

EUREKA diary

4th International Electronics Recycling Congress

12-14 January 2005, Basel, Switzerland

Update of the international challenges and solutions for the industry. Best available technologies, processes and plants for recycling and recovery.

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5th International Automobile Recycling Congress

9-11 March 2005, Amsterdam, Netherlands

Implementation of the new End of Life Vehicle (ELV) Directive in Europe, country reports of worldwide recycling activities, new recycling technologies, etc.

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CeBIT 2005

10-16 March 2005, Hanover, Germany

CeBIT ranks as the world's number one event for the Information and Communications Technology (ICT) sector. It is the only trade fair where representatives of business, science, politics and media can see all the latest trends in a single location.

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Hanover Fair

11-15 April 2005, Hanover, Germany

The world's only event covering the complete spectrum of industrial automation for both suppliers and users. Numerous solutions for process and production automation.

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Technology Platforms and Future Research on CORDIS



CORDIS, the EU Community Research and Development Information Service on www.cordis.lu, has launched a new service which features emerging European technology platforms, representing one of the six objectives in the EU strategy for the future of European research policy beyond the Sixth Framework Programme (FP6).

What are technology platforms?

These pan-European technology initiatives bring together companies, research institutions, the financial world and regulatory authorities at European level to define a common research agenda and mobilise a critical mass of – national and European – public and private resources.

Technology platforms aim to define a common vision, and medium to long-term agenda for strategic areas of research, and then bring together public-private partnerships for their implementation.

The core is the setting up of a Strategic Research Agenda (SRA), which defines priorities in the medium to long-term, including measures for enhanced networking and clustering of the European R&D capacity.

Some technological sectors have already seen the various stakeholders organise themselves within this framework. The new CORDIS service contains background documents on all technology platforms launched and planned so far, featuring their policy objectives, state of play and the radical changes they will bring for EU competitiveness in sectors including hydrogen and fuel cells, nanoelectronics and aeronautics.

The involvement of EUREKA Clusters

While EUREKA is not participating in the ETPs first phase as a single stakeholder, industrialists participating in EUREKA Clusters are providing input for the next FP. Companies participating in MEDEA+, ITEA, CELTIC and NEWMEDFASTER are aiming to define a synergy between their Cluster roadmap and the future FP.

The Commission has included the technology platforms in its Guidelines for the EU Policy for Research. It plans to develop and intensively support emerging technology platforms in the run up to FP7. The aim is also to explore, within the existing technology platforms, those technological fields which most merit support, with substantial Community funding under FP7 through use of a new mechanism of Joint Technology Initiatives.

The implementation of these initiatives will be carried out with the support of the EU research programmes, the Structural Funds, national, regional and private research funding, the European Investment Bank and the EUREKA Initiative.

► www.cordis.lu/fp7/
www.cordis.lu/technology-platforms/

Towards common software standards in European cars

Each year, the ITEA Achievement Award highlights a highly successful project in the field of embedded and distributed software. In 2004, the winner is the EAST-EEA (Electronics Architecture and Software Technology – Embedded Electronic Architecture) project.

With 80% of a car's functions operated by software-driven 'smart' devices and more on the way, this timely project brings together 23 partners (industrialists, suppliers and researchers) – from four European countries to design a common software architecture and language. The project has a volume of 250 man-years, a budget of €40 million, and is an outstanding example of public-private financing. A 'spin-off' private partnership, AUTOSAR, will act as a certification body for the technology developed, which will be applied to all European cars manufactured from 2009 onwards.