engineering & Technology', Politecnico ranked in 2022 as the 13th best in the world. It ranked 6th worldwide for Design, 9th for Civil and Structural Engineering, 9th for Mechanical, Aerospace Engineering and 7th for Architecture.

Politecnico di Milano participates in prestigious international networks alongside the main European technical universities: IDEA League, Alliance for Tech, Enhance. At the Politecnico 12 departments are active. The Politecnico hosts 246 research labs, 34 interdepartmental labs and 6 large infrastructures. One of the large infrastructures is the Driving Simulator Lab, which is linked, through the Lombardy Mobility Cluster, to the Four Motors for Europe, an Association of the Governments of four EU Regions. Other large infrastructures are: the Laboratory for the Safety of Transport, the Wind Tunnel, the laboratories of Material Testing, Photonics, Multi-disciplinary Makerspace. The "mOve" Lab deals with automated vehicles.

The Department of Mechanical Engineering is currently the Politecnico's branch for the interaction with EARPA. The mission of the Department is to foster research on transports and sustainable mobility, (motorsport included), power technologies,

biomechanics and service robotics, bio-materials, smart materials and hybrid materials, manufacturing and production systems, space and security. The Politecnico di Milano manages the National Center of Sustainable Mobility (MOST), a Foundation participated by 49 stakeholders, with, among them, 25 Italian top Universities. The MOST has 14 spokes dealing with both vertical topics and horizontal topics. Vertical topics: Air Mobility, Sustainable Road Vehicle, Waterways, Rail Transportation, Light Vehicle and Active Mobility. Horizontal topics: Connected and Automated Vehicle (CAV), CCAM Connected Networks and Smart Infrastructures, MaaS and Innovative Services, Urban Mobility, Freight & Logistics, Innovative Materials and Lightweighting, Innovative Propulsion, Electric Traction Systems and Batteries, Hydrogen & New Fuels. Politecnico has a cooperation with Xi'an Jiaotong University. , a joint Centre has been operational since September 2019. Politecnico has a joint platform with Tsinghua University, the most important Chinese University.

### Participation in EU projects

Politecnico is part of 5 KICs: **EIT Climate**, **EIT Digital**, **EIT Urban Mobility**, **EIT Raw Materials**, **EIT Manufacturing**.

- Main figures - grants that have been obtained:
- Horizon 2020: 189 mln€, 34 ERC
- Horizon Europe: 32 mln € (at 28-Apr-2022), 11 ERC (as at 30-Jul-2022)
- Self financing (2020): 142 mln €

One of the many EU projects: AI@EDGE: A secure and reusable Artificial Intelligence platform for Edge computing in beyond 5G Networks.

## Politecnico di Torino

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | University   |
| <b>Contact person:</b>       | Prof. Federico Millo                               |
| <b>Phone number:</b>         | +39 3316 796 013                                   |
| <b>Email:</b>                | federico.millo@polito.it                           |
| <b>Location head office:</b> | Turin, Italy                                       |
| <b>Number of employees:</b>  | 1218 (Teaching staff) +<br>993 (Admin&Techn staff) |
| <b>Turnover before tax:</b>  | €317 Million                                       |
| <b>Website:</b>              | <a href="http://www.polito.it">www.polito.it</a>   |



**Politecnico  
di Torino**





## Short summary of expertise and activities

Politecnico di Torino was founded 160 years ago and represents a leading public university, in Italy and in Europe, in technical-scientific teaching and research (#33 for Engineering and Technology, according to 2022 QS World University Ranking).

More than 38,700 students (19% of which from foreign countries) are currently enrolled in 25 BSc and 34 MSc programs, with about 1160 PhD students (25% of which from foreign countries) attending 18 different PhD programs.

26 educational paths taught completely in English and more than 300 International Agreements testify to Politecnico di Torino's international vocation. Since 2014 Politecnico has been participating to more than 395 European and International Projects, and to 269 Horizon 2020 Projects, (for 68 of which as Coordinator) and 44 Horizon Europe Projects (for 11 of which as Coordinator).

Politecnico di Torino can boast several decades of experience in research activities on internal combustion engines, and, over the last 20 years, on hybrid and electric powertrains, as testified by its participation to several previous EU funded projects, as well as by a number of research projects in cooperation with primary OEMs, aiming to the development of innovative powertrain and after-treatment systems.

Politecnico di Torino's CARS, Center for Automotive Research and Sustainable mobility, recently constituted, focuses on research and development of the following areas:

- Feasibility and competitiveness, with focus on production systems and on the implementation of new production technologies.
- Safe and integrated mobility, with a focus on connected vehicles and technological advancements on autonomous vehicles.
- Logistics and urban mobility, with the aim of managing flows of people and goods in an integrated manner to improve the usability of services and the quality of life in metropolitan areas.
- Sharing Mobility, with focus on monitoring and analysis of current and potential trends, integration in traffic monitoring systems, and EVs introduction in the urban systems

## Participation in EU projects



**PHOENICE** – PHEV towards zero Emissions & ultimate ICE efficiency (2021-2024)

**BATTERY 2030+** – At the heart of a connected green society (2020-2023) Solutions for large Batteries for waterBorne trAnsporT (2021-2024) Sensing functionalities for smart battery cell chemistries (2020-2023)

**EMPOWER** – Eco-operated, Modular, highly efficient, and flexible multi-POWERtrain for long-haul heavy-duty vehicles, (2023-2026)

**EM-TECH** – Innovative e-motor technologies covering e-axles and e-corners vehicle architectures for high-efficient and sustainable e-mobility, (2023-2025)

**HighScope** – High efficiency, high power density, cost effective, scalable and modular power electronics and control solutions for electric vehicles, (2023-2025)

## EARPA Partners Guide 2025

# RICARDO

|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | RTO  |
| <b>Contact person:</b>       | Mr. Simon Edwards  |
| <b>Phone number:</b>         | +49 1761 9821 960  |
| <b>Email:</b>                | simon.edwards@ricardo.com                                  |
| <b>Location head office:</b> | Shoreham-by-Sea, United Kingdom                            |
| <b>Number of employees:</b>  | 2700+  |
| <b>Turnover before tax:</b>  | €500 Million   |
| <b>Website:</b>              | <a href="http://www.ricardo.com/en">www.ricardo.com/en</a> |



## Short summary of expertise and activities

Ricardo is a global, strategic, engineering and environmental consultancy for the energy transition, with a value chain that includes the niche manufacture and assembly of high-performance products.

Our 100+ years of commitment to research and development empowers the Ricardo team of consultants, environmental specialists, economists, professional engineers and scientists to deliver class-leading innovative and sustainable solutions, helping to solve the most complex, dynamic challenges for our public and private sector clients who include: the world's major transport original equipment manufacturers and operators, supply chain company, energy companies, financial institutions and government agencies.

Headquartered in the UK, Ricardo has engineering technical centres in the Netherlands, the Czech Republic, Italy and the UK, and offices across Europe including in Denmark, Germany, Greece and Spain.

## Participation in EU projects

Ricardo is and has been involved in many EU projects, those active projects are for example (including some of those from E3-Modelling AE):

**LeMesurier** – Measuring the value of the KPI of the 2Zeo partnership

**ZEFES** – Zero Emission flexible vehicle platforms with modular powertrains serving the long-haul Freight Eco System

**TranSensusLCA** – Towards a European-wide harmonised, transport specific LCA Approach

**XL-CONNECT** – Large scale system approach for advanced charging solutions

**STREnGth\_M** – Stimulating road Transport Research in Europe and around the Globe for sustainable Mobility

**sHYpS** – Sustainable HYdrogen powered Shipping

**VERA** – Vehicle Emission Retrofit Activities  
**NEMO** – Noise and Emissions Monitoring and radical mitigation

**NEWTRENDS** – New trends in energy demand modelling

**TWINRD** – Macroeconomic modelling of R&D for the twin transition

**ECEMF** – European Climate and Energy Modelling Forum

**iDesignRES** – Integrated Design fo the Components of the Energy System to Plan the Uptake of Renewable Energy Sources: An Open Source Toolbox

**CircoMod** – Circular Economy Modelling for Climate Change Mitigation

**ELEVATE** – Enabling and LEVerating climate Action Towards net-zero Emissions

**PRISMA** – Net zero Pathway Research through Integrated aSsessment Model Advancements

## Rise Research Institutes of Sweden AB

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | R&D organisation                         |
| <b>Contact person:</b>       | Dr. Fredrik Harrysson                    |
| <b>Phone number:</b>         | +46 170 3136963                          |
| <b>Email:</b>                | fredrik.harrysson@ri.se                  |
| <b>Location head office:</b> | Göteborg, Sweden                         |
| <b>Number of employees:</b>  | 3000                                     |
| <b>Turnover before tax:</b>  | €365 Million                             |
| <b>Website:</b>              | <a href="http://www.ri.se">www.ri.se</a> |



## Short summary of expertise and activities

RISE is Sweden's research institute and innovation partner. Through international collaboration programmes with industry, academia, and public sector, we ensure the competitiveness of the Swedish business community on an international level and contribute to a sustainable society. Our 3300 employees engage in and support all types of innovation processes. RISE is an independent, state-owned research institute, which offers unique expertise and about 130 testbeds and demonstration environments for future-proof technologies, products and services.

