Deliverable D20.1
Communication and Dissemination Plan

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3	10/10/2024	Second issue

Report contributors		
Name	Beneficiary Short Name	Details of contribution


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1. Executive Summary

The FP3-IAM4RAIL project focuses on seven different integrated demonstrators for rail assets which are key for Research and Innovation (R&I) in the rail sector. Integrating asset condition information obtained via advanced monitoring with decision-making tools and into the Traffic Management System (TMS), combining available information with Artificial Intelligence (AI) and digital twins are key R&I topics covered in FP3-IAM4RAIL.

FP3-IAM4RAIL aims to reinforce the next generation of Intelligent and Integrated Rail Asset Management, providing and demonstrating innovative solutions covering fixed and rolling stock assets, minimizing the life cycle costs of assets and extend their lifetime, while meeting safety requirements and improving the reliability, availability, and maintainability of the rail system.

The communication and dissemination plan is a living document setting out a strategy to maximise the impact of the FP3-IAM4RAIL project, to increase its visibility and to ensure that the project outputs reach a wide audience of relevant stakeholders. The plan is based on EU-Rail's communication policy and communication strategy and on the common goal of strengthening the overall EU-Rail programme[1], while addressing the specific objectives and topics covered by FP3-IAM4RAIL. This is done by highlighting FP3-IAM4RAIL as an important contribution to all EU-Rail projects.

[1] MAWP: https://shift2rail.org/wp-content/uploads/2022/03/EURAIL_MAWP_final.pdf

2. Abbreviations and acronyms

Abbreviation / Acronym	Description
AI	Artificial Intelligence
AR	Augmented reality
CBM	Condition-Based Maintenance
CCT	Communication Coordination Team
CSM	Common Safety Methods
DB	Deutsche Bahn
EP	Exploitation Plan
ERA	European Union Agency for Railways
FP	Flagship Project
GA	Grant Agreement
IAMS	Intelligent Asset Management System
IMs	Infrastructure Measurements
JU	Joint Undertaking
KER	Key Exploitable Results
KPI	Key Performance Indicator
LCC	Life Cycle Cost
MAWP	Multi Annual Work Plan
R&I	Research & Innovation
TMS	Traffic Management System
TRA	Taiwan Railways Administration
WCCR	World Congress on Railway Research
WP	Work Package

Table 1: List of abbreviations and acronyms.

3. Background

The present document constitutes the Deliverable 20.1 “Communication and Dissemination Plan” in the framework of the Flagship Project 3 FP3-IAM4RAIL, as described in the EU-RAIL Multi Annual Work Plan (MAWP)[2].

An important activity of the project is to ensure a smooth and efficient communication, not only within the Consortium but also towards the scientific, public and private communities.

This document contains all the information needed to facilitate the communication efforts of the IMA4RAIL project’s partners to ensure that the project’s results and achievements, either partial or consolidated, reach the railway community.

The first release of D20.1: “Project dissemination and communication plan” is in Month 6; the deliverable will be updated when necessary, during the project.

[2] MAWP: https://shift2rail.org/wp-content/uploads/2022/03/EURAIL_MAWP_final.pdf

4. Objective/Aim

The Communication Plan belongs to WP20 within the FP3-IAM4RAIL project. The objective of WP20 is to ensure that the project results and outputs are disseminated widely and effectively exploited by their target group across Europe's Rail JU, rail sector and beyond. Efficient communication and dissemination activities serve to first form and engage a community of stakeholders, and then spread the results of joint efforts widely to all target audiences in an optimal manner. The push for exploitation of project results is also part of WP20. However, exploitation activities itself are out of scope of this plan, and they will be addressed shortly afterwards, in a separate and dedicated Deliverable (D20.3).

The main goal of the communication and dissemination plan is to explain how the project will address the communication/dissemination of the project developments and results with the general public and other targeted stakeholders.

The results of the project will be communicated to target audience and to specialised stakeholders related to railway industry in various forms, such as peer-reviewed scientific papers in an open access format, articles published in well-known rail industry magazines, presentations in conferences, live demonstrations, and panel discussions, etc.

5. Definitions and tools available from European Commission

Communication, dissemination, and exploitation of results is crucial to the acceptance and implementation of technologies developed in the project by suppliers and end-users. Throughout this document the terms 'communication', 'dissemination' and 'exploitation[1]' will be used frequently. The definitions used by the authors are based on the reference terms of the EU for research and innovation.

Figure 1: Definitions of Communication, Dissemination and Exploitation terms of Horizon Europe[2].

[1] Less likely than the other two since there will be a dedicated deliverable to specifically address exploitation activities.

[2] Full reference can be found here.

6. WP20 organisation

The activities of the WP are supported by all the partners contributing to the technical outputs of the project through the various WPs. Contributions include providing content for the public website, dissemination materials, activities, dissemination of the technical demonstrators and stakeholders engagement, events, and publications, with ADIF as WP Leader. With the aim of delivering results regarding the project goals, the work within WP20 is divided into four different tasks and three subtasks, which are listed below:

- Task 20.1: Communication and dissemination activities (Leader: ADIF. Participants: all partners. Duration: M1 -M48).
  - Subtask 20.1.1: Communication tools and visual identity.
  - Subtask 20.1.2: Dissemination strategy and plan with stakeholder mapping.
  - Subtask 20.1.3: Targeted dissemination.
- Task 20.2: Set up and manage the Advisory Board (Leader: ADIF. Participants: all partners. Duration: M1 -M48).
- Task 20.3: Demonstration Workshops (Leader: ADIF. Participants: all partners. Duration: M1 -M48).
- Task 20.4: Exploitation of the project's results and monitoring of impact assessment (Leader: ADIF. Participants: all partners. Duration: M1 -M48).

