

SEVENTH FRAMEWORK PROGRAMME (FP7)



CARGOMAP

AIR CARGO TECHNOLOGY ROAD MAP

Project number: 284551

D4.1 Web portal

| Document reference | | | | | |
|---------------------------|-----------------------|---------------|----------------|-------------|--------------|
| <i>Work Package</i> | <i>Classification</i> | <i>Nature</i> | <i>Partner</i> | <i>Date</i> | <i>Issue</i> |
| WP4 | PU | R | SLOT | 29/11/2011 | V1.0 |

| Document control | | | |
|-------------------------|---------------------|---------------------------|-------------|
| <i>Responsible</i> | <i>Organisation</i> | <i>Name</i> | <i>Date</i> |
| Author | SLOT | Roland Gurály, Noémi Král | 29/11/2011 |
| Partners involved | SLOT | Andrej Kocsis | 29/11/2011 |
| | | | |
| | | | |
| Reviewer | | | |
| Approver | SLOT | | |

| Document change log | | | |
|----------------------------|-------------|---------------------------|--------------------------|
| <i>Issue</i> | <i>Date</i> | <i>Author</i> | <i>Comments</i> |
| V0.1 | 29/11/2011 | Noémi Král, Roland Gurály | Creation of the document |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Table of Contents

| | |
|--------------------------------------|-----------|
| EXECUTIVE SUMMARY | 4 |
| 1 MEANS | 5 |
| 2 STRUCTURE | 6 |
| 2.1 BASIC SITE STRUCTURE..... | 6 |
| 2.2 MENU..... | 7 |
| 2.3 MEMBER AREA..... | 7 |
| 3 CONTENT | 8 |
| 3.1 PUBLIC..... | 8 |
| 3.1.1 <i>Home</i> | 8 |
| 3.1.2 <i>News & Events</i> | 8 |
| 3.1.3 <i>Project</i> | 8 |
| 3.1.3.1 Overview..... | 8 |
| 3.1.3.2 Consortium..... | 9 |
| 3.1.3.3 Collaboration..... | 12 |
| 3.1.4 <i>Dissemination</i> | 12 |
| 3.1.4.1 Policy briefs..... | 12 |
| 3.1.4.2 Reports..... | 13 |
| 3.1.4.3 Downloads..... | 13 |
| 3.1.5 <i>Contacts</i> | 13 |
| 3.2 MEMBER AREA..... | 13 |
| 3.2.1 <i>Menu</i> | 13 |
| 3.2.2 <i>Contents</i> | 13 |
| 4 CONCLUSION | 15 |

List of Figures

| | |
|--|----|
| FIGURE 1: GENERAL LOOK AND DESIGN OF THE CARGOMAP WEBSITE..... | 6 |
| FIGURE 2. PERT DIAGRAM OF THE CARGOMAP PROJECT. | 12 |

Executive summary

Purpose of this document is to describe the structure and the contents of the CARGOMAP website. The goal of the website is to raise the awareness of the CARGOMAP project in order to make it successful, acceptable, and understandable. The target groups for the website include the general public, and the stakeholders of air transportation, ranging from potential business partners, to scientific experts.

This delivery would present information on the website. In order to reach the intended awareness level, CARGOMAP partners will have to make an ongoing contribution to the website.

The document begins with the introduction of the means used for the creation of the document, and then it flows with the explanation of the structure.

Finally the document holds most of the content of the website with an exception of the downloadable documents that will constantly placed on the website during the project.

1 Means

The website has been created using free open source CMS (content management system) named Joomla. The design was created by the Artisteer which is a Web design automation product that helps creating website templates and blog themes. The Artsteer is in possession of Slot Consulting Ltd.

The website content is placed on the server of the Hungarian web service provider 1b Telecom.

The domain name www.cargomap.eu was purchased from the same web service provider.

2 Structure

2.1 Basic Site structure

The site consists of a banner that is a CARGOMAP logo and some artwork in the background. Both the banner and the logo was created by Slot Consulting Ltd.

Below the banner the menu is located. This is the main menu and it appears on all pages of the website although in the member area it has different items.

