



Feasibility analysis and development of on-road charging solutions
for future electric vehicles

Dissemination plan

Deliverable No.		D1.3.1	
Workpackage No.	WP1.3	Workpackage Title	Dissemination and Exploitation
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Status		Final	
Dissemination level		Restricted	
Project start date and duration		01 January 2014, 48 Months	
Revision date		2014 - 04-22	
Submission date		2014-06-05	



This project has received funding from the European Union's
Seventh Framework Programme for research, technological
development and demonstration under grant agreement no
605405

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LIST OF ABBREVIATIONS

ABBREVIATION	DESCRIPTION
CG	Core Group
EV	Electric Vehicle
FEV	Fully Electric Vehicle
EC	European Commission
WP	Workpackage

REVISION CHART AND HISTORY LOG

REV	DATE	REASON
1	2014-04-22	Document created
2	2014-5-23	Document sent for review
3	2014-6-06	Final version, revised according to peer review comments

EXECUTIVE SUMMARY

This is the D13.1 Dissemination Plan of the FABRIC project (Grant agreement no: 605405). This work was carried out as part of WP13 Dissemination and Exploitation, specifically Task 1.3.1 Project identity and dissemination strategy.

The FABRIC Integrated Project activities have set ambitious targets in terms of opening the way for large deployment of electromobility focusing on the technological feasibility, economic viability and socio-environmental sustainability of dynamic on-road charging of electric vehicles. A concise dissemination strategy, therefore, is of major importance for the maximization of the project's impact to the scientific community, the industry, the society and for the successful deployment of its results. The consortium's intention is to widely disseminate the existence of the project goals and results not only within Europe but also internationally, in order to highlight Europe as a major force worldwide in the relevant scientific and industrial field. In this document the dissemination strategy and respective material designed for this purpose are presented.

The dissemination strategy defines the goals for the dissemination activities of the project. These are being achieved by reaching the specified dissemination target groups through defined dissemination channels. The ways to reach the target groups depends on the stage of the work progress of the project. While at the early stages of the project the dissemination is concentrated on presentations of the idea and concept of the work to be deployed, at later stages the dissemination task will focus on presenting the achieved developments and results. All these are described in the dissemination roadmap which provides a draft outline of the dissemination activities and their presented content per year of the project.

Dissemination activities are important for the Consortium also on a partner level. Making the Consortium partners' competencies known can prove beneficial for promoting their activities as well. It is expected that regardless the partnership in the specific project WP (WP13) all partners will take part in dissemination activities even at a different level. This contribution can take several forms, from artistic design in the dissemination material to scientific review of papers in workshops, conference participation, exhibitions etc. Thus, it is essential that all partners have a rough idea of their planned dissemination activities either for FABRIC purposes exclusively or for general purposes where FABRIC will also be represented.

The dissemination activities are managed by the Dissemination Leader and specific dissemination procedures are followed which are also described within the document. Finally, within this report we provide a detailed overview of the already produced dissemination material. The leaflets, posters and the project website are described.

The report also includes a set of annexes, including: a) a list of relevant to FABRIC projects; b) the logo proposals.

1. INTRODUCTION

1.1 Introduction to FABRIC

Electro-mobility is expected to be an essential component in the pursuit of the decarbonisation of road transportation and mobility. Still critical issues of current on-board battery packs, like their high weight and cost, limit the usage of fully electric vehicles (EVs) predominantly to urban/suburban applications. For this, on-road charging solutions are being investigated, since they would allow practically all of the drawbacks of on-board battery packs to be avoided or circumvented.

In this context, the principal motivation for the FABRIC project is the feasibility assessment of on-road charging solutions, including their technological feasibility, socio-economic viability and environmental sustainability from all perspectives. The ultimate aim of FABRIC is to provide a pivotal contribution relevant to electro-mobility in Europe, identifying the expected benefits and required costs so that the investments required for research, development and implementation in each of the components of the mobility system of the future can be fully understood, quantified and ratified.

FABRIC will undertake an in-depth assessment of user and technological requirements across the main areas which this technology could impact, such as road and energy infrastructure, and will identify gaps between current capability and what is required for such a system to succeed and provide the anticipated benefits.

1.2 Dissemination and Exploitation in FABRIC

Among the project activities the Dissemination and Exploitation ones are very important, since they will safeguard the wide diffusion of project developments to all relevant actors and stakeholders and will create the required strategy for the results exploitation. The objectives of the WP1.3, entitled “Dissemination and Exploitation” are to:

- Plan and execute focused and tailored dissemination activities;
- Design the project identity and produce dissemination material;
- Plan, support and organise the participation of project experts at technical conferences;
- Give a ground of guidance to all FABRIC stakeholders to sustainably plan their roadmap of deployment of most promising technologies whose feasibility will be evaluated in the FABRIC project.

This Deliverable, entitled “Dissemination plan” is a guide for the project partners, defining the project dissemination strategy, so as to get the optimum results from any dissemination activities and to fully exploit any dissemination opportunity and possibility. Initially the overall

dissemination strategy of the project is presented, including the dissemination goals, target groups, dissemination channels to be used and means that have been created to serve its dissemination purposes. The dissemination roadmap is presented per project phase and the dissemination material that has been produced is outlined. Finally the dissemination procedures are described in detail.

2. METHODOLOGY

The dissemination activities require time and financial resources by the consortium partners. It is therefore essential to establish a concise dissemination strategy with a predetermined scope and carefully defined goals. This dissemination strategy was designed and will be followed as closely as possible during the project course, updated if needed so as to take advantage of newer opportunities for dissemination.

The definition of the dissemination strategy includes the definition of dissemination goals, target groups, dissemination channels and material per project phase. This means that for each project phase there is a clear plan of cost efficient dissemination ways, so as to reach the specified target groups through the defined dissemination channels with the scope of achieving the dissemination goals. The following figure graphically depicts the dissemination strategy. The content of the dissemination material depends on the project development stage. The dissemination material reaches the defined target groups through specific dissemination channels which may also vary depending on the project progress. The ultimate goal is to have a sustainable impact also through the public's increase of awareness of the issues dealt by the project.