The FP3-IAM4RAIL project will establish contact with other FP end-users, enablers and other stakeholders such as the System Pillar during and after the project and will deliver the project results to its target groups with tailored messages, through various channels in line with the Communication and Dissemination Plan and the Exploitation plan.

7. Communication and Dissemination strategy

The main communication objective of FP3-IAM4RAIL is to create awareness and outreach about ERJU, its projects, particularly about the project and the topic of asset management, among stakeholders both inside and outside Europe.

The main objectives of the dissemination and communication strategy are to raise awareness, share project results, and encourage collaboration. This will be done by means of:

- Elaborating and implementing a comprehensive plan, to ensure that the project results and outcomes reach the relevant stakeholder in rail and transport sector.
- To review the plan whenever necessary, in order to correct any deviations from the expected targets, whether in the message or to the audience. To this end, monthly meetings with the Europe's Rail JU Chief of Stakeholders will be held.
  Setting up communication channels with other Horizon 2020 and Horizon Europe ongoing projects (mainly under the open calls of Europe's Rail JU, especially in the projects under the calls HORIZON-ER-JU-2022-FA1-TT-01 and HORIZON-ER-JU-2022-FA5-01) and futureHorizon Europe projects on the topic and to ensure a permanent link/communication with them, such as the project InBridge4EU – Enhancing European Railway Bridge Standards.
- Organising events or participating in already well established/organised events to present and ensuring the project results and outcomes are disseminated among relevant stakeholders in rail and transport.
- Disseminating and promoting the integrated demonstrators within this topic.
- Creating the project's visual identity, website, templates, newsletters and brochures to help disseminate main ideas.

Project communication is a strategically planned process that starts at the beginning of the action and continues throughout its life. The communication and dissemination plan is the guidance for this process and addresses the elements described in the following sub chapters.

7.1. Purpose: why

The overall aim of the FP3-IAM4RAIL project is to reinforce the next generation of Intelligent and Integrated Rail Asset Management providing and demonstrating innovative solutions covering fixed and rolling stock assets, minimizing the life cycle costs of assets and extend their lifetime, while meeting safety requirements and improving the reliability, availability, and maintainability of the rail system. FP3-IAM4RAIL will pave the way for the integration of asset condition information and TMS, enabling optimization of train routing decisions and improving the overall lifecycle of monitored assets. FP3-IAM4RAIL will ensure an increased volume of rail traffic on existing lines, with improved cost efficiency and lower CO_2 emissions from their maintenance and operations. Furthermore, construction time and cost of new assets and lines will be reduced as

well as the durability and reliability of their assets increased, and their life cycle costs will be optimised. Competitiveness of the European railway industry is strengthened through the achievement of more qualified products, and its application improves the performance (capacity, flexibility, and punctuality) of the whole railway system.

7.2. Messages: what

During the first phase of the project, the main FP3-IAM4RAIL messages will be of a more general nature to create awareness of the project and its objectives and engage the relevant stakeholders. Once the project starts to generate outputs, the general messages will be accompanied by specific messages promoting results and other activities, still with the aim of strengthening the project benefits and ultimately increasing its impact. The content of the messages and target audiences may change slightly as the project phases evolve.

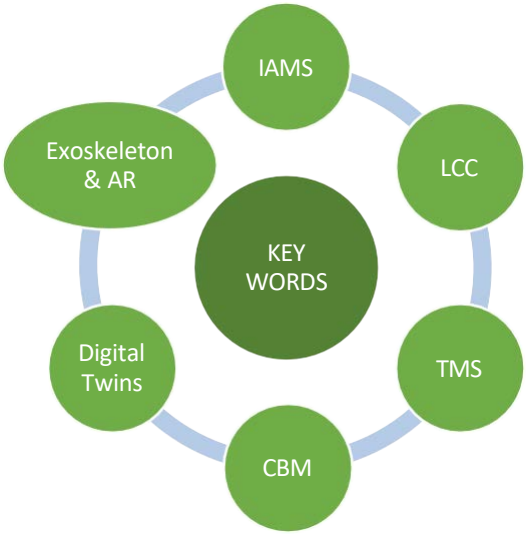


Figure 2: FP3 IAM4RAIL key words.

These are the general messages that the project wants to convey:

General Key message 1: A European Intelligent & Integrated Asset Management

- Asset management to provide knowledge from digital transformation into the railway design, construction and manufacturing, as well as into operation and maintenance processes.
- Involvement of 29 partners across Europe: 9 of them Major Operators, 17 Railway integrators and suppliers and 3 research centres, plus affiliated entities (94 total).

General Key message 2: Reduce costs while increasing reliability

- A cost-effective asset management will be developed for the whole railway sector.
- Increase both reliability and capacity at the same time for the overall railway

General Key message 3: Sustainability

- Foster a sustainable production of resilient railway assets with new techniques.