Below the menu, the middle of the page is the main information area providing information of the selected page.

At the bottom of the page the funding information and the European Union flag and the FP7 logo are shown.

The majority of the pages are static as they presenting information that are valid throughout the project's lifetime, however there is a section that is to present information that are continuously updated. Therefore, while the nature and the purpose of this page are constant the information provided by it is constantly updated.

The "News & Events" page will (i) provide public information on the progress of the project, (ii) announce upcoming events related to CARGOMAP and (iii) present the past events in terms of success.

For the User Group members there is a non-public dynamic area, which will contain detailed information on the overall work progress, the workshops, the presentations delivered and to be delivered on the workshops, the contact information of the Consortium as well as the User Group members.

There will be preliminary materials published for the workshops so that the User Group members could prepare themselves for the forthcoming workshops.



Figure 1: General look and design of the CARGOMAP website

2.2 Menu

According to the above discussed issues, the menu of the CARGOMAP website is structured such as follows:

- Home
- News & Events
- Project
 - Overview
 - Consortium
 - Collaboration
- Dissemination
 - Policy briefs
 - Reports
 - Downloads
- Contact
- Member area

2.3 Member Area

The member area is created to provide more detailed information on project progress to the User Group. This section of the website is not public and would be dynamically updated.

This section has the following pages which are reflected in the menu too:

- User Group
- Progress
- Workshops
- Downloads
- Contact list
- Log out

The design and overall look of the section is consistent with the public section.

3 Content

3.1 Public

3.1.1 Home

The first page of the website is the “Home” page that presents the short introduction of the project, with the following paragraphs:

“The Air Cargo technology Roadmap (CargoMap) project focuses on the future role of air freight and the definition of a technology roadmap for future cargo aircraft responding to end user requirements and environmental needs.

The CargoMap contract is formalised and signed, and the contract is in force since 1st of October 2011. In order to produce a result that benefits the direct stakeholders as well as the European community, an agreement was needed on detailed actions, activities and cooperation.”

3.1.2 News & Events

The News & Event section is the dynamic part of the website and it will be updated regularly throughout of the lifetime of the project. In the present version, that site provides some basic information regarding the first activities of the project and more particularly the kick-off meeting. Accordingly, the following information is provided:

3.1.3 Project

3.1.3.1 Overview

The project overview contains the abstract of the project. Taken from the DoW, this site shows the followings:

“The Air Cargo technology Roadmap proposal focuses on the future role of air freight and the definition of a technology roadmap for future cargo aircraft responding to end user requirements and environmental needs. In order to improve seamless flow of goods, Inter-and Co-modality approaches will be considered within the SESAR operational concept.

Main issues of the CARGO Map (CSA-SA) proposal are:

- *Analysis of current situation versus the demand with the involvement of the stakeholders in Europe among all actors (manufacturers, research establishment, regulators, airspace users, infrastructure providers, airport managers)*
- *Expected future bottlenecks/challenges in air freight transport and the identification of the corresponding requirements. The requirements will identify the technology needs and regulatory issues to be addressed*
- *Synopsis and evaluation of possible improvements related to future business models*
- *Definition of a technology roadmap to fill the technology/regulatory/operative gaps in order to fulfil the requirements considering the current capabilities*

The project will investigate what new challenges and opportunities exist for new air cargo operations in the future, responding to societal challenges and the concept of seamless multi modal transport chains. Based on business models for such new types of air cargo operations, the need for novel dedicated air cargo planes will be derived and the technologies that will be needed to create these novel airplanes will be identified in a roadmap.

This is a totally new approach within the Framework program. Whilst identifying novel technologies, only those specific to air cargo operations will be shown in the roadmap, assuming that generic technologies in aviation will take place. The roadmap will identify current and planned research and missing elements to enable a new generation of air cargo aircraft to be realised.”