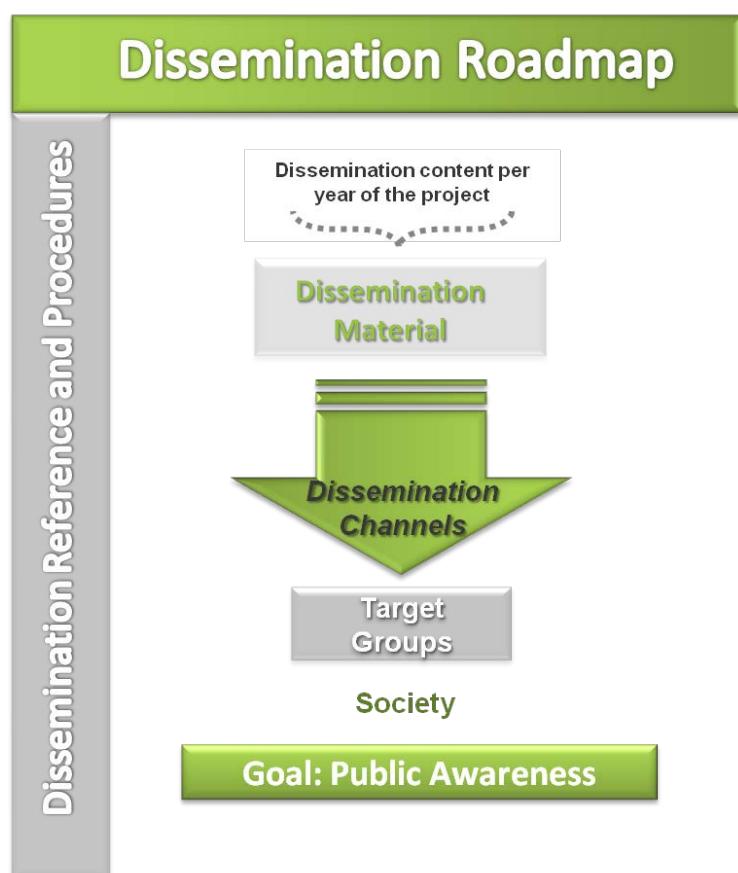


Figure 1: FABRIC Dissemination strategy

3. FABRIC DISSEMINATION STRATEGY

The dissemination strategy initially defines the dissemination goals. These goals may be generic and not easily quantifiable but still need to be described as thorough as possible, since these will be the measures of comparison for the achievements of the entire dissemination task.

Having defined the dissemination goals, the target groups for dissemination are to be specified. These target groups are being reached through the various dissemination channels available by using the various project dissemination materials. The content of the dissemination material varies depending on the stage of the project progress.

The schedule of the above activities is described in the dissemination roadmap that suggests the combination of the dissemination materials and the dissemination channels that are going to be used to reach each specific target group per project phase.

The dissemination strategy also establishes a set of dissemination procedures to be followed by all project partners, undertaking a dissemination activity, so as to facilitate the monitoring and coordination of the activities realised.

3.1 Dissemination Goals

The first and one of the most important steps for setting the dissemination strategy for FABRIC is to clearly define the goals to be pursued. In this way the dissemination activities can be appropriately designed in order to target and meet these goals.

In short, the dissemination activities will aim to:

1. widely disseminate and diffuse the project concept and ideas at the early stage of the project and the project achievements and results at the mature stage of the project to the public;
2. define and implement an integrated strategy to capture the project outputs and to communicate and disseminate them within industry and the research community;
3. promote the results and findings to target audiences in the industrial, research and academic communities, and among regulatory and standardisation authorities;
4. provide a regular flow of information about the project and its findings to the automotive industry and the research and academic community by publishing the project results to scientific journals and conference proceedings; and
5. collaborate with international research networks and ongoing EU and national projects.

3.2 Target Groups

The detailed definition of the dissemination target groups is critical for directing the dissemination resources to the most relevant and interested actors and maximizing the project impact on society.

FABRIC has ambitious targets in terms of results and the findings and acquired know-how are expected to be strategic for the automotive industry but also for the whole society, since this issue targets the sensitive field of environmental protection. The interest of different classes of stakeholders for FABRIC findings results may be tabulated as follows:

No.	Target Group
1.	Automotive industry
2.	Charging solution providers
3.	Grid operators and energy providers
4.	Road operators
5.	Fleet owners
6.	ITS solution providers
7.	Drivers
8.	Standardisation bodies
9.	Policy makers
10.	Public transport operators
11.	Academic and research organisations

Table 1: FABRIC target groups

3.3 Dissemination Channels

A combination of different dissemination channels has been implemented to reach each of the specified target groups. The usage of each dissemination channel depends upon the specific target group that is selected to reach and the stage of the project progress. New dissemination channels may of course be employed as new opportunities emerge along the project course.

3.3.1 Participation in European and International Events

FABRIC has already arranged for its participation and representation in a number of European and International events, such as workshops, congresses and conferences, and this will continue throughout its duration. In this way the project partners can interact with people belonging to the scientific community, industry representatives and public administration officers as well as with the general public.

Within these events FABRIC will present its work via technical presentations, organisation of special sessions on related research or exhibition of the project's concepts and findings at stands and booths. Also, FABRIC dissemination material such as brochures and posters will be distributed to the events participants so that a greater audience may be reached.

Although the project is still at its start, FABRIC has already presented a poster during the Transport Research Arena Conference, which was held in Paris, 14-17 April 2014. The poster title was "On-road charging of electric vehicles: The FABRIC project", authored by VeDeCoM, ICCS, CRF, ERTICO, TRL and KTH.

Also a paper where FABRIC will be also mentioned has been accepted for presentation by SANEF during the ASECAP Study and Information Days conference, organised in Athens, on 26-28 May 2014. The paper title is "The role of toll motorway operators in the deployment of electric vehicles – Activities of a motorway operator (including FABRIC project)".

Moreover, FABRIC has already arranged for the organisation of a project-specific special session entitled "Telematics services and dynamic re-charging solutions for market integration of Electric Vehicles" in the framework of the ITS World Congress, in Detroit, USA in September 2014. This session will present the latest developments in the area, including a presentation about a general architecture to allow the integration of FEV into the different infrastructure systems, a presentation about the available inductive charging technologies for FEVs, a presentation about a methodology so as to identify the benefits and costs from the wide implementation of such technologies and a presentation with examples of implementation of ITS technologies and inductive charging technologies. Presenters will come from TRL, KTH, Hitachi Europe, ICCS, Qualcomm and WAVE Wireless advanced Vehicle electrification Company.

To facilitate the planning of relevant events in the future, a list of relevant events has been created and is available at the FABRIC Redmine at:

http://redmine.fabric-project.eu/projects/fabric-ip/wiki/Calendar_of_events

The following table lists relevant events for 2014.

Date	Event	Location
May 3-6 2014	EVS28	Kintex, Gouyang, Korea
June 8 - 11, 2014	2014 IEEE Intelligent Vehicles Symposium	Ypsilanti, Michigan, USA
June 15-18, 2014	ITEC 2014	Dearborn, Michigan, USA
June 16-19, 2014	10th ITS European Congress	Helsinki, Finland
July 7-10, 2014	17th International Conference on Information Fusion (Fusion 2014)	Salamanca, Spain
September 7-11, 2014	ITS World Congress 2014 - Detroit	Detroit, MI, USA
September 14-17, 2014	IEEE Vehicular Technology Conference: VTC2014-Fall	Vancouver, Canada
October 8-11, 2014	IEEE Conference on Intelligent Transportation Systems 2014	Qingdao, Shandong, China
5 - 6 November 2014	5th Hybrid and Electric Vehicles Conference 2014	London, UK
2-5 December 2014	European Electric Vehicle Congress 2014 (EEVC 2014)	Brussels, Belgium

Table 2: Related conferences

3.3.2 Announcements in the press and mass media

During its duration FABRIC will make every effort to forward press releases and announcements about interesting news to the mass media such as TV scientific programmes, but also to the press. The power of the mass media in today's society is significant and thus the project is trying to exploit any opportunity to reach the wider public. The messages to the media will be short and in layman's language so that they are easily understood by the inexperienced audience.