General Key Message 4: Automation

- Increase level and technology for automation and robots in construction and maintenance tasks for the railway sector.

General Key Message 5: Readiness

- Innovative solutions for asset management but close to the real world: aiming at High TRL levels (6-7) to pave the way forward to deployment in the short term.

Figure 3: FP3-IAM4RAIL Key Messages.

The project has defined a series of Clusters, that is, a grouping of WPs with thematic affinity:

Cluster A - Transversal Activities. This cluster unifies the common activities of the project including project coordination (WP1); system vision, architecture, and validation (WP2); and dissemination, communication and exploitation activities (WP20).

Cluster B - Wayside Monitoring and Traffic Management System Link. The cluster focuses on the design, development, testing and validation of an Intelligent Asset Monitoring System, capable of supporting the railway operators and infrastructure managers in maintaining smooth and uninterrupted operations (WP3 and WP4).

Cluster C - Rolling Stock Asset Management: On-board and Wayside Technologies. This cluster addresses both on-board (WP5 and WP6) and wayside (WP7) monitoring technologies for the design, testing and validation of intelligent rolling stock asset management solutions.

Cluster D - Infrastructure Asset Management. The infrastructure asset management cluster addresses the development of (monitoring) tools and data analytics supporting asset management.:

(i) Long term maintenance and costs (WP8).
(ii) Track systems (WP9).
(iii) Innovative multi-purpose IAMS infrastructure applications (WP10 and WP11).
(iv) Civil assets including structures, earthworks, and geotechnics (WP12 and WP13).

Cluster E - Railway Digital Twins. This group of developments focuses on the implementation of railway Digital Twins across the rail sector (WP14 and WP15).

Cluster F - Environment, User and Worker Friendly Railway Assets. Cluster F has the objective of creating environment, user and worker friendly railway assets addressing environmental and cost-effective lines (WP16), new additive manufacturing repair processes (WP17), robotic platforms for railway interventions (WP18) and Augmented Reality and exoskeletons to support railway maintenance (WP19).

The key messages of each one of the Clusters are:

Cluster A Key message: Transversal Activities

- A Cost-effective and Integrated Intelligent Asset Management is achievable
- Robotics and wearables can help maintenance workers' activities
- Manufacturing techniques and maintenance processes to be more environmentally friendly

Cluster B Key message: Wayside Monitoring (WTMS) and Traffic Management System (TMS) Link

- Asset management needs to develop new interfaces with the existing signalling systems.
- WTMS will collect operational and maintenance data and develop analytics for the prediction of assets' status.
- The combination of both actions will not only support the operator in the management of assets but will provide useful insights for TMS optimisation.

Cluster C Key message: Development of on-board and wayside technologies for monitoring of rolling stock

- Rolling stock monitoring, data capturing and analytics for anomaly detection is essential to feed its maintenance strategies (such as Condition Based Maintenance).
- A clear definition for vision, requirements and guidelines needed to deploy railway checkpoints applied to every type of rolling stock fleet is a must.

Cluster D Key message: Developing (monitoring) tools and data analytics introducing and applying the latest novel technologies in a Holistic Infrastructure Asset Management approach

- Infrastructure assets need long term maintenance strategies and reduced costs through innovative multi-purpose IAMS applications.
- The approach of (monitoring) tools and analytics includes civil assets including structures, earthworks and geotechnics and track systems

Cluster E Key message: Infrastructure Asset Management

- Develop harmonized methods to exploit Digital Twin (DT) for key asset management tasks is vital.

Cluster F Key message: Development of remotely controlled, unmanned and metadata-assisted interventions

- Design, construction, maintenance and renewal operations for railway assets will benefit from the innovative solutions using either remotely controlled, unmanned or metadata-assisted interventions.

Figure 4: FP3-IAM4RAIL Clusters' Key Messages.

7.3. Key audiences: who

Stakeholders' needs are at the core of FP3-IAM4RAIL objectives.

Communication is adapted based on stakeholder analysis and it also offers different channel choices. Dissemination will be concise and tailored to the recipients. To spread the knowledge and learn from the results, not only the scientific community is intended to be covered, but also others such as:

- All rail stakeholders/transport community.
- Policy makers and regulators.
- Universities and Research centres.
- Authorities.
- General public.
- Etc.

7.4. Method: how

The main channel for dissemination is the FP3-IAM4RAIL webpage as part of the EU-Rail's webpage. All the metrics regarding website posts will be added and shared with the EU-Rail Communication Department on a monthly basis.