RISE develop and increase the use of our leading, dynamic environment for testing, demonstration, and pilot production.

RISE support and encourage organizations – particularly small and medium-sized enterprises – to participate in EU research programmes and benefit from international collaborative research.

RISE offer within transport and mobility area:

- Challenge driven solutions
- Research and testing of everything from material technology, production technology and software to complete vehicles and simulation of logistic flows
- Analysis and long-term strategies for building expertise together with and in support of industry
- And much more

## Participation in EU projects

RISE participates continuously in about 25-30 EU projects, in cooperation with partners from our extensive international network. As examples of recent European and national mobility and transport related projects we have: Projects: **SECREDAS** – Product security for cross domain reliable dependable automated systems, **eCAIMAN** – Electrolyte, cathode and anode Improvements for market-near next-generation lithium-ion batteries, **PROPART** – Precise and robust positioning for automated road transports, **EMPOWER** – Empowering a reduction in use of conventionally fuelled vehicles using positive policy measures, **RUGGEDISED** – Create urban spaces powered by secure, affordable and clean energy, smart electro-mobility, smart tools and services, **METROHYVE** – Metrology for hydrogen vehicles, **IMOVE** – Unlocking large-scale access to combined mobility through a European MaaS network, **MEGAMART2** – Model based technologies modernise European manufacturing, **HEADSTART** – Harmonised European solutions for testing automated road transport, **ARCC** – Rail freight automation research activities, **ROADVIEW** – Robust automated driving in extreme weather, **POWERIZED** – Develop breakthrough technology for digitized and intelligent power electronics, **SUNRISE** – Safety assurance framework for CCAM technologies, **SAFEXPLAIN** – Safe and explainable critical embedded systems based on AI, **VALU3S** – Verification and validation of automated systems safety and security, **ATENA+** - An exposition on the foreign information manipulation and interference, **TWINLOOPS** - Advanced digital development tools to accelerate the development of software defined vehicles that enable zero-emission mobility.

# RWTH Aachen University

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**Organisation type:** University  
**Contact person:** Prof. Dr. Peter Urban  
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**Location head office:** Aachen, Germany  
**Number of employees:** 10,000  
**Website:** www.rwth-aachen.de





## Short summary of expertise and activities

RWTH Aachen University is recognised as one of the leading universities worldwide in vehicle technology. Its Profile Area “Mobility and Transport Engineering” coordinates and shapes the integration of future vehicle technologies in human-centred and sustainable mobility for people and goods, while the Profile Area “Energy, Chemical & Process Engineering” pursues the complementary vision of fully sustainable energy and material cycles.

Based on the interdisciplinary competences in these Profile Areas and excellent infrastructure, RWTH Aachen University tackles complex challenges in these research areas and develops solutions, which are rooted in research-oriented teaching and transformed to innovations in partnerships with industry, politics and society. Projects range from the development of new methods of transport planning and organization, intelligent transport infrastructures as well as mobility systems of different automation levels to the development of innovative vehicle concepts, their subsystems and components, the related energy conversion processes as well as energy storage and distribution options. A special focus is on the needs and requirements of individuals and society as well as environmental compatibility.

The extensive research infrastructure ranges from powerful simulation tools to a multitude of test benches and driving simulators, various test sites and test tracks including a freely configurable digital communication environment.

In order to shape future road transport, engineers and scientists with interdisciplinary competences are needed. For this reason, RWTH Aachen University has created the interfaculty degree program in Transportation Engineering and Mobility complementing its programs on Automotive and Energy Engineering. The entities coordinating the latter programs as well as the above-mentioned Profile Areas are also representing RWTH Aachen University in EARPA: the Institute for Automotive Engineering (ika) and the Chair of Thermodynamics of Mobile Energy Conversion Systems (tme).

## Participation in EU projects

**AIthena** – AI-based CCAM: trustworthy, explainable, and accountable

**CoachyfiED** – Coaches with hydrogen fuel cell powertrains for regional and long-distance passenger transport with energy optimized powertrains and cost optimized design

**Escalate** – Powering EU net zero future by escalating zero emission HDVs and logistic intelligence

**FEDERATE** – Software defined vehicle support and coordination project

**Hi-Drive** – Addressing challenges toward the deployment of higher automation

**LONGRUN** – Development of efficient and environmental friendly long distance powertrain for heavy duty trucks and coaches

**STREnGth\_M** – Stimulating road transport research in Europe and around the globe for sustainable mobility

**SUNRISE** – Safety assurance framework for connected, automated mobility systems

**V4SAFETY** – Vehicles and VRU virtual evaluation of road safety

**Versaprint** – Versatile printed solutions for a safe and high-performance battery system

# Siemens Digital Industry Software STS

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**Organisation type:** Software company, Simulation and Test solutions, R&D

**Contact person:** Gijs Kellendonk

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**Email:** [gjis.kellendonk@siemens.com](mailto:gjis.kellendonk@siemens.com)

**Location head office:** Leuven, Belgium

**Number of employees:** 1500+

**Website:** [www.plm.automation.siemens.com/global/en/products/simcenter/](http://www.plm.automation.siemens.com/global/en/products/simcenter/)

**SIEMENS**



## Short summary of expertise and activities

Siemens Digital Industries Software is driving transformation to enable a digital enterprise where engineering, manufacturing and electronics design meet tomorrow. The Xcelerator™ portfolio, the comprehensive and integrated portfolio of Siemens DI SW, helps companies of all sizes create and leverage a comprehensive digital twin that provides organizations with new insights, opportunities and levels of automation to drive innovation.

## Participation in EU projects



There is a strong portfolio of regional and national level projects and collaborative programs for Transport, Aerospace and ICT related research. Since the founding of EARPA, Siemens has been active both as participant as well as coordinator in more than 150 EC-funded projects. As the automotive industry is our key focus, our product attributes and specific performances focus on noise, vibration, durability, thermal, energy, safety, sensing, control and autonomous. Recently Siemens joined Horizon projects like **PROVEN**, **SUNRISE** and **AITHENA**. Siemens also participates in Marie-Curie projects like Mirelai and **Gap Noise**.

## **SiEVA d.o.o.**

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | R&D company                                    |
| <b>Contact person:</b>       | Mr. Milos Šturm                                |
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| <b>Email:</b>                | milos.sturm@hidria.com                         |
| <b>Location head office:</b> | Šempeter pri Gorici, Slovenia                  |
| <b>Number of employees:</b>  | 43   |
| <b>Website:</b>              | <a href="http://www.sieva.si">www.sieva.si</a> |



## Short summary of expertise and activities

SiEVA d.o.o. is a research company whose name is an abbreviation in Slovene that stands for “Synergetic ecologic safe vehicle”. The research centre has been founded by nine Slovenian companies with an aim of providing research and development service in strategic fields of vehicle electrification and vehicle safety.

### Fields of research of the SiEVA d.o.o. include:

- Additive manufacturing (metal 3D printing)
- Energy and environment – Internal combustion engine
- Energy and environment – Vehicle electrification
- Safety and comfort
- Tools and technology

### SiEVA d.o.o. research centre competences:

**Competences in the field of products, including:** rapid prototyping, tools with conformal cooling, modification and surface treating of non-ferrous metals, modification of sheet metal, surface steel product protection, sprinkling and stamping of thermosets and thermoplasts with inserts, remodeling of thermoplasts, metal and non-metal material bonding, different welding techniques (resistance welding, ultrasonic welding and laser welding), electro controller units, precise die casting technologies, etc.

**Competences in the field of development technologies, including:** design for additive manufacturing, topology optimisation, virtual development, virtual assessment systems, process simulation, product and tool construction and modelling, prototype testing in real condition simulation, materials characterization, metrology, structural analysis, process optimization, and process automation, possible error and consequence analysis – FMEA, etc.

### Participation in EU projects

EARPA Task Forces that are the most in line with research priorities of the SiEVA d.o.o. research centre are The Hybrid and Electric Systems & Components Task Force and Advanced Combustion Engines & Fuels Task Force.

SiEVA participated in two Horizon 2020 projects: **FACTS4WORKERS** ([www.facts4workers.eu](http://www.facts4workers.eu)) – Worker-Centric Workplaces in Smart Factories **COMBILASER** ([www.combilaser.eu](http://www.combilaser.eu)) – COMBination of non-contact, high speed monitoring and non-destructive techniques applicable to LASER Based Manufacturing through a self-learning system.

