The role of endogenous and exogenous FTA in the European high-speed railway innovation system: CTA as the next step?

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FTA resulting activities

Electric Current / Overhead Line
- Pantotrain FP7 CP
- EUROPAC FP6 CP
- CATIEMON FP6 CP

Cab Design
- EUDD FP6 CP

Signaling
- INESS FP7 CP

Track
- Innotrack FP6 IP
- Interail FP7 CP
- ACEM-Rail FP7 CP
- Automain FP7 CP
- Infraguider FP7 CSA

Energy savings
- Railenergy FP6 IP

Train Intelligence
- INTEGRAIL FP6 IP

Aerodynamics
- Aerotrain FP7 CP

Train system
- MODTRAIN FP6 IP

Noise & Vibration
- Silence FP6 IP
- QUIESST FP7 CP
- HOSANNA FP7 CP
- Acoutrain FP7 CP

Safety
- Safeinteriors FP6 CP
- Transfeu FP7 CP
- ALARP FP7 CP

Brakes
- MODBRAKE FP6 CP

Wheels/Axles
- Widem FP6 CP
- Saferail FP7 CP
- EURAXLES FP7 CP

Rail/wheel dynamics
- Dynotrain FP7 CP

Retrieved from the presentation of Liam BRESLIN, Head of Unit Surface Transport, DG RTD, EC, at the Rail Technology Forum, Madrid, 2011
FTA & HS-Trains Multi-Level Alignments
Points for discussion

Despite the significant role FTA play...

... railways are going through a new transition!

- FTA endogenous approaches may lack provide intelligence that speak to border policy challenges and grand societal challenges introducing new stakeholders type
- Forums as ERRAC should move beyond that dominance to include exogenous approaches
- CTA Constructive Technology Assessment should be considered promoting reflexive anticipation through controlled speculation based on exploring the co-evolution of the high-speed train socio-technical system of a broader spectrum of stakeholders
Thank you

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