



EUROPEAN COMMISSION
RESEARCH DIRECTORATE-GENERAL

Directorate H - Transport
The Director

Brussels, 25th July 2007
RTD H/AS D(2007) 534294

Mr. Paul Kompfner
European Road Transport Telematics
Implementation Coordination scr1
Development Department
Avenue Louise 326
1050 Brussels
Belgium

Subject: Initial information on the outcome of the evaluation of proposals

***Programme "Cooperation " - Call ID "FP7-TPT-2007-RTD-1" –
Proposal N°212785 iTravel***

Dear Mr. Kompfner,

The Commission services with the help of independent experts have recently evaluated the proposals submitted in the context of the above-mentioned call. This includes the proposal entitled: "*i-Travel - Service Platform for the Connected Traveller*" for which you are the coordinator.

Your proposal was evaluated against the criteria published for the call. The attached evaluation summary report (ESR) records the views of the expert evaluators and the scores that your proposal achieved.

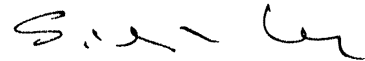
Based on this evaluation by independent experts, the Commission services ranked the proposals in priority order and then took a decision on the lists of proposals for which negotiations of the grant agreement can proceed. For this particular call, it is estimated that funds will be available to support around 13 projects out of the 13 that have passed all evaluation thresholds.

As an outcome of the Commission's decision your proposal will be considered for funding and you will be invited for negotiating a possible grant agreement as of Monday 3 September 2007. You will therefore understand that this letter cannot be regarded as prejudging the outcome of the project selection process and may not be construed as an offer of funding for your project.

I would be grateful if you could inform the other participants in this proposal of the content of this letter. If you have any questions, please do not hesitate to contact Karsten Krause (tel : +32.2.2952725 e-mail : karsten.krause@ec.europa.eu) .

Finally, please note that the redress procedure referred to in the Commission's rules for submission and evaluation¹ is described at the following website http://cordis.europa.eu/fp7/fp7_redress_en.html. Any such request must be received before 27 August 2007 [*one month after dispatch of this letter*].

Yours sincerely,

A handwritten signature in black ink, appearing to read 'András Siegler', written in a cursive style.

András Siegler

¹ Rules for the submission of proposals and the related evaluation, selection and award procedures, 30.3.2007, (C/2007/1390)

Evaluation Summary Report

Proposal : 212785
Acronym : iTravel
Program : FP7
Call : FP7-TPT-2007-RTD-1
Funding scheme : Small or medium-scale focused research project - CP-FP
Duration : 18 months
Activity : TPT-2007-RTD-1 - TPT-2007-RTD-1

iTravel i-Travel - Service Platform for the Connected Traveller

Proposal submitted by :

N°	Proposer name	Country	Total cost (€)	%	Grant requested (€)	%
1	European Road Transport Telematics Implementation Coordination srl	Belgium	359,625	15.72	344,969	23.66
2	Aalborg University	Denmark	64,320	2.81	48,240	3.31
3	Idom Ingeniería y Consultoría, S.A.	Spain	31,000	1.35	15,500	1.06
4	CENTRE FOR RESEARCH AND TECHNOLOGY HELLAS	Greece	29,976	1.31	22,482	1.54
5	Deutsches Zentrum für Luft- und Raumfahrt e.V.	Germany	75,691	3.31	56,768	3.89
6	LogicaCMG Nederland B.V.	Netherlands	151,960	6.64	75,980	5.21
7	Mizar Automazione S.P.A	Italy	168,750	7.38	84,375	5.79
8	Oracle Belgium NV	Belgium	147,250	6.44	73,625	5.05
9	ORANGE FRANCE	France	221,000	9.66	110,500	7.58
10	Tele Atlas NV	Netherlands	118,750	5.19	59,375	4.07
11	Vialis Public Transport B.V.	Netherlands	112,240	4.91	56,120	3.85
12	Altea srl	Italy	46,500	2.03	34,875	2.39
13	Vlaamse Overheid - Departement Mobiliteit en Openbare Werken (Dept MOW)	Belgium	143,600	6.28	107,700	7.39
14	Istituto Superiore Mario Boella Sulle Tecnologie Dell' Informazioni e Delle Telecomunicazioni	Italy	59,640	2.61	44,730	3.07
15	NAVTEQ BV	Netherlands	21,172	0.93	10,586	0.73
16	Planung Transport Verkehr AG	Germany	198,250	8.66	99,125	6.80
17	Technolution B.V.	Netherlands	58,543	2.56	43,907	3.01
18	Nederlandse Organisatie voor toegepast-natuurwetenschappelijk onderzoek	Netherlands	118,250	5.17	88,688	6.08
19	Ygomi Europe Kft	Hungary	117,000	5.11	58,500	4.01
20	Amadeus SAS	France	44,456	1.94	22,228	1.52
	Total		2,287,973	100%	1,458,273	100%

Abstract :