SiEVA's founder companies have been recently involved in many R&D projects from the 7th FP funded from different EU funds. These projects, include among others active participation in **ROMEO** project, consortium **CAPIRE** and **EUCAR** and **EUREKA** project associations.

# Statinf

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**Organisation type:** SME  
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## Short summary of expertise and activities

StatInf has officially started within Inria, a public founded research laboratory in France. After the publication of several scientific papers, and collaborations between Inria and industrial partners through European projects, StatInf proposes a prototype tool guaranteeing the timing safety of safety critical systems by combining Mathematics (statistics) and Computer Science (embedded systems). The creation of the start-up has been motivated by requests from industrial partners seeking for a commercial version of the prototype tool created within Inria Paris by the two founders: Dr. Adriana Gogonel and Dr. Liliana Cucu-Grosjea.

### Core business in R&D and size of StatInf

The primary ambition of its two founders is to provide tools promoting the temporal verification and certification of embedded critical systems, such as aerospace, avionics, medicine and for the ever growing automotive market including autonomous vehicles. Four years later, StatInf has rapidly grown to reach a team of twelve people including both developers and researchers. Its main domain of expertise is the timing correctness of software by merging Probability Theory, Statistics and Computer Science into its tools.

The main focus of these tools is in the timing verification and certification of safety-critical systems required analyses based on the study of the Worst-Case Execution Time (WCET) and the feasibility in terms of scheduling of software on multi-core platforms. While the aerospace sector has different certification expectations, the automotive industry gives to the time budget a central role. Moreover, software and hardware architectures within the automotive industry have recently shifted paradigm towards a multi-zonal distributed system.

These architectures require further research work in order to validate timing correctness, and thus enhance their safety. Since current platforms placed in cars are not built to cope with static timing analysis, then StatInf may bring to EARPA's members new technologies to validate time budgets for safe cars and safe autonomous cars.

### Participation in EU projects



Our technology has been obtained as a result of past EU project like **ITEA2 Timmo-2-Use** (automotive) or FP7 PROARTIS and H2020 PROXIMA (aerospace). Our results are, currently, matured thanks to automotive projects led by **Easymile** (FR PSPC STARTREC and FR PL Mach2). Key StatInf people have important experience with European projects, listed as follows.

**PROARTIS**, FP7 grant 249100: The Proartis project is the primary project developing statistical and probabilistic temporal analysis to enhance safety. It represents the first shift of paradigm compared to previous outdated methods.

**PROXIMA**, H2020 grant 611085: The main objective of Proxima is to develop new technologies to analyze the temporal behavior of critical real-time embedded systems by defining new hardware and software paradigms toward probabilistic methods.

**Timmo-2-Use**, ITEA 2 grant 09033: It addresses a significantly increased automation for more predictable development cycles in order to substantially reduce development risks and time-to-market. To increase reliability, safety, robustness, fault tolerance by a much higher degree.

**TeamPlay**, H2020 grant 779882: This project aims to place Energy, Time and Security as first-class citizen in the design of safety-critical embedded systems by developing formally-motivated techniques.

**Admorph**, The focus of this project is to bring adaptivity into cyber physical systems to increase the irrobustness, safety and security.

# Fundación Tecnalia Research & Innovation

**Organisation type:** R&D company  
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**Location head office:** Derio, Spain  
**Number of employees:** 1500  
**Turnover before tax:** €135 Million  
**Website:** www.tecnalia.com



*Advanced control system laboratory, shared control simulator and connected and automated Twizy vehicle*



## Short summary of expertise and activities

TECNALIA is the largest centre of applied research and technological development in Spain, a benchmark in Europe and a member of the Basque Research and Technology Alliance (BRTA). We collaborate with companies and institutions to improve their competitiveness, people's quality of life and achieve sustainable growth. We do it thanks to a team made up of more than 1,400 people (44% women – 56% men) who are passionate about technology and committed to building a better society.

In Europe, TECNALIA has consolidated its position as the first private organisation in Spain in project contracting, participation and leadership under the European Commission's HORIZON 2020 programme, in partnership with over 600 Spanish companies.

Tecnalia's value proposal for the Mobility Sector in focused on the sustainable mobility, where we design and develop technologies and new business models that contribute to the shift towards a future scenario in which mobility has a low environmental impact and is connected, efficient, safe and inclusive. We also contribute to the positive transformation and development of cities and regions by implementing a set of people-oriented technology innovation solutions to develop smart, low-carbon urban environments. This includes improving transport vehicles, communication systems and energy infrastructures, as well as their interaction and integration into urban and interurban ecosystems.

- Urban air mobility
- Smart mobility management
- Energy for sustainable mobility
- Transport infrastructures
- Automated driving
- Electric and hybrid vehicles

## Participation in EU projects

**HARPOONERS** - High voltage, modular and low weight electric Powertrains for Next generation waterborne transport. (Coordinated) (WATERBORNE). **PRYSTINE** - Programmable Systems for Intelligence in CCAM Automobiles (KDT). **3CCAR** - Integrated Components for Complexity Control in affordable electrical cars (KDT). **AUTODRIVE** - Advancing fail-aware, fail-safe, and fail-operational electric components, systems, and architectures for fully automated driving to make future mobility safer, affordable, and end-user acceptance in CCAM (KDT). **HIADVICE** - Highway Advanced Cruise Assistance (2ZERO). **HIFI-ELEMENTS** - High Fidelity Electric Modelling and Testing (2ZERO). **LONGRUN** - Development of efficient and environmental friendly LONG distance powertrain for heavy duty tracks and coaches (2ZERO). **FITGEN** - Fully Integrated E-axle for the Third Generation electric vehicles (2ZERO). **NEXTE-TRUCK** - Efficient and affordable Zero Emission logistics through NEXT generation Electric TRUCKS (2ZERO). **ACHILES** - ACHILES - Advanced Architectures Chassis/TRACTION concept for Future Electric vehicles. (2ZERO). **SERIoT** - Secure and Safe Internet of Things (including CCAM vehicles). **IoTAC** - SECURITY BY DESIGN IOT DEVELOPMENT AND CERTIFICATE FRAMEWORK WITH FRONTEND ACCESS CONTROL (CCAM). **STEVE** - Smart-Tailored L-category EV (2ZERO). **SELFY** - SELF assessment, protection & healing tools for a trustworthy and resilient CCAM. **DOSS** - SECURE-BY-DESIGN IOT OPERATION WITH SUPPLY CHAIN CONTROL (CCAM). **HADRIAN** - Holistic Approach for Driver Role Integration and Automation Allocation for European Mobility Needs (CCAM). **EVENTS** - Reliable in-Vehicle perception and decision-making in complex environmental conditions (CCAM). **AUGMENTED-CCAM** - Augmenting and Evaluating the Physical and Digital Infrastructure for CCAM deployment. **AWARE2ALL** - Safety systems and human-machine interfaces oriented to diverse population towards future scenarios with increasing share of highly automated vehicles. (CCAM). **eBRT2030** - European Bus Rapid Transit of 2030: electrified, automated, connected. (CCAM). **iEXODDUS** - Infrastructure for the Extension of ODDs - applied in connected and automated driving and Standardization procedures (CCAM).

# Technische Hochschule Ingolstadt

**Organisation type:** University  
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**Location head office:** Ingolstadt, Germany  
**Number of employees:** 550  
**Website:** www.thi.de



*Outdoor and Indoor CARISSMA Test Facilities under weather conditions (Rain and Fog Simulation Tests)*



# Short summary of expertise and activities

The Technische Hochschule Ingolstadt (THI) is a medium sized University of Applied Sciences training currently about 5.500 students in about 40 technical and business science programs. Core competencies at THI hover around the fields of automotive, aerospace, renewable energies and business management. CARISSMA is the first research center of its kind at a German University of Applied Sciences.

## CARISSMA- Automotive Safety Research and Test Center

Based on a 28 million budget has been designed as leading scientific center for vehicle safety in Germany. A unique feature of the CARISSMA facilities is the indoor test laboratory (crash and robot-controlled vehicle tests) where environment conditions such as weather, lightning or driving surface can be simulated. CARISSMA includes outdoor facilities for integrated safety systems, drop tower, Vehicle2X-Lab, safe energy storage lab, HiL lab, simulation cluster, driving simulator with hexapod movement platform and a pedestrian protection lab. To contribute to the social challenge of "Vision Zero", CARISSMA addresses Integrated Safety Systems that not only focus on conventional approaches of Active and Passive Safety but also provide a holistic global safety concept under its 4 main research areas:

### 1. Passive Safety

- Crash Sensing
- Environment Sensor-Based Detection of VRU and vehicles
- Robust Object Tracking
- Sensor Validation by Reproducible Environmental Influences
- Innovative Safety Actuators and Smart Airbags

### 2. Integrated Safety

- Collision Avoidance and Mitigation
- Real and Virtual Test Drives
- Machine Learning for Vehicle Safety Applications

### 3. Testsystems and Methods

- Integrated safety functions
- "Mixed-Reality"
- Vehicle2X-Communication
- Automated Driving
- Sensor Simulation under Weather Conditions
- Hardware-in-the-Loop (HiL)

### 4. Safe Electromobility

- Battery systems
- Vehicle operation
- Battery Management Systems, testers, simulators and misuse testing

### Engine and power train and Power electronics

Research focuses on the assembly of drives, shafts, axle drive, and engine analysis. The research work ranges from component analysis to the functional analysis of the whole aggregate. Power electronics research activities are focused on the development, simulation and optimization of innovative DC-DC and DC-AC converter topologies and multi-converter systems for automotive applications.