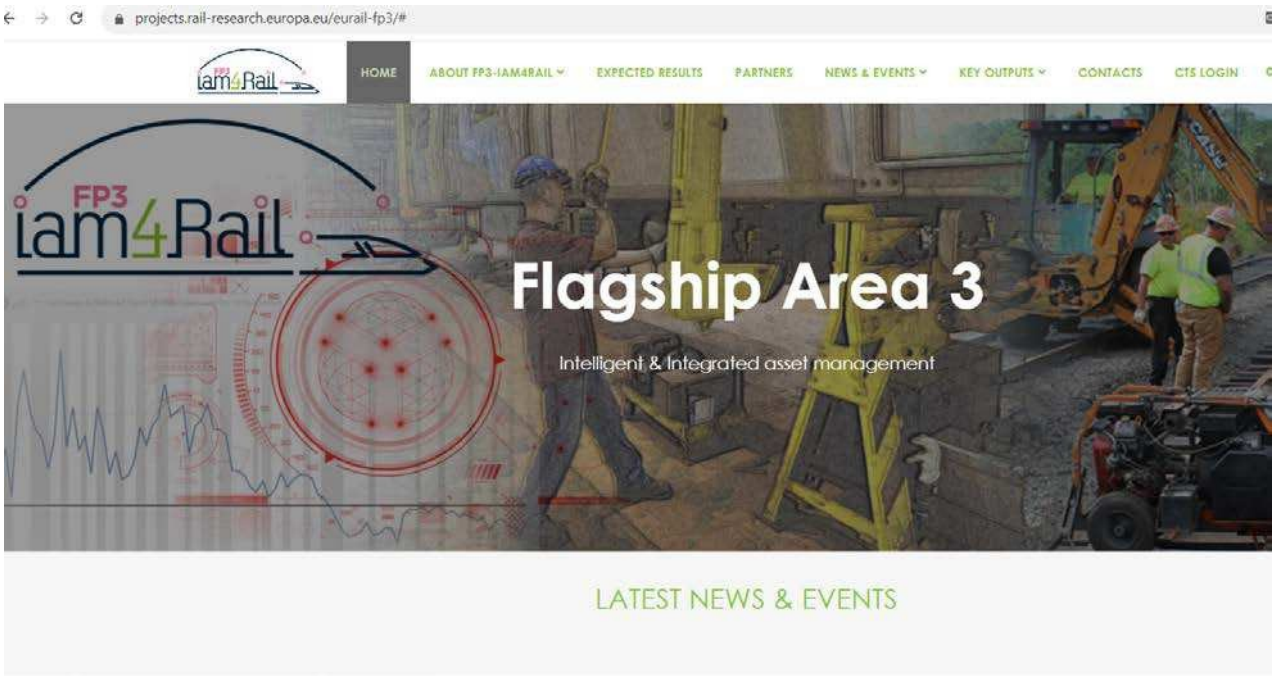


Figure 5: FP3 IAM4RAIL website.

In addition to the tabs dedicated to project documents and deliverables, there is a specific space to communicate the latest news and to promote future project events, both organised by FP3-

IAM4RAIL or just attended by some project partners.

Particularly interesting news is also re-sent to the EU-Rail Communication group with the aim of being highlighted on the front pages of the EU-Rail Twitter and LinkedIn accounts, among others. We will participate in Flagships relations and dissemination meetings, media and communication activities, as well as in the EU-RAIL Innovation Days and other relevant conferences. Working closely with the project partners will be key to ensuring that maximum outreach, and hence impact, is achieved. This process entails proactive communication from the project with all organisations when articles/messages are ready to be disseminated. Communication activities include visual identity (logo, graphic charter…), public website, leaflets and flyers, social media, videos, press releases, etc.

Unless otherwise agreed with the granting authority, communication activities of the beneficiaries related to the action (including media relations, conferences, seminars, information material, such as brochures, leaflets, posters, presentations, etc. -in electronic form- via traditional or social media), dissemination activities and any infrastructure, equipment, vehicles, supplies or major results funded by the grant, must acknowledge EU support, and display the European flag (emblem) and funding statement (translated into local languages, where appropriate).

Moreover, FP3-IAM4RAIL will take advantage of tools to support communication, dissemination and exploitation of funded projects offered by the European commission, aside from those used by the projects themselves:

- Horizon Magazine.
- Horizon Dashboard.
- Horizon Results Booster.
- Innovation Radar.
- Horizon Results Platform.
- Horizon Standardisation Booster.
- CORDIS.
- Open Research Europe Platform.
- Research and Innovation success stories.

FP3-IAM4RAIL will not have a dedicated social media account in any social media channels and will use EU-Rail social media accounts to inform about the progress of the project.

7.5. Time: when

Content resulting from the project outcomes and other activities has been published online, (11 on the project website FP3 WEBSITE) and several other via the Europe's Rail LinkedIn account, i.e.:FP3 Tests CEIT&ADIF.

LinkedIn campaigns are being organised to coincide with InnoTrans2024 and the Mid-Term Event in November 2024, i.e.: FP3 Mid Term Event UIC.

Future results will be published, and actions of interest will be launched when ready for dissemination, minimum once per year. By being active within dissemination, FP3 Consortium intends to maximise the impact of results influence and allow other researchers to gain ground.

Further communications will be through peer-reviewed journals to which the FP3-IAM4RAIL project partners envisage submitting articles and journals that offer open access publishing, for instance (but not limited to): Transportation Research, Policy and Practice, Emerging technologies, European Transport Research Review, Information Systems Research, Information Technology and People, Journal of Rail Transport Planning & Management (Delft University of Technology, Delft, Netherlands).

8. Creation of an Advisory Board

In order to have directly on-board stakeholders' needs and concerns, an Advisory Board has been created to ensure the active engagement of all target users and to gather feedback from the entire European Community. The project sets up an End-users Board to bring together experts from specific users/IMs & Construction companies across Europe and for considering public transport end-users (i. e.: Metro Infrastructure Managers).