3.1.3.2 Consortium

The consortium members are introduced on separated pages, and therefore an additional menu is introduced on the left side of the Consortium section. Each page has the following content:

Slot Consulting Ltd. (SLOT)

*Slot Consulting is the **leading organization** in Hungary in terms of **aeronautics research and development projects**. Besides R&D, the company provides handling arrangement to airlines and consulting services to aviation stakeholders.*

*In terms of research and development Slot Consulting took and takes part in several projects funded by the European Commission. Among these **FP7 projects** SLOT coordinates the CEARES-NET and the Aero- Ukraine project and coordinated the recently closed CEARES project. The company takes part in the development of aeronautics related IT products, such as the BluePowerCDM system. The company was responsible for data collection from aviation stakeholders (airport, airlines, ATC and handling agents) in the CDM Business Case and managed the WP for Exploitation and Dissemination in the OPTAG (FP6) project. Slot Consulting also participates in **EUROCONTROL projects**.*

AD CUENTA B.V (ADC)

AD Cuenta is an aerospace consultancy company that was started in 2005 by Adriaan de Graaff.

After a 32 years long and successful career at the National Aerospace Laboratory NLR in the Netherlands, Mr. de Graaff started his own company to provide advice on strategic aerospace issues. Ad Cuenta specializes in consultancy related to strategic aerospace issues, corporate development, long term research and European co-operation in the domain of air transport, aircraft development, airports, ATM, research and research infrastructures. Mr de Graaff worked closely together with the European Commission and the European industry in relation to European programmes and ACARE for more than 17 years. AD Cuenta participated in several EU projects. These included the Out of the Box and CREATE projects related to novel concepts in air transport, EPATS for small air taxi operations, Mefisto to assess the impact of FP5 and 6.

CENTRO ITALIANO RICERCHE AEROSPAZIALI SCPA (CIRA)

CIRA is a not-for-profit shareholding Consortium founded in July 1984. The main shareholders are ASI (Italian Space Agency), CNR (National Research Council), Consorzio ASI/Regione Campania and the main Italian aerospace industries. Yearly operation cost partly covered by government contribution. CIRA operates according to the guidelines provided by the Ministry of Education, University and Research (MIUR). The Italian government has entrusted CIRA to manage the PRORA (Italian Aerospace Research Program).

CIRA's commitments are the followings:

- *perform PRORA (Italian Aerospace Research Program) to support the Italian Aerospace community with facilities and proper skills under the control of Ministry of Research*

- *design, manage and operate the facilities*
- *build up and integrate competences and expertise*
- *define, manage and execute R&TD projects*
- *educate and train scientists and technicians*
- *keep PRORA updated*

This strategy is applied performing the following actions:

- *Improve and intensify cooperation with the EC;*
- *Promote collaborative R&TD activities within EU FPs;*
- *Increase networking with European REs and Industry;*
- *Start-up cooperation with “Classical Aeronautical” MS and NMS;*
- *Increase competitiveness in specific areas;*
- *Enlarge the activity perimeter taking into account current scenario, emerging business opportunities, scientific and technological spin-off from running activities (Security, Environment);*
- *Disseminate a CIRA image corresponding to current R&TD and service capabilities.*

GERMAN AEROSPACE CENTER (DLR)

DLR is Germany's national research centre for aeronautics and space. Its extensive research and development work in aeronautics, space, transportation and energy is integrated into national and international cooperative ventures. As Germany's Space Agency, the German federal government has given DLR responsibility for the forward planning and implementation of the German space programme as well as international representation of Germany's interests. DLR's research portfolio ranges from fundamental research to innovative development of the applications and products of tomorrow. In this way, DLR contributes the scientific and technical know-how that it has gained, thus enhancing Germany's and Europe's industrial and technological reputation. DLR operates large-scale research facilities for the centre's own projects and as a service provider for clients and partners. It also promotes the next generation of scientists, provides advisory services to the German government and is a driving force in the regions centred on its various locations. For DLR, the Institute of Air Transport and Airport Research is involved in CargoMap.

The DLR - Institute of Air Transport and Airport Research is a key element in DLR transport focus. In order to pave the way for a sustainable transport system, the institute concentrates on innovative transport concepts and the use of new technologies in transport, the analysis and forecast of transport as well as its effects on the environment. The activities in the field of environmental assessment of transport take advantage of DLR's work in the development of regional and global emission inventories, numerical models and their application, as well as research on noise. Furthermore, several members of the staff of the institute act as official representatives of the Federal Republic of Germany in various commissions and organisations such as ICAO/CAEP and ECAC. A particular strength of the unit is its multidisciplinary, optimally designed to assess the complex interdependencies of air transport. Staff with an educational background in the areas of transport engineering, economics, business administration, geography, political sciences, physics, information technology and jurisprudence is able to approach the challenges in air transport research in a holistic way.