Although it has just started, FABRIC has been very active in using this channel, and several announcements have already been made. They are listed below.

Type	Media Name	Date	Involved partners	Website link	Description
Press announcement	News.gr	31/01/2014	ICCS	http://www.news.gr/auto/sto-timoni/article/125683/epomenh-stash-asyrmath-fortish-hlektrikon.html	Press announcement
Press announcement	Tech News in Greek	31/01/2014	ICCS	http://technewsingreek.blogspot.gr/2014/01/blog-post_2671.html#.Uuv-cz1_tql	Press announcement
Press announcement	Kathimerini	31/01/2014	ICCS	http://www.kathimerini.gr/751373/article/texnologia/gadgets/to-emp-syntonisths-se-protzeft-gia-thn-asyrmath-fortish-twn-hlektrikwn-oxhmatwn	Press announcement
Announcement	EVGI	-	-	http://www.egvi.eu/projectslist/102/37/FABRIC	Announcement
Press announcement	ITS International.com	03/02/2014	TRL	http://www.itsinternational.com/categories/utc/news/trl-to-participate-in-prestigious-ev-european-project/	Press announcement
Press announcement	transport-network.co.uk	03/02/2014	TRL	http://www.transport-network.co.uk/Leading-UK-transport-researchers-to-join-EU-wireless-charging-project/10031	Press announcement
Press announcement	ecoeffect.org	04/02/2014	TRL	http://www.ecoeffect.org/media-library/latest-news/?id=16250&page=0	Press announcement

Press announcement	ciht.org.uk	12/02/2014	TRL	http://www.ciht.org.uk/en/media-centre/news.cfm/Electric-Vehicle-Charging-Study-To-Begin	Press announcement
Press announcement	Energy News	28/02/2014	QiEnergy	http://www.energynews.es/el-proyecto-fabric-estudia-la-viabilidad-de-soluciones-para-la-recarga-dinamica-de-futuros-vehiculos-electricos/	Press announcement
Press announcement	Movilidad Eléctrica.com	04/03/2014	QiEnergy	http://www.movilidadelctrica.com/index.php/informes/678-el-proyecto-fabric-estudia-la-viabilidad-de-soluciones-para-la-recarga-dinamica-de-futuros-vehiculos-electricos	Press announcement
Press announcement	Infrasite.net	14/03/2014	ERTICO	http://www.infrasite.net/news/news_articles.php?ID_nieuwsberichten=17741	Press announcement
Press announcement	GeoConnexion	14/03/2014	ERTICO	http://www.geoconnexion.com/news/fabric-paving-the-way-for-large-scale-deployment-of-electromobility/	Press announcement
Press announcement	E&T Magazine	14/4/2014	-	http://eandt.theiet.org/news/2014/apr/onroad-charging.cfm	Announcement of the project concept and basic objectives (EN)
Press announcement		17/5/2014	ICCS	http://www.tovima.gr/society/article/?aid=596624	Announcement of the project concept and basic objectives (GR)

Table 3: List of press announcements

3.3.3 Publication of papers in scientific and technical journals

A major effort towards publishing scientific and technical papers in renown and high-impact journals is also being deployed. This is considered very important in order to reach the scientific target group. However, since most of the project findings will be available towards the project end, this channel will be mostly used at the last years of the project, although some partners may attempt to publish some early concepts or developments in specialized scientific reviews. Reflecting the scope of FABRIC, there are several scientific fields that will benefit from the project experiences and results. A list of relevant journals has been created and is shown below.

Title of journal	Publisher
IEEE Transactions on Intelligent Transportation Systems journal	ITS Society
IET Intelligent Transport Systems Journal	Institution of Engineering and Technology
Signal Processing journal	Elsevier B.V.
Journal of Intelligent Transportation Systems: Technology, Planning, and Operations	Taylor & Francis
International Journal of Vehicular Technology	Hindawi publishing corporation
Applied Ergonomics Journal	Elsevier B.V
International Journal of Intelligent Transportation Systems Research	Springer
IEEE Intelligent Transportation Systems Magazine	IEEE ITSS
Electrical Systems in Transportation	IET
IEEE Transactions on Smart Grid	IEEE TSG

Table 4: List of proposed scientific journals/magazines

The project will also consider every opportunity to publish its findings and achievements through articles in related technical or other general public magazines, in order to approach as wide an audience as possible.

3.3.4. *Project website*

A major effort of dissemination is focused towards the development and continuous update of the project website. The internet is offering an ideal opportunity to provide more detailed information to the interested viewers on the project activities and achievements. In parallel, its continuous update with newsflashes and new project results will maintain the public interest to the project, so great emphasis will be given to the continuous upload of new press releases.

Through the project website the visitors will be able to view more detailed information on the project developments, to download public reports and deliverables and to remain updated on project technical achievements. The detailed description of the website is included in section [3.4](#).

3.3.5 *Usage of social networking sites*

It is well known that the use of Web 2.0 has grown considerably over the past years. In this framework, technologies as Really Simple Syndication (RSS), Social Networking Sites (SNS) and Social Media (SM), wikis, etc. have been flourished. Especially for the Social Networking Sites (SNS) these have been approved as a very sufficient tool for the establishment of communication and collaboration networks throughout the different user communities while their technologies provides free marketing tools to the different companies enabling the formation of virtual customer environments. From the FABIRC scope the consortium recognises the importance of the use of such tools to diffuse several messages to different audiences. Therefore the FABRIC consortium already established a LinkedIn group which is also link to the official project website. LinkedIn is the social network where working professionals from both industry and research looking to make connections, exchange views etc. Through the best use of this tool the FABRIC consortium will have the opportunity to diffuse its messages and results to the relevant stakeholders, exchange views and receiving direct feedback without spending resources as would be required in other advertising actions.

During the project runtime FABRIC partners will further examine the use of other popular social networks such as twitter and possibly Facebook, in order to disseminate in the best way its objectives, vision and in a later stage achievements and results to the general public. This accounts / pages will be also connected with the project official website and will be continuously updated during the project lifetime. It should be noted that the success of this specific activity demands the update of the pages on a daily basis. Thus, the consortium will review the available resources before committing to such decisions.

3.3.6 Collaboration with external stakeholders

Given the various challenges associated with the FABRIC research area, the Consortium has acknowledged the importance of consulting and exchanging know-how with key relevant organisations and stakeholders who are not part of the consortium. Therefore, it has already established the External Reference Group, so to collect relevant input regarding view points, policies and technological development from relevant stakeholders that are not part of the consortium. The Group currently consists of 20 entities which are very active in the area of electromobility. They have been selected so as to ensure a full involvement of all stakeholders in the field and to support interaction with standardisation committees, like the CEN-CENELEC technical committee on “Electrical systems for electric road vehicles”. The latter will enable the direct exchange of information of relevance to on-going standardisation activities which are of fundamental importance to the future development and implementation of electro-mobility in Europe and around the globe.