The Advisory Board has been set up as follows:

Entity	Country	Contact Person
GRC (Global Rail Consulting)	Austria	Jan Mys (jmys@global-rail-group.com), Harald Eller (heller@global-rail-group.com)
IP (Infraestruturas do Portugal)	Portugal	Hugo de Vasconcelos Corrêa Patrício (hugo.patricio@infraestruturasdeportugal.pt)
SBB (Schweizerische Bundesbahnen)	Switzerland	Thomas Gugler (thomas.gugler@sbb.ch), Martin Espenschied (martin.espenschied2@sbb.ch)
ABB	Switzerland	Jan Stefan Zernickel (janstefan.zernickel@de.abb.com)
Infocom Genova SRL	Italy	Maurizio Giribaldi (maurizio.giribaldi@infocomgenova.it)

Table 2: Preliminary list of Advisory Board members.

The Advisory Board will support the Consortium in the involvement of infrastructure operators as well as municipal operators/infrastructure managers. The entities to be involved will also include members from countries not directly involved in the project in order to broaden knowledge transfer, feedback and market uptake of the solutions developed.

The board will be coordinated by ADIF and will meet twice a year (every 6 months). The following entities will be invited to take part as key stakeholders:

- Trade Unions will be invited as much as possible to the meetings (i. e.: ETF).
- The project will collaborate with the European Union Agency for Railways (ERA) on the areas which were defined by the Agency, as per the list published in the Europe's Rail Process and Governance Handbook. Therefore, ERA will be invited to the Advisory Board meetings.
- EU-RAIL Deployment advisory group will be key to follow-up the market uptake of the different solutions developed. They will be invited to the Advisory Board and their inputs will play a key role in the exploitation strategy.

The consolidated list of persons/entities comprising the Advisory Board will be officially communicated in Milestone 34 "Advisory Board set-up".

9. Communication procedures and processes

9.1. FP3-IAM4RAIL project identity

The project identity aims to create a distinctive brand identity that represents the project and its objectives. A strong project identity can help to promote the project and its outcomes, build trust and credibility among stakeholders.

All communication activities (templates, brochure, etc.) will need to have the funding disclaimer, making a reference to the Grant Agreement number, with the European flag and the EU-Rail logo. This is the disclaimer that needs to be added:

"Funded by the European Union. Views and opinion expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or [name of the granting authority]. Neither the European Union nor the granting authority can be held responsible for them. The project is supported by the Europe's Rail Joint Undertaking and its members. This project has received funding from the European Union's Horizon Europe research and innovation programme under Grant Agreement No. 101101966."

A project identity has been set at the beginning of the project and templates have been created for presentations and reports.

As for the project logo generated regarding the project visual identity, these were the main key ideas behind its creation:

- Representation of a European cross-border approach.

- Interoperability of the innovative solutions
- Holistic conception of the railway system
- Harmonisation of the European railway system.
- Consideration of asset management for both infrastructure and rolling stock sub-systems in the railway sector.
- References to advanced monitoring technologies.
- Application of artificial intelligence techniques.
- Use of Digital Twin models.

Finally, the logo selected, while meeting the above requirements, also conveys these strong ideas: the logo is reminiscent of civil engineering assets, especially infrastructure, showing different geometry elements such as an arc in reference to tunnels or viaducts or straight lines reminding the track. Rolling stock assets are also present, showing the head of a trainset which has more to do with aspects of design and industrial innovation. It is a logo with a lot of character and a strong railway image, in which the dots represent a connection with the technological world.

Figure 6: FP3-IAM4RAIL logo.

Other templates are available for both presentation documents and meeting minutes.

As for presentations, this is the format to be used for internal meetings and dissemination activities:

Figure 7: FP3-IAM4RAIL general presentation template.

In the short term, the communication leader will make available three pieces of relevant dissemination material to be used by partners as needed:

1) A general project presentation to be used on non-scientific events. This presentation will:

- Present the project main topic.
- Explain the project structure, WPs and beneficiaries at a high level.
- Highlight the project's main objectives and expected impact.

An advanced version of this presentation is shown in Figure 8, this will be improved and customized for dissemination purpose.