## Participation in EU projects

**LOCOBOT** – Low COst roBOT co-workers

**RiFLE** – Rail Freight and Logistics Development

**AutoUniMo** – Automotive Production Engineering Unified Perspective based on Data Mining Methods and Virtual Factory Model

**AWARE** – Applied NetWork on Automotive Research and Education

**COBRA** – CObalt-free Batteries for FutuRe Automotive Applications

**SAFE-UP** – proactive SAFETY systems and tools for a constantly UPgrading road environment



# TNO (Netherlands Organisation for Applied Scientific Research)

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**Organisation type:** R&D Organization  
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**Location head office:** The Hague, The Netherlands  
**Number of employees:** 4,178  
**Turnover before tax:** €687,8 Million  
**Website:** www.tno.nl





## Short summary of expertise and activities

TNO is an independent public research organisation. With over 4,000 specialists, we work together with entrepreneurs, scientists, policymakers, individuals, and society as a whole to create impactful innovations for the sustainable wellbeing and prosperity of society. Technological innovation can bring health and happiness to people and the planet. That is what drives us every day.

A major challenge lies in creating a liveable future for all. We apply and integrate our knowledge to enable a living environment that is safe, sustainable and efficient. From the buildings in which we live and work and the roads and bridges that connect us, to the mobility solutions that transport people and goods. We contribute insight, technology, innovation and networks and focus on solutions that leave no one behind.

All in service of our **'Three Zeros' vision: zero calamities, zero emissions and zero loss of resources by 2050**. TNO enables businesses in the mobility sector and the logistic supply chain to introduce safe connected automated vehicles (CAV) and offer technologies and methodologies to maximise safety, sustainability and efficiency of CAV-based (traffic/logistic) system applications.

Our contribution is to provide technological solutions (like algorithms for improving situational awareness, standardisation, quality and trust, and digital infrastructures for functions such as localisation), and tools and methodologies like digital twins, scenario-based safety assessment and methods for policy making to optimize the impact on system level.

TNO enables OEMs to validate real world pollutant and greenhouse gas emission reductions by active in-service monitoring, and governments to develop fact based sustainable mobility policies.

Our contribution is to provide new sustainable propulsion technologies for (heavy duty) vehicles, inland shipping and non-road mobile machinery, monitoring technology and methodology for tailpipe and non-tailpipe emissions as well as independent assessments on policy and technology impact.

## Participation in EU projects

**SUNRISE:** Safety assurance framework for connected, automated mobility systems

**FAME:** Framework for coordination of Automated Mobility in Europe

**MODI:** A leap towards SAE L4 automated driving features

**AWARE2ALL:** Safety systems and human-machine interfaces oriented to diverse population towards future scenarios with increasing share of highly automated vehicles

**AITHENA:** AI-based CCAM: Trustworthy, Explainable, and Accountable

**V4SAFETY:** Vehicles and VRU virtual evaluation of road safety

**NextETRUCK :** Efficient and affordable zero emission logistics through next generation electric trucks

**TULIPS:** Demonstrating lower polluting solutions for sustainable airports across Europe.

**MAGPIE:** Smart green ports as integrated efficient multimodal hubs. Supply and use of green energy carriers in transport to, from and within ports.

**SUNRISE:** Safety assurance framework for connected, automated mobility systems

**FAME:** Framework for coordination of Automated Mobility in Europe

**MODI:** A leap towards SAE L4 automated driving features

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**TULIPS:** Demonstrating lower polluting solutions for sustainable airports across Europe.

**MAGPIE:** Smart green ports as integrated efficient multimodal hubs. Supply and use of green energy carriers in transport to, from and within ports.

## Universidad Carlos III de Madrid

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | Public Educational Institution               |
| <b>Contact person:</b>       | Prof. Fernando Garcia                        |
| <b>Phone number:</b>         | +34 916 24 83 25                             |
| <b>Email:</b>                | fegarcia@ing.uc3m.es                         |
| <b>Location head office:</b> | Madrid, Spain                                |
| <b>Website:</b>              | <a href="http://www.uc3m.es">www.uc3m.es</a> |



## Short summary of expertise and activities

UC3M is a Spanish public university that excels in research, teaching, and innovation. It is among the 35 best universities in the world in the QS Top 50 Under 50 ranking and is among the best universities in the world in 14 academic fields, according to the Shanghai 2021 ranking by subject. UC3M has numerous accreditations and quality distinctions, such as the EUR-ACE seal in the field of engineering and the AACSB accreditation in business and finance programmes, among others. It has exchange agreements with universities in 56 countries on 5 continents. In addition, the University participates in international networks of excellence such as YERUN (Young European Research Universities) or the European alliance YUFE (Young Universities for the Future of Europe).

At European level, the UC3M, throughout the Horizon 2020 Framework Programme, has attracted a total of 66.23 million euros through 147 projects, 24 of them coordinated. According to the IUNE 2021 Observatory report on Research Activity in Spanish Universities (2010-2019 data), UC3M is among the top Spanish universities in terms of the number of projects per professor in both the H2020 Framework Programme and the National Plan. In terms of industrial transfer, the report highlights that UC3M ranks second in Spain in the number of national patents per permanent lecturer in 2019, and is third in income from R&D contracts and consultancies per lecturer.

UC3M has an extensive portfolio of projects in the automotive sector, both at scientific and industrial levels, with experienced researchers in the field. Professor Fernando Garcia, main contact with EARPA, is leader in the development of perception technologies in

the automotive sector, developing projects and patents as project leader with Renault France, and BOSH Germany, as well as being one of the active members of the team developing the first certified level 5 automobile in Spain, developed by the UC3M. He is also one of the directors of the IEEE-Intelligent Transportation Systems Society since 2017.

### Participation in EU projects

**EcoMobility, SHOW, LABYRINTH, R3CAV, DAEMON, NewControl, 5Growth, Cities Timanfaya, Project Tornado, 5G IN Fire.**

Other projects related to robotics and autonomous driving: **BADGER**. The main objective of the project is the design and development of the autonomous underground robotic system that can drill, maneuver, localize, map and navigate in the underground space. 1 January 2017 - 30 June 2020.

**INDIRES**. Funded by the European Research Fund for Coal and Steel (RFCS). The project addresses the crucial issue of rapidly acquiring and providing information, which is a key necessity in the effective response to a serious mining incident. 2018-2021. The Universidad Carlos III de Madrid (UC3M) is among the most successful Spanish organizations in **Horizon 2020** (H2020), the EU Framework Programme for Research and Innovation, which came to an end last year. These results were recently published in a report about the participation of Spanish organizations in H2020 by the Center for the Development of Industrial Technology (CDIT, in its Spanish acronym) at the Spanish Ministry of Science, Innovation and Universities. The UC3M ranks among the most prominent Spanish universities for economic return in H2020, regardless of the institutions' size.

# University of Firenze

**Organisation type:** University  
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**Location head office:** Firenze, Italy  
**Number of employees:** 3811  
**Turnover before tax:** €68 Million  
**Website:** www.unifi.it



UNIVERSITÀ  
DEGLI STUDI  
FIRENZE



## Short summary of expertise and activities

The University of Firenze (UNIFI) joins EARPA via its Dept. of Industrial Engineering, which has a technical background spanning several competence areas:

### Road Safety

UNIFI has a long lasting research tradition in the field of Powered Two-Wheelers safety, where it is one of the main experts worldwide. More recently it built up competences also in pedestrian and cyclist safety. Road safety research is focused both on vehicle and on personal protective equipment, with a cross cutting approach from primary to tertiary safety.

### Life Cycle Sustainability Assessment (LCSA)

UNIFI has expertise on the environmental friendly design and assessment of products and technologies. The main research activities in the automotive field concern the LCSA (=LCA+LCC+Social\_LCA) to compare and optimize the environmental, economic and social profile of alternative solutions; the analysis of End-of-Life Vehicles scenarios and the estimation of vehicles recyclability and recoverability according to EU regulations.

### Engine Design and Analysis

Numerical and experimental approaches are applied to the thermo-fluid dynamic design of ICEs and turbochargers, and to the development of innovative control strategies, with special emphasis on 2T, turbocharged and small direct injection engines. UNIFI has several experimental facilities, including static and dynamic test benches, flow bench and acoustic test bench for engine characterization, advanced measurements and noise analysis.