The list of current members of the External Reference Group is shown below.

	ENTITY	DESCRIPTION
1	AEDIVE http://aedive.es/	AEDIVE works to defend the collective interests of its members and is a recognized body that becomes the logical interlocutor of the Electric Vehicle Infrastructure industry with Public Administrative Bodies at a national, regional and local authority level
2	CEIIA http://www.ceiia.com	CEIIA is an innovation and engineering center that aims to enhance the competitiveness of mobility through international cooperation between university and industry in to products and solutions market oriented.
3	CEMEX http://www.cemex.com/AboutUs/Switzerland.aspx	CEMEX is a global building materials company that provides high quality products as cement, ready-mix concrete, aggregates, and related building materials in more than 50 countries. CEMEX RESEARCH CENTER, coordinate research and development (R&D) activities through CEMEX's laboratories
4	CENELEC http://www.cenelec.eu/	CENELEC is the European Committee for Electro technical Standardization and is responsible for standardization in the electro technical engineering field.
5	CONTINENTAL http://www.conti-online.com	Global company to develop, intelligent technologies for mobility, transport and processing.
6	CTI www.cti-creative.com	Creative Technologies Israel Ltd. (CTI) is a SME R&D company founded in 1987 in cooperation with the International CTC- Creative Technologies Corporation aiming at developing innovative multi - disciplinary Science and Technology projects
7	ELWAYS http://elways.se/	Elways develops a system that allows electric road vehicles to charge while driving, rather than having to stop and charge at a stationary location
8	EVIC http://www.emic-bg.org/	EVIC combines knowledge and experience of various companies, organizations and individuals convinced of the future of the Bulgarian electric cars industry
9	INGETEA http://www.ingeteam.com	Ingeteam is a market leader specializing in electrical engineering and the development of electrical equipment, motors, generators and frequency converters. The company primarily serves four key sectors:

		energy; industry; marine, and rail traction, seeking to optimize energy consumption whilst maximizing generating efficiency.
10	ITE http://www.ite.es/	The Energy Technological Institute (Instituto Tecnológico de la Energía, ITE) is a private, non-profit-making association whose services, products and technological projects are addressed to national and international public bodies and companies in the power, electric, electronic and communications sectors
11	Transport LONDON city http://www.tfl.gov.uk/	TfL was created in 2000 and is the integrated body responsible for the Capital's transport system. Its main role is to implement the Mayor's Transport Strategy for London and manage transport services across the Capital for which the Mayor has responsibility. These services include: London's buses, London Underground, Docklands Light Railway (DLR), London Overground, Tramlink, London River Services and Victoria Coach Station
12	PIEDMONT region http://www.regione.piemonte.it/	Piemont is the northwestern region of Italy, bordering Switzerland and France north west. It has 4,450,359 inhabitants ¹ and its capital is Turin. It is one of the regions of Italy with more exports with a GDP of almost 130 billion euros. The region is part of the Alps-Mediterranean Euroregion.
13	POLIS – European Cities & regions networking for innovative transport solutions http://www.polis-online.org/	Polis is a network of European cities and regions working together to deploy innovative technologies and policies for a more sustainable mobility.
14	SAFT http://www.saft.es/	Saft is a world leader in the design and manufacture of advanced technology batteries for industrial and defense applications.
15	UNIPD http://www.unipd.it/international-area/node/80	The Industrial Engineering Department from Padova University promotes and manages scientific and technological research projects in all fields of industrial engineering, including aerospace engineering, chemical and process engineering, electrical engineering, energy engineering, and materials and mechanical engineering
16	VATTENFALL http://www.vattenfall.com/en/index.htm	Vattenfall is a global company which operates a commercial energy business attempting to be among the leaders in developing environmentally sustainable energy production.
15	QUALCOMM	Qualcomm is a wireless telecommunications research and development company. They are based in San Diego, CA. Qualcomm branched out from there and manufactured CDMA cell phones, base stations, and chips and now focuses primarily on developing and licensing wireless technologies and selling ASICs that implement them.
16	BOMBARDIER	As the world's only manufacturer of planes and trains, we've built an extensive and diverse portfolio of winning mobility solutions. Everywhere people travel by land and in the air, a Bombardier product is ready to transport them. From category-defining business jets and commercial aircraft designed for the challenges of today, to sleek high speed trains and public transit that's smarter than ever.
17	SIEMENS	Siemens AG is a German multinational engineering and electronics conglomerate company headquartered in Munich and Berlin. It is Europe's largest engineering company. Siemens' principal activities are in the fields of industry, energy, transportation and healthcare.
18	KAIST Wireless Power Transfer Research Center	The Korea Advanced Institute of Science and Technology (KAIST) is researching contactless charging vehicles that get energy from roadway-embedded power supplies. It has installed a prototype in Seoul Grand Park featuring power cables embedded in the road surface a part of an

		inductive charging system.
19	WiTricity Corporation	Developer of a wireless charging technology which has been licensed to Toyota
20	HellaKGAHueck& Co.	Partner in the UNPLUGGED project who are currently working on developing a prototype wireless charging solution.
21	Hellenic Institute of Electric Vehicles http://heliev.gr/	This is the Greek National Authority for the development and control of the motorsport activity with electric, hybrid and Alternative Energies Vehicles.
22.	Public Power Corporation of Greece http://www.dei.gr/	PPC SA is the biggest power producer and electricity supply company in Greece with approximately 7.4 million customers. PPC currently holds assets in lignite mines, power generation, transmission and distribution. PPC's current power portfolio consists of conventional thermal and hydroelectric power plants, as well as RES units, accounting for approximately 68% of the total installed capacity in the country.

Table 5: External Reference group

To facilitate the collection of input and exchange of knowledge, meetings of the External Reference Groups will be scheduled. Through their participation, members of the External Advisory Group will be able to contribute actively in the debates, providing expert opinions and perspective regarding the different solutions and specific technologies being investigated. They will also have the opportunity to analyse and comment the project findings. The first meeting has already been organised in parallel to the project kick-off meeting in Athens, in February 2014.

Moreover, these organizations will be used as a multiplier diffusion channel, since all news and announcements on the project developments will be forwarded via them to their own mailing lists.

In addition, a wider list of relevant stakeholders (approximately 180 persons) has been created in the framework of SP2 activities. The SP2 Leader has already used this list to carry out a first user consultation, by collecting views and experiences regarding EVs and charging through a questionnaire. This list will be further expanding during the project lifetime including persons interested in project news. Contacts will be collected from both the partners and the project website through the already established registration form.

3.3.7 Synergies with other Projects

Networking with other relevant projects is very important since this will ensure knowledge interchange between projects, so as to avoid overlaps and double work. The Dissemination leader has already created a list of relevant projects and some common dissemination activities have already been investigated, for example it was planned to propose a special session commonly organised by FABRIC and Mobility2.0 projects. In the future common areas and synergies will be defined, possible exchange of restricted deliverables or common dissemination actions. A list of relevant projects can be found in Annex 1.