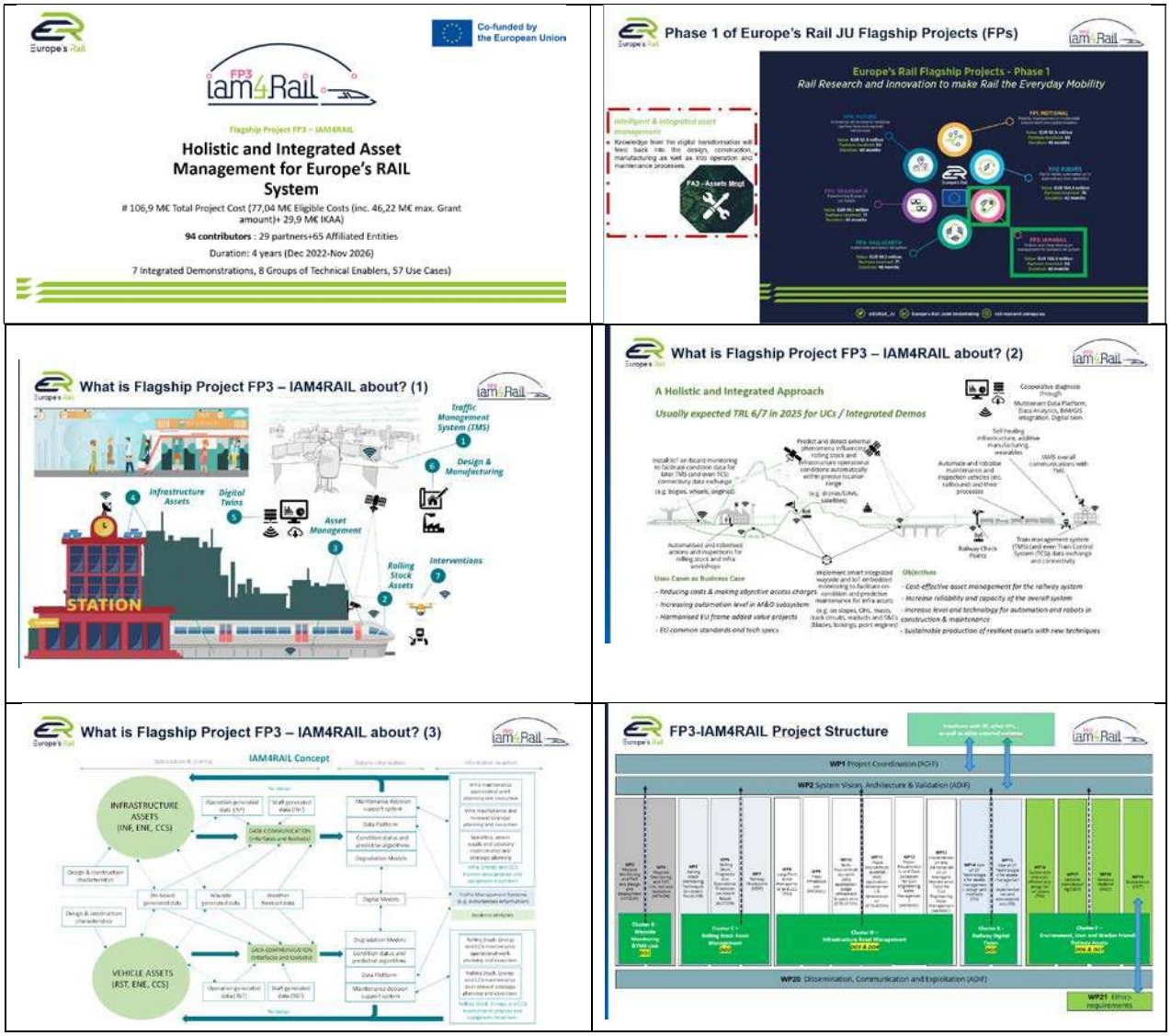


Figure 8: FP3-IAM4RAIL general project presentation.

2) A general project leaflet will be developed to facilitate awareness, presentation, and dissemination of the project. The leaflet will expose the reasons for the project, how it will be implemented and will show the partners involved too. It will also display contacts to the consortium. It will be made available in digital and physical format, to be used in all types of events.

Figure 9: Draft brochure created for FP3-IAM4RAIL (side A).

Figure 10: Draft brochure created for FP3-IAM4RAIL (side B).

3) Creation of newsletters to be used as needed during the project, to share relevant and targeted information regarding FP3-IAM4RAIL project main achievements; at least 1 newsletter per WP will be published within the project lifecycle. More than 10 newsletters have already been published, and you can find them all here, and more will be submitted during the project course.