GRUPPO CLAS (GRUP)

Gruppo CLAS is a private, independent Italian consultancy in the fields of transport economics, professional and organisational development, methodologies for EU statistics,

information technology, systems for economic analysis, distribution of statistical information, regional and geographical economics.

Consultancy and research performed by Gruppo CLAS Transport Economics Area cover most economic aspects of transport services (air, rail, sea, intermodal) and of the infrastructure. A team of Transport Economy experts enable Gruppo CLAS to offer research and consulting services on planning, designing, creating and managing transport infrastructures, services and companies. Gruppo CLAS expertise covers all the related areas such as economic and financial analysis of airports, routes, intermodal nodes, motorways, railway lines, evaluation of the economic impact of large infrastructures, regional integration, regional planning in the airport sector. In multidisciplinary studies, Gruppo CLAS co-operates with other research institutes, universities and consultancy firms.

Gruppo CLAS has participated in European and Community R&D programmes since 1992, in several projects within the 4th, 5th, and 6th Framework Programmes. Gruppo CLAS, through the work of its researchers and consultants, has developed a wide and deep knowledge in the field of Air Transport which includes a series of methodologies for the analysis of Air Transport topics, and the availability of up-to-date databases and newswires. Such means include a traffic simulation model for airports, tools to evaluate the feasibility of airline strategies, and a sound methodology for the assessment of the economic impact of airports, and for economic analyses such as Cost Benefit Analyses, Financial Analyses, Business Plans, Multi-Criteria Analyses and SWOT Analyses.

Gruppo CLAS' researchers are widely recognised as experts in the field of Air Transport for their ability to monitor the market, to analyse the strategies of the actors, and to assess policies and regulations.

INSTITUTE OF AVIATION (ILOT)

Instituto Lotnictwa (Institute Of Aviation) was established in 1926. Today it is the main design, research and development centre for the Polish aviation industry, performing many design and research projects and scientific works, focused on international cooperation and integrating with European Research Area and worldwide R&D domain. ILOT fields of activity include airplanes, helicopters, turbojet and piston engines, rockets and hovercrafts design, aerodynamics and structure, strength and dynamics, composite materials, wind tunnels, landing gears, avionics and system integrations, bio-fuels and environmental tests - and small air transport subject area.

In 2001, following an agreement with General Electric Aircraft Engines, ILOT started a new form of cooperation in engineering services - Engineering Design Centre. In 2004, ILOT and Pratt &Whitney opened a new Materials & Structures Research Center, cooperating, among others, with Lockheed Martin and EADS CASA.

ILOT has been involved in European Frame Programs:

- *HELIX, HiReTT, TAURUS, UAVNET, X2-Noise, FLITE, ViewLS - projects in 5th FP,*
- *HISAC, CASAR, FLITE 2, AERONET III, ADLAND, SCRATCH IV, AirTN, UFAST, EPATS (coordinated by ILOT), SUPERSKYSSENCE, DRESS, Biofuels Cities - projects in 6th FP,*
- *AeroPortal, CoopAir, GRASP, AEROFAST, SAT-Rdmp (coordinated by ILOT) - projects in 7th FP.*

DELFT UNIVERSITY OF TECHNOLOGY (TUOD)

Founded in 1864, Delft University of Technology is the oldest, largest, and most comprehensive technical university in the Netherlands. With over 13,000 students and 2,100

scientists (including 200 full professors) and 7 faculties, TUD is an establishment of both national importance and significant international standing.

The Faculty of Aerospace Engineering has international prestige as one of the top Aerospace Schools in the world. In Western Europe, the Faculty of Aerospace Engineering was the first to be accredited by the US Accreditation Board for Engineering and Technology. Aerospace industries like Boeing, Airbus and EADS acknowledge the top quality of its programs and of its graduates.