3.4 Dissemination Materials

3.4.1 *Project Logo*

The logo of the project was initially designed with the aim to develop a graphic element that will be used for all dissemination material and will be representative of the project idea and concept. The logo was chosen to be simple, easily recognizable and self-explanatory so that people could immediately grasp the main idea of the project while it would be easily served as a trademark.

To achieve this, a number of alternative project logos were created and proposed to the consortium partners and the official project logo was decided through an electronically voting procedure among the Consortium. The final choice was made with the following criteria:

- The logo should be self-explanatory;
- It should be able to be printed and distinguished in high quality on a colour and greyscale format;
- It should be easily conceived;
- It should be memorable;
- It should not resemble the logo or design of another project or product.



**Feasibility analysis and development of on-road charging solutions
for future electric vehicles**

Figure 2: FABRIC final logo

The FABRIC logo will be used on every document or dissemination material produced by the project so it serves the purpose of the “graphic identity” of the project. Also the dissemination material produced uses the basic graphical elements of the project logo with the scope to create a recognizable project visual image. Furthermore, a Logo manual which includes the guidelines for the appropriate use of the project logo has been also provided to the partners. The logo manual is placed in the project Redmine and can be found in the following link: <http://redmine.fabric-project.eu/dmsf/files/1886/download>

3.4.2 Project leaflet

One of the most prominent ways for disseminating the project’s ideas, results and concepts is the project leaflet. The leaflet of the project is a non-electronic means of providing summary information on the project activities and expected achievements.

The leaflet will be distributed to conferences, workshops, special events etc. It includes a short text on the project while it also provides links and contacts for further information. Its scope is to reach both the scientific and industrial audience and the general public. Thus, the information provided is kept as simple as possible, emphasizing the project expected impact and explaining in short the concept, ideas and scheduled activities.

3.4.3 Project Poster

In addition to the leaflet a FABRIC poster will be developed and will be printed in month 24. The poster will be used to project events as a visual attraction. It will contain only short information on the project while it will follow the same graphic concept as the leaflet.

3.4.4 Public Website

The World Wide Web has become a major information channel. This success is explained by the variety and multitude of information it makes available to a wide number of people at any time with a few clicks of a mouse. It has become indispensable for producers of information – particularly in the scientific and technical domains to publish on the web.

Thus, the FABRIC project is putting major effort towards setting up and continuously improving the project website. The FABRIC website url address is <http://www.fabric-project.eu/> emphasizing the link to the European Union. The graphic layout follows the basic design concept used for all other dissemination materials of the project.

On the top of the website the logo and the main navigation menu are placed. In addition at the bottom of the website project coordinator contact details, relevant links and the website Imprint is also included along with the EU emblem and acknowledgement to the EC contribution. The sitemap is structured as follows:

- 1. Home Page**
- 2. About FABRIC**
 - Vision
 - Objectives
 - Methodology
 - Consortium
 - Expected Impact
- 3. About Electromobility**
 - Latest advances
- 4. Test sites**
 - France
 - Italy
 - Sweden
- 5. News and Events**
 - News
 - Upcoming Events
 - Previous Events
- 6. Media Center**

- Press Releases
 - Press clipping
 - Video
 - Photo gallery
7. **Downloads**
 - Public Deliverables
 - Presentations
 - Dissemination material
 8. **Interactions**
 - Projects
 9. **Contact**

The numbered items and the items in bullets above can be browsed through the main navigation bar on the top of the website. The field on the center is the area where the different webpages are viewed. More information on the different subsections of the website is provided below

3.4.1.1. *Home Page*

Starting from the Home page a slider with related images as well as project basic information is included. Below this different section as a news feed section, a registration form, a partners section and a section for project videos is also placed. The news section will be continuously updated and highlighted in starting page.

3.4.2.2. *About FABRIC*

In this subcategory more details on the project's vision, objectives, methodology and expected impact. It also contains a subcategory where the consortium is presented through logo, company name and link to all partners' official website is included.

3.4.2.3. *About Electromobility*

In this section more information about electromobility in general can be found. The section includes also three pop-up windows with some information on three different types of charging the EVs: Static charging, stationary charging and dynamic charging. In addition a subcategory on focusing on the latest advances is also included.

3.4.2.4. *Test sites*

In this section information as well as related images and graphics on the three FABRIC test sites are included.

3.4.2.5. *News and events*

On the News webpage the latest news of the project are presented. Within the News webpage three subcategories are included: the project general News, the upcoming events that partners intends to participate and present the project and previous events that the consortium organised or participated.

3.4. 2.6. *Media Center*

Inside this webpage the official project press releases, a video section and a photo gallery are included. In addition, inside the press clipping subcategory a list of project media publications is presented.

3.4.2.7. *Downloads*

Inside this category interested people will have the opportunity to find the project deliverables and specifically the public and the Executive summary of the restricted, the project presentations performed by the partners in the different conferences and other events as well as the project dissemination material to be produced.

3.4.2.8. *Interactions*

Inside this category related to FABRIC project are included. This section will be regularly updated including more initiatives during the project duration.

3.4.2.9. *Contact*

Last but not least within the Contact webpage, one can find the contact details of the project's coordinator and dissemination leader. In this way, the interested visitor of the website will have the opportunity to contact the project's members and inquire further information or propose possible future collaborations. The link of this webpage is included in the bottom of the website.



Figure 3: FABRIC website

The website is currently under partners review and will be online shortly. Nevertheless a static webpage is online from the beginning of the project duration that contains FABRIC basic information, the project consortium, the EU emblem and the acknowledgement to the EC contribution.



Figure 4: FABRIC static webpage

3.5 Dissemination Road Map

As mentioned previously, the selection of the appropriate dissemination channel and the respective message to be disseminated heavily depends on the stage that the project is at each specific moment. At the early phases of the project, the focus is on transmitting the project concept and the idea of the research work. Towards the end of the project, however, more technical presentations and publications can be realised as new findings will be available.

Having this in mind, the dissemination Road Map has been determined and is presented below. This Road Map provides the outline of how the dissemination channels and materials will be used for reaching each of the specified target group per year of the project.

3.5.1 First phase dissemination activities

During the first 18 months of the project, the dissemination activities are aiming to generally inform the public, relevant research, academic and industrial community and all relevant stakeholders on the FABRIC objectives and expected results. These activities are setting the

basis for the whole dissemination policy since most of the dissemination material will be produced at this stage and will be used for the duration of the project.

The informative leaflets and posters have being designed and are going to be disseminated to various events. In addition, the website has already been developed including information about the project and it will be constantly updated.

The publications and presentations of this period will be describing mainly the project concept and research methodology.

At this stage, the main target group is not limited to specific groups but rather to the general public in general so that this can be informed on the project objectives.

3.5.2 *Second phase dissemination activities*

During the second 18 months of the project some results will already be available. Thus, the aim of the dissemination activities within this period will be to publish the first findings and describe the future work to be performed.