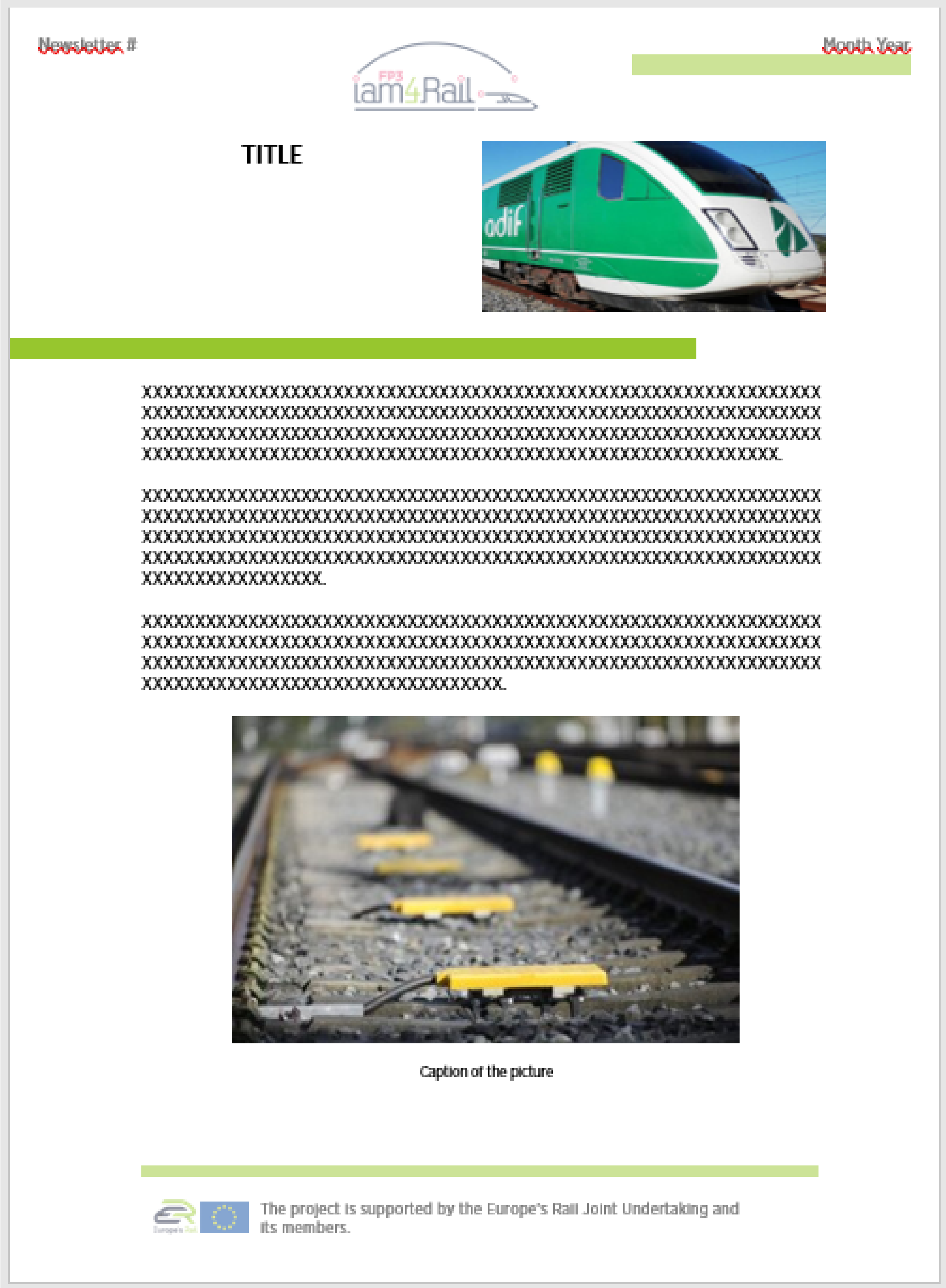


Figure 11: Newsletter created for FP3-IAM4RAIL (page one).

Figure 12: Newsletter created for FP3-IAM4RAIL (last page).

9.2. Communication Team

9.2.1. Communication and Coordination Team

ADIF has created a Communication Coordination Team (CCT) to help manage everyday communication activities. CCT plans to meet periodically. Meeting minutes will be shared with all beneficiaries, whether or not they are present at the meeting.

The external image of FP3-IAM4RAIL project must be seamless, and the content homogenous, relevant, well-proven and worth sharing. The Communication leader must be well aware and informed in advance of the following communication activities:

- Any publication submitted by consortium partners.
- Any speech imparted by consortium partners.
- Any attendance to workshops and seminars representing the project.

At the same time, each partner is encouraged to communicate the existence of the FP3-IAM4RAIL project and its partial achievements within their respective organizations. It is not mandatory to share with the CCT this type of communication activity, but it is desirable.

