

Evaluation Summary Report

Proposal : 214787
Acronym : IFM Project
Program : FP7
Call : FP7-ICT-2007-1
Funding scheme : Coordination and support action - Support - CSA-SA
Duration : 24 months
Activity : ICT-1-6.1 - Intelligent vehicles and mobility services

IFM Project Interoperable Fare Management Project

Proposal submitted by :

N°	Proposer name	Country	Total cost (€)	%	Grant requested (€)	%
1	ITSO Limited	United Kingdom	105,882	14.29	105,882	14.29
2	TÜV Rheinland Consulting GmbH	Germany	178,787	24.12	178,787	24.12
3	VDV-Kernapplikations GmbH & Co. KG	Germany	152,168	20.53	152,168	20.53
4	Union Internationale des Transports Publics	Belgium	68,288	9.21	68,288	9.21
5	University of Newcastle upon Tyne	United Kingdom	48,726	6.57	48,726	6.57
6	URBA 2000	France	38,645	5.21	38,645	5.21
7	SOCIETE NATIONALE DES CHEMINS DE FER FRANCAIS	France	148,680	20.06	148,680	20.06
	Total		741,176	100%	741,176	100%

Abstract :

This project aims to make public transport more user-friendly by facilitating seamless accessibility to different public transport networks. In 2015 payment processes shall no longer be a barrier for the users of public transport. The objective of the "Interoperable Fare Management Project" (IFM Project) is to provide travellers with common styles of contact-less media throughout Europe which can be used for multiple transport products in different geographic areas and for sustainable modal switching, such as the use of "Park and Ride" - unlike existing smartcards which are restricted to specific city or regional geographies. The project is expected to significantly lower the barriers to mobility and encourage the use of public rather than private transport, contributing to a reduction of carbon emissions and a reduction or elimination of paper tickets, thus further enhancing the impact of smart media on environment and on the efficiency of public transport. It will be possible to tailor the media to assist specific groups (e.g. existing concessionary travellers, benefit recipients or part-time workers) thereby supporting the Social Inclusion Agenda. The project is based on delivering an ICT environment that supports nomadic passengers. It will be delivered through work packages covering trust modelling, privacy modelling, common applications and interoperable media, model of IFM organisations and supporting back office ICT system interfaces. It will be managed to ensure effective and efficient consensus and dissemination of best practice among all stakeholders. The project is designed to provide world leadership in its segment and to deliver results which can be transferred to areas outside of the transportation sector world-wide. It will allow manufacturers and suppliers to offer the end-to-end, lossless nature of IFM the platform and transactions in other fields, thereby reducing time to market and lowering the cost of implementing other comparable schemes.

Evaluation :

1. Scientific and/or technological excellence (relevant to the topics addressed by the call) (<i>Threshold 3.0/5 ; Weight 1</i>)	Mark :
<ul style="list-style-type: none"> • This is a very ambitious project which has clear convincing objectives for enabling seamless access to public transport networks across Europe. • The work plan is very well structured and justified, however a clear reference to the Article 29 Data Protection Working Party must be made in Work Package (WP) 2 to ensure that a common set of guidelines is adopted for the privacy model. 	4.50

2. Quality and efficiency of the implementation and the management (Threshold 3.0/5 ; Weight 1)	Mark :
<ul style="list-style-type: none"> • The management structure and procedures for the project are clear and precisely presented. • All the participants are very well experienced in the area and are leaders in their fields. • This is an efficient and well balanced consortium. The involvement of the UITP IFM Forum and the full governmental support of the involved countries is key and will ensure an excellent potential for expansion of the system across Europe. • The resources for the project are reasonable although, the amount of time allocated to project management is low considering the complexity of the project and the travel costs need to be better justified. 	4.00
3. The potential impact through the development, dissemination and use of project results (Threshold 3.0/5 ; Weight 1)	Mark :
<ul style="list-style-type: none"> • The European dimension of the project is well addressed, it fits very well within the mobility Work Programme and a significant, positive impact is anticipated. • The active involvement of the IFM Forum will ensure that the work is appropriately disseminated across Europe. However, in order to ensure full system interoperability across Europe the consortium should be open to other European associations and consortia working in the area. This will guarantee a shared experience of best practice and the adoption of common standards. 	4.50
4. Remarks (Threshold 10.0/15)	TOTAL :
A common set of guidelines on privacy and data protection has to be adopted for the privacy model. For that a liaison with the Article 29 Working Party should be established.	13.00
Does this proposal have ethical issues that need further attention? (If yes, please complete an ethical issues report form (EIR))	Y
0 -The proposal fails to address the criterion under examination or cannot be judged due to missing or incomplete information 1 -Very poor. The criterion is addressed in a cursory and unsatisfactory manner. 2 -Poor. There are serious inherent weaknesses in relation to the criterion in question. 3 -Fair. While the proposal broadly addresses the criterion, there are significant weaknesses that would need correcting. 4 -Good. The proposal addresses the criterion well, although certain improvements are possible. 5 -Excellent. The proposal successfully addresses all relevant aspects of the criterion in question. Any shortcomings are minor.	