Vehicle Design and Dynamics Core activity is the development of vehicle components and systems, with a special focus on handling, mechatronics systems, and hybrid powertrains. From the vehicle concept to system integration, UNIFI can provide complete CAD models, kinematic and dynamic analyses, FE validation up to full vehicle (with both numerical and experimental approaches). Methods range from virtual modelling to physical testing on ad hoc built test benches.

### Electric Mobility

Building on vehicle design and dynamics competencies, specific expertise includes modelling and simulation of key components (battery, power converters, motors) and their integration in full vehicle models, naturalistic driving data acquisition, its statistical analysis and synthesis.

### Multidisciplinary Design Analysis and Optimization

UNIFI has experience in the development and application of global sensitivity analysis, uncertainty quantification and multidisciplinary design optimization methods. Industrial applications cover numerical analysis and optimization of mechanical structures w.r.t. complex multidisciplinary design requirements, such as for example: weight optimization of car body structures considering crashworthiness safety and Noise Vibration and Harshness (NVH) criteria.

### Participation in EU projects



(FP7, H2020) **2BESAFE, ABRAM, ALLIANCE, ASTERICS, ENLIGHT, ESUM, GOAL, GRESIMO, IMPROVE, MEBESAFE, MID-MOD, MOTORIST, NEOHIRE, PIONEERS, PV-MOREDE, RASIF, RESOLVE, SAFE2WHEELER, SAFERIDER, SMART RRS, UNPLUGGED, VECOM.**

# University of Limerick

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**Location head office:** Limerick, V94 T9PX, Ireland  
**Number of employees:** 2000  
**Turnover before tax:** €345.1m (2022)  
**Website:** www.ul.ie



*Optimising camera, radar, and lidar inputs in a semi-autonomous test vehicle as part of Lero's Blended Autonomous Vehicle project'*





## Short summary of expertise and activities

University of Limerick (UL), is located in the City of Limerick on the west coast of Ireland. UL has over 18000 students, including more than 3,300 internationally mobile students. It is an independent research-led university offering undergraduate and postgraduate programmes across Arts, Humanities and Social Sciences; Education and Health Sciences, Science and Engineering and the Kemmy Business School. UL offers interdisciplinary research and education grounded in the fundamentals of engineering, science, and technology – electronics systems and VLSI, wireless communications, AI, computational modelling, data analysis, robotics, cybersecurity, renewable energy, energy storage, electrical engineering, bio-instrumentation, sensor systems, computer technology, and Internet of Things (IoT), with application in automotive and transportation systems.

The Limerick region is an emerging hub for automotive software and systems development and UL has strong links to the automotive technology cluster in the region and nationally. The university excels at translational research, which aims to accelerate the practical application of academic research to benefit society. UL has particular research and development strengths in the areas of Materials, Advanced Manufacturing, Software, Health, and Applied Mathematical Sciences. UL is host to a number of Research Institutes, national externally-funded Research Centres and units. Some of these include the UL Bernal Institute which is focused on materials science and hosts research in advanced battery technology for application in electric vehicles as well as research on production of composite auto-parts from sustainable bio resources; the UL hosted Science Foundation Ireland Lero

Research Centre for software which leads a national blended autonomous vehicles (BAV) research programme focused on addressing challenges facing the use of driverless vehicles in blended or mixed environments with pedestrians, animals and human-operated vehicles (e.g. analysis and interpretation of data from cameras, radar and lidar systems).

## Participation in EU projects

**ICONIC** “Improving the crashworthiness of composite transportation structures” - H2020 ID: 721256

**VI-DAS** “Vision Inspired Driver Assistance Systems”- H2020 ID: 690772

**Si-DRIVE** Silicon Alloying Anodes for High Energy Density Batteries comprising Lithium Rich Cathodes and Safe Ionic Liquid based Electrolytes for Enhanced High Voltage Performance. - H2020 ID: 814464

**DualFlow** “Dual circuit flow battery for hydrogen and value added chemical production” - HEurope ID: 101070788

**SiGNE** “Composite Silicon/Graphite Anodes with Ni-Rich Cathodes and Safe Ether based Electrolytes for High Capacity Li-ion Batteries” - HEurope ID: 101069738

**CUBIC** “Improving the circularity of complex plastic multi-material composites using novel Biobased materials in B2B semi-finished products” – HEurope ID: 101111996

**BIO-UPTAKE** - “BIOcomposites in smart plastic transformation processes to pave the way for the large-scale UPTAKE of sustainable bio-based products”- HEurope ID: 101057049

**TRIDENT** - “Technology based impact assessment tool for sustainable, transparent Deep sea mining exploration and exploitation” HEurope ID: 101091959

**SyMeCo** - “Systems Methods Context” MSCA CoFUND HEuropeID: 101081459

**Ensemble** - “Enhanced AI-based cybercrime-oriented collaborative investigation technologies and capabilities”- HEurope ID: 101168360

# University of Ljubljana

**Organisation type:** University

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Mr. Janko Slavič

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**Location head office:** Ljubljana, Slovenia

**Number of employees:** 5700

**Website:** [www.uni-lj.si](http://www.uni-lj.si)

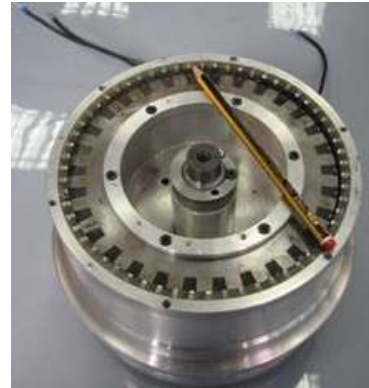
Univerza v Ljubljani



*Experimental work on engine starter dynamics.*



*Transverse flux machine for In-wheel application.*



## Short summary of expertise and activities

The University of Ljubljana ranks among the biggest universities with more than 56.000 undergraduate and post-graduate students and approximately 6.000 employees. The Faculty of Electrical Engineering and the Faculty of Mechanical Engineering, being EARPA members, are research driven faculties. Research work at the Faculty of Electrical Engineering, which employs approximately 300 researchers, is divided in 9 major fields: electrical energy, mechatronics, electronics, microelectronics, bio-cybernetics and biomedicine, measuring systems, automation and cybernetics, robotics and telecommunications. Research work at the Faculty of Mechanical Engineering, which employs more than 300 researchers, is divided in 7 major fields: power and process engineering, design, engine mechanics and maintenance, production engineering, mechatronics, micromechanical systems, and automation.

### Research activities associated with the EARPA's Task Forces cover:

- Hybrid Powertrains and Alternative Fuels: Combustion, Alternative Fuels, Air Management and Supercharging, Thermal Management, Prototyping and Testing including PEMS.
- EV Systems and Components: Basic Research on E-machines, Detailed performance and degradation modelling of batteries and fuel cells, Prototyping and Development of Integrated Solutions, Development of Control strategies, Thermal Management of E-components, Testing and Diagnostics, Basic research on vibration&noise&vibration fatigue optimisation.

- **Methods and Tools for Virtual Development and Validation:**

Development of predictive system level and detailed simulation models for ICEs, EMs, batteries, fuel cells, VTMS and thus of the complete conventional, hybrid and electric powertrains, virtual vibration fatigue, electromagnetic and magnetostrictive vibration excitation modelling/experiment, multi-domain and multi-physics dynamics (e.g. battery- starter-engine)

- Noise, Vibration & Harshness: acoustic testing, vibration fatigue and lightweight structures, vibroacoustic of electric motors, vibration transmission through bearings

### Participation in EU projects



The University of Ljubljana is very active in international research and education programs. It cooperated in 117 FP6 and 110 FP7 projects (in several of them as coordinator), it also cooperates in many H2020 projects and in many other research, development and educational projects financed by European Union (TEMPUS, ERASMUS, ETN Marie Curie, Leonardo da Vinci, DAPHNE, SafeInternet, eLearning, eTEN, Lifelong Learning Program and many more). In the field of transport, the University of Ljubljana is involved in the following projects: [Straightsol](#) [CIVITAS](#) [ELAN 2020](#) [INTERFACE](#) [FluMaBack](#) [Asterics](#) [Obelics](#) [Drivemode](#)

## University of Luxembourg

|                              |   |
|------------------------------|---|
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| <b>Email:</b>                | francesco.viti@uni.lu<br>raphael.frank@uni.lu<br>gamal.elghazaly@uni.lu |
| <b>Location head office:</b> | Belval, Esch-sur-Alzette,<br>Luxembourg                                 |
| <b>Number of employees:</b>  | 2400  |
| <b>Turnover before tax:</b>  | €60 Million   |
| <b>Website:</b>              | <a href="http://www.uni.lu">www.uni.lu</a>                              |



*JUNIOR: autonomous vehicle of University of Luxembourg - SnT*



## Short summary of expertise and activities

The University of Luxembourg (Uni.lu) was founded in 2003. Among the youngest and fast-growing universities in Europe, the Uni.lu is ranked among the top 250 universities in the Times Higher Education (THE) World University Rankings, 12th worldwide in the THE Young University Rankings and 4th in the THE subcategory of “Millennials” (universities founded since the year 2000). Moreover, in the category Transport and Technology, Uni.lu is ranked within the 100-150 worldwide according to the Shanghai ranking.

