MARKET IMPACT EVALUATION
ERRAC was set up in 2001 and is the single European body with the competence and capability to help revitalise the European rail sector:
  • To make it more competitive
  • To foster increased innovation
  • To guide research efforts at the European level

ERRAC Project Evaluation Working Group (EWG)
Objectives:
  • Determine the market impact of previous rail research to improve use of research funding
  • Ensure a strategic approach to the prioritisation of rail research

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

**ProMain**

**EVALUATION FROM DECEMBER 2008**

<table>
<thead>
<tr>
<th>Project acronym:</th>
<th>ProMain</th>
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<tbody>
<tr>
<td>FP:</td>
<td>5</td>
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<tr>
<td>Programme acronym:</td>
<td>GROWTH: Competitive and sustainable growth</td>
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<tr>
<td>Project Reference:</td>
<td>TN.10991</td>
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<td>Call identifier:</td>
<td>FP5-GROWTH</td>
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<td>Total Cost:</td>
<td>€ 1,477,166</td>
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<td>EU Contribution:</td>
<td>€ 1,477,166</td>
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<td>Timescale:</td>
<td>January 2000 - December 2003</td>
</tr>
<tr>
<td>Project Coordinator:</td>
<td>Franz Quante (Fraunhofer-Gesellschaft)</td>
</tr>
<tr>
<td>Web references:</td>
<td><a href="http://www.promain.org/">http://www.promain.org/</a></td>
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</tbody>
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- Presented by: A. Lindner
- Date evaluation: 10.12.08
- Market uptake: Weak
- Follow up projects: CroBIT, SAMNET, SAMRAIL, INNOTRACK
- Other related Projects: None
ERRAC Project Evaluation Group

ProMain

Progress in Maintenance and Management of Railway Infrastructure
ProMain

Objectives:

• Enhancing the performance of railway infrastructure through the application of innovative knowledge without doing own research

• Bringing together users and developers in a Thematic Network and creating awareness of new possibilities

• Identifying needs for further actions, mainly for CEC
ProMain Background

Details
- FP 5
- Total Cost: **1 477 166 €**
- EU Contribution: **1 477 166 €**
- Start and duration: **01/01/2000 – 31/12/2003 – 48 months**
- Scientific Coordinator: **Fraunhofer-Gesellschaft zur Förderung der angewandten Forschung e. V., München, Prof. Dr. Franz Quante**
ProMain Background

Partners

• Fraunhofer-Institute for Information and Data Processing (IITB), Karlsruhe (DE)

• SINTEF Research Institute Industrial Management, Trondheim (Norway)

• TÜV Intertraffic, Köln (DE)
ProMain : Background of Work and Strategy

- Holding regular contact with about 400 interested railway people; addresses stemming from EU, UIC, UNIFE
- Selecting out of them members (~15, some from UIC, UNIFE) and experts (~50) for defined tasks
- Organisation of 3 Conventions of Decision Makers (CDM) with high ranking railway managers to identify further needs
- Organisation of 9 workshops with experts and EU-officers to discuss technical aspects and needs
- Elaboration and distribution of resulting recommendations (papers) to EU officers and interested people
- Summarising major results and findings in “Innovation magazines” distributed for free to all 400 contact people
ProMain Background Tasks:

• **I** Initiatives for Highly Performant European Tracks
  – Task T1: Cost-effective Track Systems
  – Task T2: Automatic Switch Diagnosis
  – Task T3: Track Inspection: Better Value for Money

• **II** Initiatives for Effective Management of European Railway Infrastructure
  – Task M1: European RAMS Database, First steps in harmonising data categories
  – Task M2: Total Quality Management: Second tranche of implementation

• **III** Initiatives for Highly Performant European Interoperability
  – Task I1: Towards Europe-Wide IT compatibility for international freight traffic
  – Task I2: European harmonisation of safety approval
ProMain EVALUATION