3.1.3.3 Collaboration

Due to the complexity of the research tasks of the project and their dependencies on each others result, it is vital for the positive outcome of the project to plan the collaboration between the participating parties. The graphical representation of the components and their interdependencies (Pert diagram) is given in the following figure:

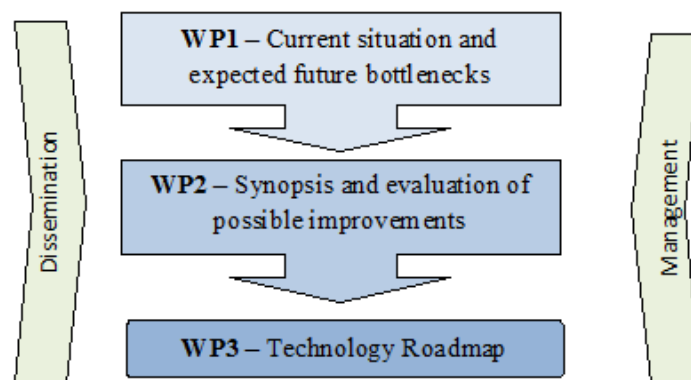


Figure 2. Pert diagram of the CARGOMAP project.

3.1.4 Dissemination

3.1.4.1 Policy briefs

The Policy briefs contains the conclusion of the main elements that the project would like to achieve.

“Strategic **objectives** addressed:

- Understanding of the future role of air freight according to business cases related to well identified scenarios.
- Definition of a technology roadmap for future cargo aircraft.
- Improving seamless flow of goods via Inter-and Co-modality within the SESAR operational concept.

Strategic **expected achievements**:

- European action to support improvements of air freight in European transport by adoption of a new business model and advanced technology thus responding to end user requirements and environmental needs.
- Map the RTD programmes and projects in Europe
- Set up recommendations for future EU Framework Programmes related to Air Cargo Aircraft

In order to investigate the above objectives the project will perform the following logical steps:

- *Analysis of current situation and expected future bottlenecks/challenges in air freight transport*
- *Synopsis and evaluation of possible improvements (related to future business models)*
- *Technology roadmap*

*The Delivery of **Technology Roadmap** to the EC will help the EC to make recommendations to the European Commission on the calls for proposals based on the missing issues in technology development. The recommendations will especially relevant for FP8 and the new Strategic Research Agenda of ACARE.”*

3.1.4.2 Reports

This section will contain public reports about the progress of the project.

3.1.4.3 Downloads

This section will contain downloadable materials such as workshop presentations or flyers.

3.1.5 Contacts

In order to facilitate information exchange and receive further details on the project, it is important that the website provides the contact details of the coordinating body. Therefore, the followings are given in this website:

Project Coordinator:

Slot Consulting - SLOT

Web: www.slot-consulting.eu

Person in charge:

Ms. Noemi Kral

cargomap@slot-consulting.eu

Phone: +36-1/2903498

Fax : +36-1/2921052

3.2 Member Area

3.2.1 Menu

The menu and consequently the web site area have the following pages:

- User Group
- Progress
- Workshops
- Downloads
- Contact list
- Logout

3.2.2 Contents

User Group

Information on the User Group

Progress

Information on the project achievements.

Workshops

Information on the workshop topics.

Downloads

Downloadable information: documents, presentations (from the workshops)

Contact list

Detailed contact information on consortium members and User Group

Logout

Link back to the public area of the website.

4 Conclusion

The objective of this delivery was to provide the basic information regarding the structure and contents of the CARGOMAP website. This tool would be used along the whole duration of the project in order to facilitate information exchange between the project participants, the general public or any other interested reader. Accordingly, the website plays an important role in the dissemination activities of CARGOMAP.

The proposed structure is in line with the general expectations of such website, and consists of a public and non-public interface, in order to reflect the difference in the provided documents or deliverables.

This document would help the consortium partners to familiarize with the project website, in order to (i) start sharing project related information within the consortia to facilitate the progress of the work, and (ii) upload the first public reports to raise awareness regarding CARGOMAP.