Uni.lu is actively participating in European projects. Since the launch of Horizon 2020 and until the end of 2019, more than 90 grants had been obtained, with a total budget of over 500 million euros, including a University of Luxembourg share of approximately 50 million euros since the launch of H2020, and 7.5 million euros for the University of Luxembourg in 2019. The University also obtained 11 ERC grants.

Within the automotive, CCAM and ITS research, the main teams contributing to research include:

- Mobilab Transport Research Group is a research group of the Department of Engineering, and performs research ranging from Mobility Modelling and Simulation, Transportation Planning, Traffic and Public Transport Analysis and Control, and regional mobility and sustainability, Smart Mobility and Logistics, Intelligence Transport Systems, Artificial Intelligence for Automated Mobility, Transport Electrification. The mission of Mobilab is to develop computational data-driven models and simulation approaches for planning and managing complex multimodal transport systems.

- **UBIX Research Group** is a research group of the Interdisciplinary Research Centre for Security, Reliability and Trust (SnT) focusing on distributed AI across various fields, including autonomous vehicles, IoT, edge computing, digital twins, and smart cities. UBIX also operates the 360Lab conducting strategic and impact-related research and innovations in connected and autonomous mobilities. The mission 360Lab is to improve the capabilities of automated vehicles to understand to safely interact with their highly interactive environment at large scale. UBIX expertise is in AI, computer vision, robotics, ITS and vehicular networking come together to reach this goal.

- **Automation & Robotics Group** is a research group of the Interdisciplinary Research Centre for Security and conducts research to enable mobile and industrial robots, autonomous vehicles, space and energy systems to better perceive the world around them and to interact with it in an optimal and intelligent way. Many complex technical systems need to execute their tasks efficiently and with an increasing degree of autonomy, requiring flexible and intelligent automation. ARG conducts research to enable mobile and industrial robots, autonomous vehicles, space and energy systems to better perceive the world around them and to interact with it in an optimal and intelligent way.

### Participation in EU projects



**FCD4ITS** – Floating Car Data Collection for Intelligent Transportation Systems, **5G-MOBIX** – 5G technology with advanced Connected and Automated Mobility, **5G-DRIVE** – 5G Harmonised Research and Trials for service Evolution, **TERMINAL** – AuToMated ElectRic Bus InterregioNAL, **ACUMEN** – Ai-aided deCision tool for seamless mUltiModal nEtworK and traffic managemEnt

## University of Modena and Reggio Emilia

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|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | University Prof. Francesco                         |
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| <b>Email:</b>                | francesco.leali@it                                 |
| <b>Location head office:</b> | Modena, Italy                                      |
| <b>Number of employees:</b>  | > 1500   |
| <b>Turnover before tax:</b>  | €7 Million   |
| <b>Website:</b>              | <a href="http://www.unimore.it">www.unimore.it</a> |



**UNIMORE**  
UNIVERSITÀ DEGLI STUDI DI  
MODENA E REGGIO EMILIA



## Short summary of expertise and activities

Founded in 1176, the University of Modena and Reggio Emilia – UNIMORE is the third oldest University in the World, and has been ranked among the first ten Italian universities for quality of teaching and research since 2007. UNIMORE is a networked campus located in the towns of Modena and Reggio Emilia. It counts about 20000 students, including 3500 postgraduates. It has over 600 international exchange agreements and cooperation programs to encourage students and researcher to actively interact in a globalized world. Currently, UNIMORE project portfolio comprises 50 funded projects under Horizon, plus several projects financed by the National Institute of Health (USA), National institute of research under the PRIM program, ARTEMIS and ENIAC Joint Technology Initiatives, the Life+ Programme.

With respect to activities related to EARPA, the three departments involved are the Department of Engineering “Enzo Ferrari” (DIEF), the Departments of Sciences and Methods for Engineering (DISMI), and the Department of Physics, Informatics and Mathematics (FIM).

Research at DIEF concerns automotive engineering, mechanics, civil and environmental engineering, computer engineering and science, industrial automation, electronics, telecommunications and materials. The areas of expertise can be found include thermal-fluid dynamics of power units and systems, structural design of vehicles and components, noise and vibrations, artificial intelligence and computer vision, advanced driver assistance systems, design by simulation methods, industrial and collaborative robotics, additive manufacturing, electrification of transport and alternative fuels.

DISMI deals with methodological and applied research, technology transfer and university education in various fields of engineering and basic sciences. It mainly covers covers industrial engineering and management, mechanics engineering, energy engineering and basic sciences applied to engineering. Activities that cover the area of informatics mainly belong to FIM. They are related to autonomous and connected systems and vehicles (CAV), smart cities, and mobility-as-a-service, especially covering the transition of safety-critical and secure system to the next edge devices for the IoT era.

## Participation in EU projects

A brief non-exhaustive list of UNIMORE involvement in EU project related to the research in the automotive sector: **5GMETA**, **SINFONICA**, **5G-LOGINNOV**, **AI4CSM**, **AUTO-MEA**, **DORNA**, **DREAM**, **eCharge4Drivers**, **FENIX**, **FORTISSIMO**, **MobiDataLab**, **NewControl**, **OLGA**, **Prystine**, **SCAPE**, **SYMPLEXITY**, **HAL4SDV**, **ShapeFuture**, **EcoMobility**.



# University of Stuttgart, Institute of Automotive Engineering Stuttgart (IFS)

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**Organisation type:** University  
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**Location head office:** Stuttgart, Germany  
**Number of employees:** IFS: about 80  
**Website:** [www.ifs.uni-stuttgart.de](http://www.ifs.uni-stuttgart.de)



**University of Stuttgart**  
Institute of Automotive  
Engineering

*Hybrid Engine Test Bench*



## Short summary of expertise and activities

The Institute of Automotive Engineering Stuttgart (IFS) is part of Faculty 7: Engineering Design, Production Engineering and Automotive Engineering at the University of Stuttgart and is involved in research and teaching in the field of automotive and engine technology.

The work at the Chair of Automotive Powertrain Systems is primarily concerned with increasing the efficiency and minimizing the emissions and noise of automotive powertrain systems. Particular focus is placed on the holistic experimental and simulative optimization of battery-electric, hybrid and fuel cell drives at system level, as well as the application of data science methods.

At least 1/3 of the approximately 60 engineers employed at the Institute of Automotive Engineering Stuttgart conduct research in all the fields of automotive powertrain systems, starting with battery-electric, fuel cell-based and hybridized powertrains, through to thermal converters or combustion engines with renewable fuels. The main target of the research efforts in the field of automotive powertrain systems is the development of climate- and emission-neutral mobility, including powertrain systems with minimal energy consumption. This also includes the further increase of power density, the interaction with alternative, synthetic fuels (H<sub>2</sub>, bioFuels, eFuels), the optimization of thermal management, noise minimization and the avoidance of pollutant emissions.

Other chairs at the IFS are Chair of Automotive Engineering and Chair of Automotive Mechatronics.

The Institute of Automotive Engineering Stuttgart is significantly involved in the Bachelor's and Master's degree courses in vehicle and engine technology. Here, the focus is on the motor vehicle in all its variants and technical sub-areas from the very beginning.

This makes the programme unique in Germany. Students receive a theory-based basic education in natural science and engineering subjects such as mathematics, technical mechanics, physics, thermodynamics, computer science, electrical engineering, materials science and design. In addition, they specialize in at least two of the three central subject areas: Automotive Engineering, Vehicle Drives and Automotive Mechatronics.

Finally yet importantly, the Institute of Automotive Engineering Stuttgart is home to the Rennteam Uni Stuttgart, the world's most successful formula SAE racing team in the combustion class. And also the Greenteam Uni Stuttgart, which successfully develops electrically powered and autonomous racing vehicles for the Formula Student competition and holds the 2022 world record for the fastest accelerating electric vehicle (from 0 to 100 km/h in 1.461 seconds).

## University of Sussex

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|------------------------------|--|
| <b>Organisation type:</b>    | University   |
| <b>Contact person:</b>       | Peter Fussey   |
| <b>Email:</b>                | <a href="mailto:p.m.fussey@sussex.ac.uk">p.m.fussey@sussex.ac.uk</a> |
| <b>Location head office:</b> | Falmer, Brighton, UK   |
| <b>Number of employees:</b>  | -3400  |
| <b>Website:</b>              | <a href="http://www.sussex.ac.uk">www.sussex.ac.uk</a>               |



## Short summary of expertise and activities

The University of Sussex is a leading research-intensive university established in 1961 with a campus in the South Downs National Park next to Brighton, UK. Over 75% of research activity at Sussex is categorised as world leading or internationally excellent in terms of originality, significance and rigour, according to the Research Excellence Framework.