The research community, vehicle manufacturers and charging solution providers, policy-making authorities and decision-making stakeholders, end users etc., will form the main target group of the publications and project presentations to be performed during this phase. Technical papers will be submitted to scientific conferences as well as to workshops and events.

The dissemination material will be the same as developed in the first phase while the website will be continuously updated with newer project achievements.

3.5.3 *Third phase dissemination activities*

During the final year of FABRIC there will be a major effort of disseminating the project results to all target groups using every dissemination channel available.

Press releases and mass media will be employed for transmitting the FABRIC message to a wider public.

Technical papers presenting the final results will be published to renown journals and to various international and European scientific conferences, while demonstrations of solutions and prototypes will be given at relevant exhibitions.

Live demos of the developments may be presented in various conferences and events while at this phase a lot of papers submissions to scientific journals are expected.

As always the website will continuously be updated with the latest developments and information and the final project deliverables will be available for downloading.

3.5.4. Dissemination activities after the project end

Even after the project termination there is still a high possibility to support and promote the projects impact to the wider community. All final results will be available for consultation and exploitation and this will be facilitated by appropriate dissemination activities.

The acknowledgment of the project findings and the expected impacts from a wide introduction of wireless charging solutions for vehicles as regards the infrastructure and the society may attract the interest of large energy providers, grid operators, automotive manufacturers and policy makers. They may explore the possibilities of adopting some of the project recommendations and findings in their own studies about the future and their design processes.

The FABRIC website will be sustained after the end of the project for at least five years in order to provide all interested stakeholders with information on project achievements and findings and details on contact persons for more information.

3.6 Dissemination Leader

All dissemination procedures are closely monitored by the Dissemination Leader (WP1.3 leader), which is ICCS and specifically Mrs. Evi Brousta.

The Dissemination Leader is also responsible for:

- Ensuring the compliance of FABRIC publication and presentation activities with the following principles:
 - The presented material to people outside the consortium is not considered confidential;
 - The partner issuing the material has all the necessary information for that, if not a different partner may be asked to contribute in order to enhance the quality of the presentation;
 - The presented material does not overlap with similar material used in the same event;
 - All partners having performed research activity included in the presented material are properly accredited and aware of the material;
 - The material does not create any conflicts or implications either inside the consortium or with external actors. If this is the case, then the Dissemination

leader, in cooperation with the Core Group may decide to reject a presentation proposal or require modifications.

- Regularly informing all FABRIC partners about future events relevant to the project;
- Co-ordinating the production of leaflets and posters, the design and development of the website and other dissemination material;
- Monitoring the dissemination activities performed by project partners relevant to the project.

4. DISSEMINATION PROCEDURES

4.1 Introduction

The participation of any Partner in an event as well as the performance of every dissemination activity related to the FABRIC project has to be approved beforehand by the FABRIC Project Coordinator and the Core Group (CG). The Dissemination Leader supports the Project Coordinator and the Consortium in planning and monitoring the dissemination activities.

The objectives for this monitoring and control are to:

- produce high quality FABRIC publications and presentations;
- avoid overlaps and possible disclosure of restricted or confidential information;
- monitor and record the dissemination activities of the project in a sufficient way.

In general, the following are considered as dissemination activities:

- Submission of papers in relevant Journals;
- Submission of presentations in Conferences;
- Articles published in the popular press
- Participation in exhibitions via stands and demonstrators;
- Organisation of project workshops;
- Organisation of special sessions in conferences;
- Production of newsletters, leaflets, posters etc.;
- Sending out of press releases;
- Media briefings;
- Public project presentations;
- Participation in non-project workshops, forums and/or events;
- Announcements on websites/applications;
- Flyers;
- Videos;
- Interviews
- TV clips

4.2 Procedure before a dissemination activity

Each partner wishing to perform a dissemination activity relevant to FABRIC has to follow a simple procedure, which is described below. The stepwise procedure to be followed is:

1. The partner should fill in the requested data in the tabular form which is available at: http://redmine.fabric-project.eu/projects/fabric-ip/wiki/Dissemination_procedures
2. The relevant material (abstract, draft paper, poster etc.) should be uploaded at the Redmine DMSF (http://redmine.fabric-project.eu/projects/fabric-ip/dmsf?folder_id=233);
3. The partner should submit the dissemination request allowing *for minimum two weeks before submission* deadline by email to the Dissemination Leader (p.brousta@iccs.gr);
4. Dissemination Leader distributes the dissemination request to the Coordinator/CG for approval, modification or rejection;
5. The Coordinator/CG decision is sent to the Dissemination Leader **within five working days**; If no answer is received due to the set deadline it is taken as an approval;
6. The Dissemination Leader informs the involved partner(s) about the decision;

A) **Approval**: When approval is given via the Dissemination Leader, then the partner(s) proceed to the realisation of the proposed dissemination activity;

B) **Conflict/objection**: Any CG member can reject the proposed dissemination activity if they have objections, as overlaps or possible disclosure of restricted or confidential information regarding the work performed in the different SPs. In case of conflict the issue is being discussed among the coordinator, the Dissemination leader and the involved partners;

***If a conflict is created or further material is needed then Dissemination Leader informs the partner and requires modifications or additions. Then the material is proposed again to Dissemination Leader and if significant changes that might provoke conflicts among partners' interests must be made, the previous procedure is followed.*

Within ten working days after the realisation of the approved dissemination activity, the partner should provide the WP13 Leader (p.brousta@iccs.gr) with the filled in dissemination report and the presented dissemination material (final paper, presentation, poster etc.) The dissemination report form is stored in the Redmine DMSF (<http://redmine.fabric-project.eu/dmsf/files/1893/download>). All material will be archived by ICCS to the Redmine DMSF (http://redmine.fabric-project.eu/projects/fabric-ip/dmsf?folder_id=227); It will be also highly appreciated if the lead partner of every dissemination activity provide the WP13 leader with some photos of their participation at the different events. The photos should be placed in the REDMINE DMSF (http://redmine.fabric-project.eu/projects/fabric-ip/dmsf?folder_id=235)

In case a partner wishes to organise a workshop or special event related to FABRIC, then the approval of Dissemination leader and the information of the Coordinator and the CG is also needed **2 months** before the realisation of this dissemination activity.

If partners wish to present or release material already approved as public presentation and material, then no formal approval is required. The Dissemination Leader has to be informed. If there are no objections, then the Dissemination Leader notifies the authors to proceed with the dissemination activity.

The following acknowledgement text should be included in all publications related to the FABRIC work:

"This work was also supported by the European Commission under FABRIC, a collaborative project part of the FP7 for research, technological development and demonstration. The authors would like to thank all partners within FABRIC for their cooperation and valuable contribution".