Links to other Projects:
• Strong co-operation with Thematic Network Railserv in the beginning

Follow-up Projects:
• CroBIT: Cross Border Information Technology (Task I1)
• SAMNET, SAMRAIL: Thematic Network and accompanying measures (Task I2)
• INNOTRACK: Innovative Track Systems (Tasks T1, T2)

• The follow-up projects were developed in close contact with ProMain partners. These shared the acquired knowledge by participating or by even co-ordinating (CroBIT).
ProMain EVALUATION

Achievements:

• High awareness of problems and new solutions could be created, resulting in
  - corresponding calls by CEC in FP 6
  - the readiness of the railway community to start bigger efforts,
    see INNOTRACK, CroBIT, …
ProMain EVALUATION

Conclusions:
• ProMain achieved the objectives of
  - creating awareness of new solutions among users and developers
  - preparing their readiness to co-operate
  - identifying needs and even helping with the start of further actions

• Promain could not achieve the over-ambitious goal of directly enhancing the infrastructure performance, that is carried out by numerous follow-up projects
ProMain
Evaluation criteria:

1. Were the results implemented in the design of the new products and services? Were these new products/services put into commercial operation – “Products” of ProMain were not meant as results of own research. Therefore the results of ProMain cannot easily be measured against commercial scales and operations but perhaps on scales of readiness for international co-operation, of trying new concepts…. Consequently the commercial output of ProMain depends on the output of the follow-up activities.

2. Is new legislation and standardization based on findings from this research project – Standardisation efforts as in SAMNET were started across Europe

3. Are the results of the project implemented across Europe or only in a small number of Member States – Direct implementation is a critical issue even for a project like this one with a duration of 4 years, because innovation cycles in rail tend to be much longer. But efforts undertaken as in INNOTRACK relate to the whole of Europe.

4. Are the results of the project implemented outside Europe before being accepted in Europe – Efforts of the follow-up activity CroBIT are implemented in Russia with the help of VR, that is co-operating with Russia.
5. Did the projects increase competitiveness of the European railway sector abroad with regard to products, services, standards and system design – *Again: the long innovation cycle allowed the start of projects striving for higher competitiveness.*

6. Did the project increase competitiveness of the railway transportation compared to other transport modes – *No special efforts were undertaken with regard to this aspect.*

7. Are the results of the project taken into consideration when preparing public tenders – *Yes, they were directly used by CEC in the preparation of calls and we know, that they influenced consortia in their preparation of tenders.*

8. Does the implementation of the project results help facilitate cross-border operations by problem-solving in the domain of interoperability – *Interoperability was successfully addressed in SAMNET and CroBIT.*
ProMain
Evaluation criteria:

• Does the implementation of the project results help facilitate inter-modal operations by problem-solving in the domain of inter-modality – **No special efforts were undertaken with regard to this aspect.**

• Can benefits be assessed in financial terms – **No idea so far how to measure the value of started actions.**

• Applicability of results to future scenarios – **Unsolved technical problems like environmental balance and noise reduction favour ProMain’s idea of a European rail research and test facility (European TTCI?) under the leadership of developers (not railways) being co-ordinated by a European institution.**

• Usefulness of research procedures for future projects (incl. modeling) – **The strategy of work as chosen by ProMain is recommendable for creating a spirit of change and enhancement and should be followed by an organisation well known and accepted within the railway community.**
ProMain: Lessons learnt

- Innovation cycles (esp. with railways) exceed the lifetime of a normal project; at least ongoing efforts should be monitored continuously
- The ProMain approach incorporating not only decision makers but also technical experts and levels of lower management is successful in stimulating awareness and activities
- The distribution of findings and recommendations cannot be done using the Internet only; a lot of paperwork is necessary to approach railway practitioners and to bring about necessary changes
- Well accepted EU-organisations with broad international support will probably be even more effective in starting further enhancements than a group of researchers from just a few European countries