The automotive research at Sussex is centred in the School of Engineering and Informatics. This provides a multi-disciplinary environment for the research and development of a wide range of technologies for the automotive industry. The school has access to test cells and battery development facilities.

Within the school, there are a number of research groups working on automotive research, centred around the Energy and Materials Engineering Research Centre (EMERC). This centre has a long track record of Automotive Research over the last 20 years covering both light and heavy duty applications. The focus of the group is now on zero emission propulsion, developing technologies to advance the progression to more efficient transport solutions. Current research interests include: Smart grids and EV integration, EV charging behaviour, Battery charging algorithms, Battery management, Hydrogen refuelling, Hydrogen and Ammonia Combustion Control, Thermal Comfort optimisation, Waste heat recovery, Heat pumps, HVAC control, Evaporative cooling, Autonomous vehicles, V2X communications, Optical and laser diagnostics, Cryogenic sprays, Complex and multiphase flows.

The automotive research is strengthened by links with several other groups within the university, including:

- Sussex AI centre of excellence: Including Machine Learning, Computer Vision, Embodied AI, Human and Social AI and Natural Language processing.
- Sussex Energy Group (SEG): unites researchers across the University of Sussex and the Institute of Development Studies working on energy issues. The Sussex Energy Group is one of the largest independent social science energy policy research groups in the world.
- Science Policy Research Unit (SPRU): is one of the world's leading centres of research on science, technology and innovation policy and management.
- Chemistry: Specific areas of research include applications of nano-technology and catalysis expertise, relevant for new sensor technology and aftertreatment development.
- Foundations of Software Systems: Covering formal methods for verification of embedded software, relevant for embedded software development and addressing the threats from cyber security.
- Communications and network research group: Mobile communications and vehicle to X communications, relevant to connected vehicles and autonomous vehicle research.

Finally, the University of Sussex provides undergraduate and post graduate courses in Automotive Engineering and has an active electric Formula Student team, [www.sussexracing.co.uk](http://www.sussexracing.co.uk).

## Participation in EU projects

**Charge4Drivers** – improving the Electric-Vehicle charging experience, **SCODECE** - Smart Control and Diagnosis for Economical and Clean Engines, **COMVEBONOV** - Computational Modelling and Analysis of Automotive Vehicle Body Noise and Vibration. **i-MOSYDE** - Intelligent Modern System Design – Hybrid vehicle research demonstrator. **H2-IGCC** - Low Emission Gas Turbine Technology for Hydrogen-rich Syngas, **SONNET** - SOCIAL INNOVATION IN ENERGY TRANSITIONS: Co-creating a rich understanding of the diversity, processes, contributions, success and future potentials of social innovation in the energy sector.

## University of West Bohemia

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|------------------------------|--|
| <b>Organisation type:</b>    | Public university                                |
| <b>Contact person:</b>       | Dr. Pavel Žlábek                                 |
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| <b>Location head office:</b> | Plzeň, Czech Republic                            |
| <b>Number of employees:</b>  | 2308   |
| <b>Turnover before tax:</b>  | €108,2 Million                                   |
| <b>Website:</b>              | <a href="http://www.zcu.cz/en">www.zcu.cz/en</a> |



## Short summary of expertise and activities

University of West Bohemia (UWB) is the only public institution of higher education based in the Pilsen Region. Currently, the University has nine faculties consisting of more than sixty departments and three institutes of higher education. More than 11,000 students studying at the university can choose from a wide range of undergraduate, postgraduate and doctoral study programs.

University of West Bohemia is also an important centre of research and development, with massive investment to university development and construction activities on the university campus. The university campus is currently undergoing very dynamic changes. The newly constructed research centres definitely strengthened the links between the university and other institutions. This is also one of the reasons why scientists involved in various disciplines, as well as students win prestigious awards for their activities every year.

The research and development activities are focused on obtaining knowledge of basic phenomena and observable facts, applied research directed towards a specific and practical goals and experimental development, which employs existing knowledge obtained through research or based on experience.

Key expertise is in impact biomechanics and passive safety, vehicle design, development of mechanical parts of transport means, machining and forming machines, development and verification of machining and forming technologies, metal 3D printing, power electronics, drives and electrical, electronic and communication systems of vehicles.

The activities go in both experimental and numerical approaches. The research and development activities are based in the departments. There are, however, also interdepartmental and interfaculty teams which do work on projects closely related to the fields offered in the Ph.D. study programmes at the Faculties of Applied Sciences, Electrical Engineering and Mechanical Engineering. The University of West Bohemia has a significant position among universities in both the Czech Republic and Europe.

## Participation in EU projects

**HIGREEW** – Affordable High-Performance Green Redox Flow Batteries **BOWI** – Boosting Widening Digital Innovation Hubs **DUET** – Digital Urban European Twins for smarter decision making **COMP4DRONES** – Framework of key enabling technologies for safe and autonomous drones' applications **CHARM** – Challenging environments tolerant Smart systems for IoT and AI **IMOCO4.E** – Intelligent Motion Control under Industry 4.E **Switch2save** – Lightweight switchable smart solutions for energy saving large windows and glass façades **S4AllCities** – Smart Spaces Safety and Security for All Cities **TRANS-SAFE** – transforming Road Safety in Africa

# University of Žilina

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**Organisation type:** University

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**Number of employees:** 1500

**Website:** www.erachair.uniza.sk



UNIVERSITY  
OF ŽILINA

*Eyetracking glasses for capturing driver's glance to monitor driver's behaviour; they are used together with an electroencephalograph device, which measures brain activity of a driver.*





## Short summary of expertise and activities

UNIZA was established in 1953 and its particularity originates from the specific scientific branches oriented towards transportation and communications including all transportation modes (road, railway, water, aerial, intermodal), transport services, transport corridors, transport and land civil engineering, mechanical and electrical engineering, security and safety, information and communication technologies, landscape protection and utilisation.

UNIZA has an excellent collaboration with the stakeholders of the Zilina region (municipalities, region, and mobility operators) as well. One of the examples was very successful project FP6 RIS ZIP “Zilina Innovation Policy” or the FP7 “Endurance” project that produced the SUMP for Zilina city. UNIZA was granted a FP7 Pilot ERAChair in 2014 that named ERAciate “Enhancing Research and innovation dimension of the UNIZA in Intelligent Transport Systems”. ERAciate, aims at unlocking and strengthening the research potential and promoting the Zilina region in the field of Intelligent Transport Systems (ITS). As from 1 July 2019, the Department of International Research Projects – ERAciate+ has been established as a follow up of the successfully finished FP7 ERA Chair project.

The main objective of ERAciate+ is to stimulate UNIZA research potential in UNIZA strategic R&I areas including transport and mobility, elevate international competitiveness and increase participation in EU R&I programs.

## Participation in EU projects

**ERAdiate** – Enhancing Research and innovAtion dimension of the University of Zilina in intelligent transport systems.

[www.erachair.uniza.sk](http://www.erachair.uniza.sk)

**SIMMARC** – Safety IMprovement Using Near Miss Analysis on Road Crossings:  
[www.2.ffg.at/verkehr/projekte.php?id=1452&lang=en&browse=programm](http://www.2.ffg.at/verkehr/projekte.php?id=1452&lang=en&browse=programm)

**Alan Turing Institute: Lloyd’s Register Foundation programme to support data-centric engineering: Decentralised real-time electric vehicle charging** – optimality, fairness and resilience. [www.turing.ac.uk/research\\_projects/electric-vehicle-charging/](http://www.turing.ac.uk/research_projects/electric-vehicle-charging/)

**MoTiV** – Mobility and Time Value - Estimating Travel Time Value by accounting for the Value Proposition of Mobility, H2020 project, RIA, [www.motivproject.eu](http://www.motivproject.eu)

**EC DG MOVE - Call for tenders MOVE/B4/2017-358** – Technical support related to sustainable urban mobility indicators

**SENECA** – ICT and Smart cars for Efficient emergeNcy responsE and traffic management, bilateral R&I project Slovakia – Israel

**RIDE2RAIL** – Travel Companion enhancements and RIDE-sharing services synchronised to RAIL and Public Transport, H2020 S2R project, <https://ride2rail.eu/>

**OJP4Danube** – Coordination mechanisms for multimodal cross-border traveller information network based on OJP for Danube Region, Interreg DTP project, [www.interreg-danube.eu/approved-projects/ojp4danube](http://www.interreg-danube.eu/approved-projects/ojp4danube)