For any other dissemination activities, the EC emblem with the phrase:

"This work is a part of the FABRIC project. This project has received funding from the European Union's 7th Framework Programme for research, technological development and demonstration under grant agreement no 605405"

For correct use of the EC emblem partners should consult the following links:

European flag:

http://europa.eu/about-eu/basic-information/symbols/flag/index_en.htm

Commission's guidelines on visual identity:

http://ec.europa.eu/research/fp7/index_en.cfm?pg=logos

4.3 Registry of dissemination activities

Within ten working days after the realisation of the approved dissemination activity, the partner should provide the Dissemination Leader (p.brousta@iccs.gr) with the filled in dissemination report and the presented dissemination material (final paper, presentation, poster etc.) The dissemination report form is stored in the Redmine at:

http://redmine.fabric-project.eu/projects/fabric-ip/dmsf?folder_id=234

All material will be archived by the Dissemination Leader to the Redmine at:

http://redmine.fabric-project.eu/projects/fabric-ip/dmsf?folder_id=227.

It will be also highly appreciated if the lead partner of every dissemination activity provides the Dissemination leader with some photos of their participation at the different events. The photos should be placed in the Redmine:

http://redmine.fabric-project.eu/projects/fabric-ip/dmsf?folder_id=235

5. CONCLUSIONS

Dissemination activities are of major importance for the FABRIC project and therefore a significant number of dissemination activities are planned for its duration. To coordinate the activities there is a need for a concise dissemination strategy.

In this deliverable, the dissemination strategy designed especially for the FABRIC project is presented. The goals of the dissemination activity have been set, the dissemination materials to be used have been designed and the dissemination channels to reach the specified target groups have been also defined. All these dissemination elements are combined in a concise roadmap that is supervised by the Dissemination Leader according to specific procedures.

The dissemination materials to be used within the first phases of the project have been described in detail. A major focus is put on the project website which is designed to be as user friendly and attractive as possible.

Finally, the deliverable presents the basic procedures for the recording, organisation, control and execution of all project dissemination activities.

ANNEX I RELATED EUROPEAN PROJECTS

The list of the FABRIC related project is included in the ANNEX I.

Project	Description
ecoFEV – Combining Infrastructures for efficient electric mobility	<p>To study, define and implement efficient and cooperative electric mobility system architecture for fully electric vehicles (FEV).</p> <p>Partners also in FABRIC: CRF, Renault, TECNO, Politecnico di Torino</p> <p>http://www.eco-fev.eu/</p>
e-DASH - The sustainable integration of the electric vehicles requires an intelligent charging system for the real-time	<p>To develop the ICT and processes that are needed to achieve the real-time integration of “FEVs” in the European Electricity Grid (optimum electricity price, effective load balancing in the grid).</p> <p>Partners also in FABRIC: CRF, Renault</p> <p>http://edash.eu/</p>
FastInCharge - Innovative fast inductive charging solution for electric vehicles	<p>To promote the deployment of EVs in the urban context by developing an easier and more convenient charging solution which facilitates EV implementation</p> <p>Partners also in FABRIC: CRF</p> <p>http://www.fastincharge.eu/</p>
UNPLUGGED - inductive charging for electric vehicles	<p>Wireless charging for EVs To investigate how the use of inductive charging of EVs in urban environments improves the convenience and sustainability of EVS, facilitating full EV integration in urban mobility systems improving customer perception and acceptance.</p> <p>Partners also in FABRIC: CRF, ENIDE, Poli. To, TRL, Volvo</p> <p>http://unplugged-project.eu/</p>

WIC2IT - Wireless Inductive Charging to Interoperation	<p>The WIC2IT project aims at developing knowledge and methods to control: the magnetic radiation generated by the transfer of electrical power through induction, by addressing the problem in a scientific and practical way in relation to positional tolerance and emitter and receiver system interoperability. The expected result is the deployment of contactless charging based on a realistic and efficient interoperability standard.</p>
Mobility2.0 - Co-operative ITS Systems for Enhanced Electric Vehicle Mobility	<p>To develop and test an in-vehicle commuting assistant for FEV mobility, resulting in more reliable and energy efficient electro-mobility. Use of co-operative systems to simultaneously consider three main bottlenecks: 'range anxiety' related to the limited FEV range, scarcity of parking spaces with public recharging spots, and the congestion of urban roads. FEV-specific guidance aspect includes the integrated reservation of a suitable FEV recharging spot, while also prioritising FEVs with low battery levels for the reservation, and making optimal use of the available public transportation along the journey.</p> <p>Partners also in FABRIC: ICCS</p> <p>http://mobility2.eu/</p>
Amelie project - Advanced Fluorinated Materials for High Safety, Energy and Calendar Life Li Ion Batteries	<p>The development of fluorinated electrolyte/separator and binders in combination with active electrodes for high performing, safe and durable Li batteries.</p> <p>Partners also in FABRIC: Volvo, Renault</p> <p>http://amelie-green-car-project.fr/</p>
AUTOSUPERCAP - High Energy/ High Density Supercapacitors for Automotive Applications	<p>The development of affordable supercapacitors of both high power and high energy density with higher sustainability than current electrochemical storage devices.</p> <p>Partners also in FABRIC: CRF</p> <p>http://autosupercap.eps.surrey.ac.uk/</p>

CASTOR - Car Multi-Propulsion Integrated Power Train	<p>To develop affordable supercapacitors of both high power and high energy density with higher sustainability than current electrochemical storage devices.</p> <p>Partners also in FABRIC: CRF</p> <p>http://www.castor-project.eu/</p>
E³Car - Nanoelectronics for an Energy Efficient Electrical Car	<p>To develop highly efficient electrical vehicles, the battery control, the high-voltage components (IGBTs, high-voltage FETs) and the architectures and subsystems for the electronics of electrical vehicles.</p> <p>Partners also in FABRIC: CRF</p> <p>http://www.e3car.eu/</p>
ECOGEM - Cooperative Advanced Driver Assisted System for Green Cars	<p>To provide efficient ICT-based solutions to increase the autonomy degree of a vehicle. To develop Advanced Driver Assistance Systems aware of recharging points and able to provide the most energy efficient possible routes.</p> <p>http://www.ecogem.eu</p>
eLCar - E-Mobility Life Cycle Assessment Recommendations	<p>To assess the environmental impact of EVs in terms of battery and electric component production, typical vehicle utilization and driving cycles, interaction between electricity storage, power generation and grid services to the end of life.</p> <p>Partners also in FABRIC: IKA-FKA</p> <p>http://www.elcar-project.eu/</p>
ELECTROGRAPH - Graphene-based Electrodes for Application in Supercapacitors	<p>To develop electrode materials as well as the electrolyte solutions as required for optimising the overall performance of super capacitors.</p> <p>Partners also in FABRIC: CRF</p> <p>http://www.electrograph.eu/</p>