“i-Travel” is an original concept that combines three key innovations. The goal of the overall i-Travel IP is to develop, validate and demonstrate an innovative solution for:- (1) a personalised, context-aware online “virtual travel assistant” service for travellers, both before and throughout their journey, based on (2) the integration of e-commerce and internet technologies to create the first “e-marketplace” in the traffic and travel information services sector, through which (3) creation of a wide-ranging community of information and service suppliers who through i-Travel can expand their customer base while fulfilling travellers’ needs. The specific objectives of this i-Travel Phase 1 project are as follows: - Describe a “snapshot” of existing travel and transport services, technologies and stakeholders (WP1) -

Identify main traveller scenarios, use cases of i-Travel service platform, and requirements (WP2) - Describe main stakeholder operational and business processes and needed cooperation (WP3) - Evaluate technological and architectural options for the i-Travel service platform to enable delivery, by a wide range of means such as nomadic devices, of context-aware services (WP4) - Create organisational models and business tools for the i-Travel supplier community, and begin acquisition of first community members (WP5) - Make feasibility and risk assessment, and Phase 2 development roadmap (WP6) - Identify scenarios and strategies for i-Travel demonstrations in major European & developing-country cities (WP7).

Evaluation :

<p>1. Scientific and/or technological excellence (relevant to the topics addressed by the call) (Threshold 3.0/5 ; Weight 1)</p> <p>Note: when a proposal only partially addresses the topics, this condition will be reflected in the scoring of this criterion.</p> <ul style="list-style-type: none"> - Soundness of concept, and quality of objectives - Progress beyond the state-of-the-art - Quality and effectiveness of the S/T methodology and associated work plan 	<p>Mark :</p>
<p>Sound and clear concept addresses all elements and key aspects of collaborative projects aiming at developing new knowledge, new technology, products, demonstration activities and common resources for research in order to improve European competitiveness. Progress beyond the state-of-the-art is remarkable in the creation of a future world of "total" personal travel services for the "connected" traveller and interactions of various key innovations to simplify decision and purchase of travel services. The scientific and technological methodology and associated work plan are adequate and developed in an effective manner, including risk and contingency plans. The project intends to collect, connect and coordinate all potential partner of travel with a new tool supported by IT. Proposed research methodology can prepare the background for future IP.</p>	<p>5.00</p>
<p>2. Quality and efficiency of the implementation and the management (Threshold 3.0/5 ; Weight 1)</p> <ul style="list-style-type: none"> - Appropriateness of the management structure and procedures - Quality and relevant experience of the individual participants - Quality of the consortium as a whole (including complementarity, balance) - Appropriateness of the allocation and justification of the resources to be committed (budget, staff, equipment) 	<p>Mark :</p>
<p>The management structure seems to be appropriate to meet the project objectives and quality assurance procedures based on the ISO 9002 standard are included to monitor and control provision of the entire project. Having in mind the complexity of the expertise the informal communication procedures should be developed and presented to demonstrate effective flow of the information needed between and within process, and for the entire project. The consortium of partners brought together for the project represents a good balance across roles within the project, across countries and regions of Europe and across the different types of expertise needed for the successful completion of the project. Having major actors in the industry and in public administration will help to ensure that the project results are both deployable and deployed. Relatively modestly sized project does not involve demonstratives or deployment, so the key resources required are personnel costs! No significant purchase of equipment, products or services is foreseen as a requirement for the technical elements of the project. Associated partners, effort is not funded by the Project. Management of the large number of participants looks very ambitious and need careful monitoring procedures and audits by the commission representatives. Because of future wideness of the project range it will be suitable to increase number of partners by some participants from new EU countries and from outside EU. It helps with more global look application to the risk belong to application of ideas over the world.</p>	<p>4.50</p>
<p>3. Potential impact through the development, dissemination and use of project results (Threshold 3.0/5 ; Weight 1)</p> <ul style="list-style-type: none"> - Contribution, at the European and/or international level, to the expected impacts listed in the work programme under relevant topic/activity <p>Note: Refer to the applicable list of impacts specified in the work programme.</p> <ul style="list-style-type: none"> - Appropriateness of measures for the dissemination and/or exploitation of project results, and management of intellectual property. 	<p>Mark :</p>

By involving relevant stakeholders in the Project, a "de facto" standard shall be developed for an integrated traveller service platform. Plans for an international demonstration concept involve users, traffic managers, public authorities, transport operators, telecom operators, equipment manufacturers, vehicle manufacturers, service providers, application and service developers, content owners and providers, and research organisation. Stakeholders outside Europe will also be invited in development work. There will be the dissemination process using communication methods across various media types. The dissemination strategy is flexible enough to encompass public bodies, expert networks, non technical citizens, companies and organisations. The project will have direct impact on development of innovative solutions for a platform linking to a vast range of mobility services that the traveller can easily query, at any place and time, before and during the journey. The platform will allow users to receive personalised multi-modal travel information on PC using the most optimal communication channels such as mobile internet.	5.00
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4. Any other remarks (Threshold 10.0/15) <i>e.g. recommendations for negotiation, only if the proposal is above threshold</i>	TOTAL :
	14.50

Does this proposal have ethical issues that need further attention? <i>(If yes, please complete an ethical issues report form (EIR))</i>	N
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Out of Scope	N
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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.