**REBALANCE** – Future mobility values and culture, H2020 project, RIA, <https://rebalancemobility.eu/>

**UMii** – Urban Mobility Innovation Index – 2021 edition, <http://umi-index.org/>

## Vicomtech

|                              |  |
|------------------------------|--|
| <b>Organisation type:</b>    | R&D company  |
| <b>Contact person:</b>       | Dr. Oihana Otaegui                                       |
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| <b>Location head office:</b> | San Sebastian, Spain                                     |
| <b>Number of employees:</b>  | 160  |
| <b>Turnover before tax:</b>  | €12.3 Million  |
| <b>Website:</b>              | <a href="http://www.vicomtech.org">www.vicomtech.org</a> |



## Short summary of expertise and activities

Vicomtech is an applied research centre for Interactive Computer Graphics and Multimedia located in San Sebastian (Spain). It is a non-profit association, founded in 2001 as a joint venture by the INI-GraphicsNet Foundation and the EiTB Broadcasting Group. VICOM is part of BRTA (Basque Research and Technology Alliance), which has the main function of responding to the technological and industrial challenges in the Basque Country and improving awareness of the centre at international level. The role of Vicomtech in the market is to supply society with technology by transfer of primary research to industry. This is done through collaborative R&D projects. Vicomtech's main research lines lay in the fields of computer vision, computer graphics and interaction; technologies which Vicomtech applies in multiple sectors.

ITS and Engineering department applies Cloud Computing, Big Data, AI and Computer to the industrial sector in general and the transport sector in particular, providing the sector's companies with technology solutions. The department's specialization technologies are large scale sensor data management, image processing, visualization and Knowledge Discovery & Data Mining. ITS and Engineering department activities in the field of land transport includes sensors and functions for enabling CCAM, testing and validation tools and methodologies for highly automated vehicles, communication technologies for enabling connected and cooperative functions including 5G as KET.

## Participation in EU projects

Vicomtech actively participates in EU projects and since the beginning of Horizon 2020 Vicomtech has been involve in more than 20 projects. Projects in the area of CCAM

**Coordinated projects:** **inLane** – Low Cost GNSS and Computer Vision Fusion for Accurate Lane Level Navigation and Enhanced Automatic Map Generation (ADAS/AD) **CloudLSVA** – Cloud Large Scale Video Analysis (testing and validation) **VI-DAS** – Vision Inspired Driver Assistance Systems (ADAS/AD) **ACCURATE** – Towards the development and validation of Enhanced Multi-sensor and EGNSS Multifrequency tight fusion for leveraging high levels of automated driving L4/L5 (ADAS/AD) **5GMETA** – 5G Development and validation platform for global industry-specific network services and Apps (ADAS/AD/Testing and validation)

**Participants:** **TrasSec** – Autonomous emergency manoeuvring and movement monitoring for road transport security (ADAS/AD) **Autopilot** – AUTOMated driving Progressed by Internet Of Things (ADAS/AD/Communication) **HEADSTART** – Harmonised European Solutions for Testing Automated Road Transport (Testing and validation) **5GMOBIX** – 5G for cooperative & connected automated MOBility on X-border corridors (ADAS/AD/Cooperative) **5GLoginnov** – 5G creating opportunities for LOGistics supply chain INNOVation (Mobility)

# VIRTUAL VEHICLE Research GmbH

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**Location head office:** Graz, Austria  
**Number of employees:** 300+  
**Turnover before tax:** €30 Million  
**Website:** [www.v2c2.at](http://www.v2c2.at)



*Automated Driving Demonstrator "ZeroOne"*

## Short summary of expertise and activities

VIRTUAL VEHICLE is Europe's largest research center for virtual vehicle development in the rail- and automotive sectors and targets interdisciplinary innovative research for climate-neutral and software-based mobility and transport ecosystems. With its focus on industry-related and applied-research, VIRTUAL VEHICLE is an innovation catalyst for future vehicle technologies in the era of digitalization, securing sustainable competitive advantages for its partners.

Research priority is the linking of numerical simulations, SW-defined functions, and hardware testing, which leads to a powerful HW-SW whole system design and the reduction of development and operations efforts.

The research center cooperates with around 180 international industrial partners (OEMs, tier-1 and tier-2 suppliers and software providers), where partnerships with around 80 scientific institutions form a solid basis for driving innovations for future technologies. VIRTUAL VEHICLE is continuously active in about 50 European research and innovation projects, about 10 are coordinated and 100+ were already successfully completed by the center. It offers a broad portfolio of contract research for technology development and test systems.

Fields of expertise comprise green mobility and transport, software-defined systems, virtual validation and homologation, automated systems, smart energy management and human factors.

VIRTUAL VEHICLE enjoys an excellent reputation as a reliable high-performance research and development partner on a pan-European level. Innovative digital technologies support achieving the long-term goal of socially-accepted and climate-neutral “Green Digital Mobility”, for promoting the European Triple Transition.

## Participation in EU projects

**Applied CPS** – European Digital Innovation Hub on Applied Cyber Physical Systems for manufacturing, construction, and automotive sector.

**iEXODDUS** – Infrastructure for the Extension of ODDs Applied in Connected and Automated Driving and Standardization

**ProtAct-Us** – ProtAct-Us from Long-Term Consequences of Road Crashes

**EFFEREST** – Efficient User-Centric Energy Management Systems for Optimized EVs

**GIANTS** – Green Intelligent Affordable New Transport Solutions

**XL-Connect** – Large Scale System Approach for Advanced Charging Solutions

**greenSPEED** – Green and Sustainable Processes for Electrode Production of electric vehicles batteries

**HiPE** – High Performance Power Electronics Integrations for e-vehicles

# Other useful links

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## European Bodies

- European Commission – general address <http://ec.europa.eu/>
- European Commission – DG Research and Innovation (RTD) <http://ec.europa.eu/research/>
- European Commission – DG Mobility and Transport (MOVE)  
<http://ec.europa.eu/dgs/transport/>
- European Commission – DG Climate Action (CLIMA) <http://ec.europa.eu/clima/>
- European Commission – DG Energy (ENER) <http://ec.europa.eu/energy/>
- European Commission – Internal Market, Industry, Entrepreneurship and SMEs (GROW)  
<http://ec.europa.eu/growth/>
- European Commission – DG Environment (ENV) <http://ec.europa.eu/dgs/environment/>

## Stakeholders

- ACEA - European Automobile Manufacturers' Association [www.acea.be](http://www.acea.be)
- ALICE - Alliance for Logistics Innovation through Collaboration in Europe  
[www.etp-logistics.eu](http://www.etp-logistics.eu)
- ARTEMISIA - EU Industry Association for Embedded & Cyber-Physical Systems  
[www.artemis.eu](http://www.artemis.eu)
- BEPA - Batteries European Partnership Association [www.bepassociation.eu](http://www.bepassociation.eu)
- CCAM - European Partnership on Connected, Cooperative and Automated Mobility [www.ccam.eu](http://www.ccam.eu)
- CLEPA - European Association of Automotive Suppliers [www.clepa.eu](http://www.clepa.eu)
- CONCAWE - Oil companies' European organisation [www.concawe.eu](http://www.concawe.eu)
- EARTO - European Association representing Research and Technology [www.earto.eu](http://www.earto.eu)
- ECTRI - European Conference of Transport Research Institutes [www.ectri.org](http://www.ectri.org)
- ERF - European Union Road Federation [www.erf.be](http://www.erf.be)
- ERTICO European public/private partnership for the implementation of  
Intelligent Transport Systems and Services [www.ertico.com](http://www.ertico.com)
- ERTRAC - European Road Transport Research Advisory Council [www.ertrac.org](http://www.ertrac.org)
- EUCAR - European Council for Automotive R&D [www.eucar.be](http://www.eucar.be)
- ETSC - European Transport Safety Council [www.etsc.eu](http://www.etsc.eu)
- FEHRL - Forum of European National Highway Research Laboratories [www.fehrl.org](http://www.fehrl.org)
- FIA - Foundation for the Automobile and Society [www.fia.com](http://www.fia.com)
- FISITA - International Federation of Automotive Engineering Societies [www.fisita.com](http://www.fisita.com)
- POLIS - European Cities and Regions Networking for Innovative Transport Solutions  
[www.polisnetwork.eu](http://www.polisnetwork.eu)
- UITP Europe - International Association of Public Transport [www.uitp.org](http://www.uitp.org)
- 2ZERO Emission - [www.2zeroemission.eu](http://www.2zeroemission.eu)







## The European Automotive Research Partners Association (EARPA)

The European Automotive Research Partners Association (EARPA) is an independent alliance that unites 60 leading Research and Development (R&D) providers in the field of road transport across Europe.

Together, our members are committed to making significant contributions to the European ResearchArea and to advancing future EUR&I activities, with a strong focus on the road transport sector and automotive industry.

### CONTACT US



EARPA- European Automotive Research Partners Association



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