ELVIRE EV - communication to Infrastructure, Road services and Electricity supply	To develop an on-board electric energy communication & service platform for realistic use-cases including the relevant external communication and services. http://www.elvire.eu/
EMERALD - Energy Management and Recharging for efficient electric car Driving	To assist the FEV in becoming a successful commercial product, especially through integration of the FEV into the transport and energy infrastructure. Foreseen ICT solutions: energy-driven management with machine-learning-based consumption prediction (also exploiting driver profiling), long-range route planning and optimisation, Driver profiling, FEV-specific driver training for energy efficiency. http://www.emerald-project.eu/
EM-SAFETY - EM safety and Hazards Mitigation by proper EV design	To increase the public confidence in the safety regarding electromagnetic fields (EMF) in the EVs, in order to minimize EMF and mitigate its effect. Partners also in FABRIC: CRF, CEA http://www.sintef.no/Projectweb/EM-Safety/
EUROLIION - High Energy Density Li-ion Cells for Traction	To develop a new Li-ion cell for traction purposes high energy density (eg. at least 200 Wh/kg), low costs (eg. max 150 Euro/kWh) and improved safety Partners also in FABRIC: Volvo, Renault http://www.eurolion.eu/
Green e-Motion	
HELIOS - High Energy Lithium-Ion Storage Solutions	To understand the causes behind the battery cells aging and safety behavior concerning large High Energy cells for EVs and PHEVs. Partners also in FABRIC: CEA, CRF, IKA-FKA , PSA, Renault http://www.helios-project.eu/

IoE- Internet of Energy for Electric Mobility	<p>To develop hardware, software and middleware for seamless, secure connectivity and interoperability achieved by connecting the Internet with the energy grids.</p> <p>Partners also in FABRIC: CRF</p> <p>http://www.artemis-ioe.eu/ioe_project.htm</p>
MAENAD- Model-based Analysis & Engineering of Novel Architectures for Dependable EVs	<p>To develop hardware, software and middleware for seamless, secure connectivity and interoperability achieved by connecting the Internet with the energy grids.</p> <p>Partners also in FABRIC: CEA, CRF, KTH, Volvo</p> <p>http://www.maenad.eu/</p>
MOTORBRAIN - Nanoelectronics for electric vehicle intelligent failsafe powertrain	<p>To develop sustainable drive train technologies and control concepts/platforms for inherently safe electric vehicle powertrains.</p> <p>Partners also in FABRIC: CRF, PoliTo</p> <p>http://www.motorbrain.eu/</p>
MOV'EO- TREVE - Test de la Recharge des Véhicules Electriques	<p>To provide a consistent set of metrology and testing facilities to industries fabricating electric vehicle charging systems. Eventually this platform will provide commercial services for certification</p>
OSTLER- Optimised Storage Integration for the Electric Car	<p>To offer model variants of an EV based on green attributes, specifically zero-emission range, by take a modular approach to integrating energy storage.</p> <p>Partners also in FABRIC: CRF, IKA-FKA</p> <p>http://www.green-cars-initiative.eu/projects/projects/ostler</p>
OVERSEE - Open Vehicular Secure Platform	<p>To realize an open, secure and dependable vehicular IT platform that provides a protected standardized in-vehicle runtime environment and onboard access and communication point.</p> <p>https://www.oversee-project.com</p>

P-MOB - Integrated Enabling Technologies for Efficient Electrical Personal Mobility	<p>P-MOB aimed at breaking the link between the growth in transport capacity and increased fatalities, congestion and pollution. It addresses the integration of smart systems enabling efficient fully electrical personal mobility. Essential modules include: power-energy management, distributed pack of accumulators, technologies to sell-buy electricity by adaptable vehicle to grid connections.</p> <p>Partners also in FABRIC: CRF</p> <p>http://eeepro.shef.ac.uk/p-mob/index.html</p>
POLLUX - Process Oriented Electronic Control Unit for EVs on a Multi-System Platform	<p>To reduce the development time and cost of the complex, high-reliability mechatronic systems needed for the mass deployment of</p> <p>Partners also in FABRIC: CRF, CEA, CRF, PSA, Poli.To</p> <p>http://www.artemis-pollux.eu/project.htm</p>
PowerUp - Specification, Implementation, Test and Standardisation of Vehicle-2-Grid Interface	<p>To develop the Vehicle-2-Grid (V2G) interface technology, including physical/link-layer specification, charging control protocol design, prototyping, conformance testing, field trials, and standardisation</p> <p>Partners also in FABRIC: CRF, Volvo, ICCS</p> <p>http://www.power-up.org/</p>
PRESERVE - Preparing Secure Vehicle-to-X Communication Systems	<p>Create an integrated V2X Security Architecture and design, implement, and test a closeto- market implementation termed V2X Security Subsystem (VSS); Provide a ready-touse VSS implementation; Prove that the performance and cost requirements for the VSS can be met</p> <p>Partners also in FABRIC: KTH</p> <p>http://preserve-project.eu</p>
SafeTrip - Satellite Applications for Emergency handling, Traffic alerts, Road safety and Incident Prevention	<p>To integrate in vehicles a device called "Greenbox" offering a universal two-way communication system, with particular reference to innovative satellite technologies and communication features; to provide an integrated system platform that will allow any third party company to develop applications for the road market.</p> <p>Partners also in FABRIC: Sanef</p> <p>http://www.safetrip.eu</p>
SmartLIC - Smart and Compact Li-Ion Battery Management System Module for EVs	<p>To develop a Battery Management System concept that reduces system complexity while increasing the efficiency, flexibility and reliability of the battery packs.</p> <p>Partners also in FABRIC: CRF</p> <p>http://www.green-cars-initiative.eu/projects/projects/smart-lic</p>

SMARTV2G - Smart Vehicle to Grid Interface	<p>To connect the electric vehicle to the grid by enabling controlled flow of energy and power through safe, secure, energy efficient and convenient transfer of electricity and data.</p> <p>Partners also in FABRIC: CRF, Volvo</p> <p>www.smartv2g.eu</p>
SuperLIB - Smart Battery Control System for an Advanced Dual-Cell Battery for EVs	<p>To develop smart control system solutions for batteries in order to enhance the overall performance, the battery consists of HP and HE cells.</p> <p>Partners also in FABRIC: CRF, Volvo</p> <p>http://www.superlib.eu/</p>
CINELI - Charge INductive Électrique Interopérable	<p>The CINELI project aims at developing knowledge and methods to control: the magnetic radiation generated by the transfer of electrical power through induction, by addressing the problem in a scientific and practical way in relation to positional tolerance and emitter and receiver system interoperability. The expected result is the deployment of contactless charging based on a realistic and efficient interoperability standard.</p> <p>Renault (F) Renault, Schneider-Electric; NewTech Concept, Laboratoire de Génie Electrique de Paris- CNRS/Supélec</p>
WIC2IT - Wireless Inductive Charging To Interoperable Testing	<p>Wireless Inductive Charging To Interoperable Testing The WIC2IT project aims at developing knowledge and methods to control: the magnetic radiation generated by the transfer of electrical power through induction, by addressing the problem in a scientific and practical way in relation to positional tolerance and emitter and receiver system interoperability. The expected result is the deployment of contactless charging based on a realistic and efficient interoperability standard.</p>

Table 6: Related projects

ANNEX II LOGO PROPOSALS

Logo proposal 1



Logo proposal 2



Logo proposal 3



Logo proposal 4



Logo proposal 5



Logo proposal 6



Logo proposal 7



Logo proposal 8