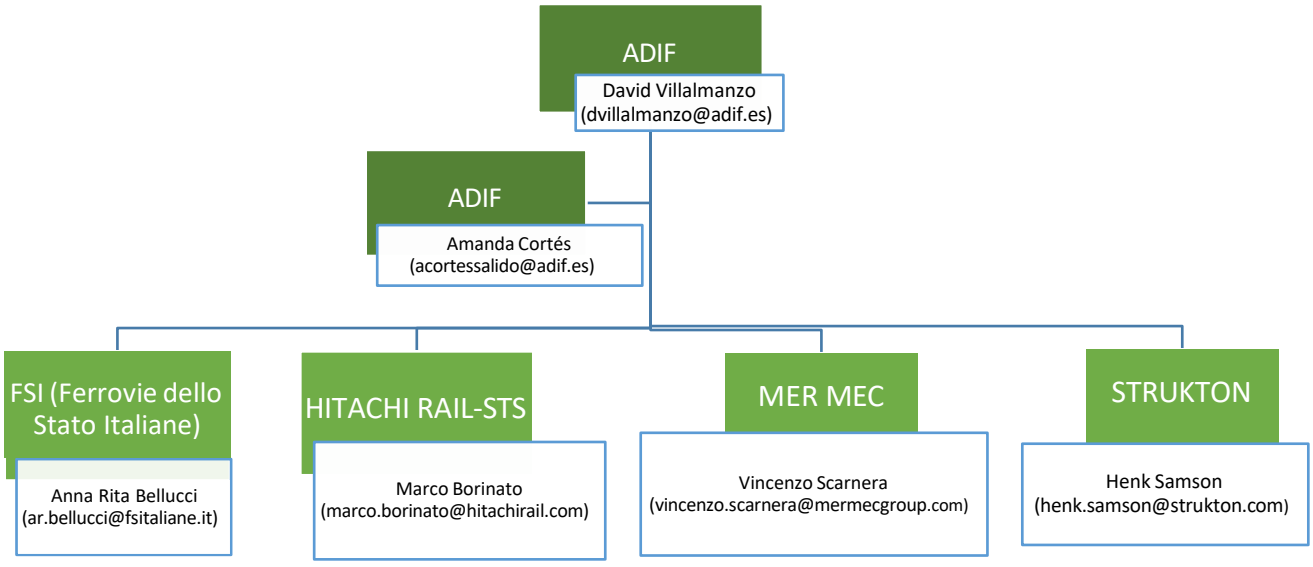


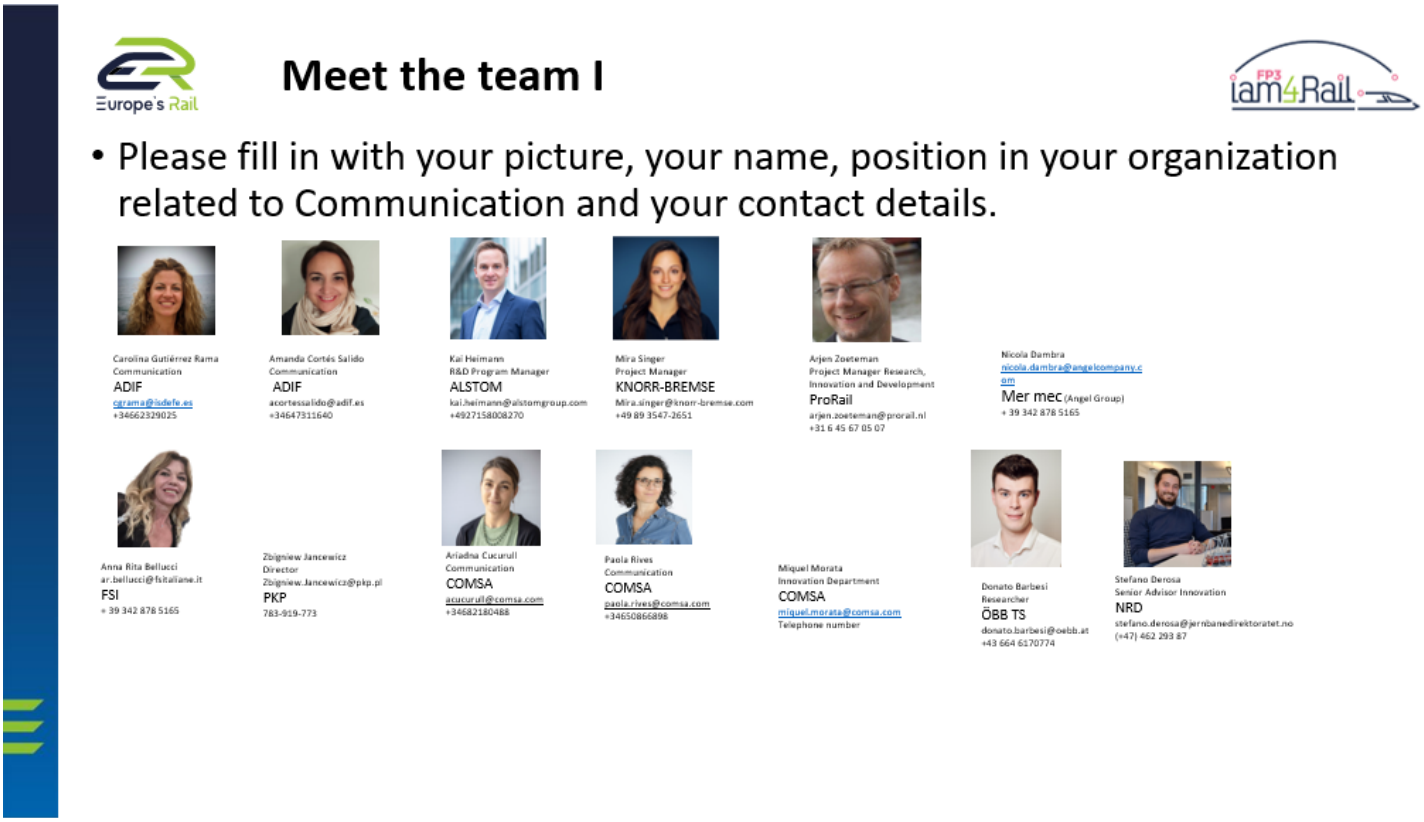
Figure 13: FP3-IAM4RAIL Communication Coordination Team.

The main activities of the CCT are:

- Prepare a list of communication activities and update it during the project, in collaboration with all Consortium. The document will be made available in a common shared space in TEAMS to plan, collect and to monitor all the planned partners' communication and dissemination activities that will be updated constantly
- Encourage specific partners to present relevant FP3-IAM4RAIL topics at specific events:
    - Suggestion of subjects for papers and articles.
    - Preparation of small posts for LinkedIn.
    - Production of short promotional videos.
    - Drafting of project abstract for repositories and *wikis.*
    - Any other relevant dissemination activities.
- Keep track of communication indicators to know in advance any need to give a boost to some activities or to favour some of them over the others.
- Update communication materials if needed.
- Keep in touch with the ERJU communication team. Propose news/posts/documents/ideas to be published in ERJU communication channels.
- Keep in touch with similar projects. Find common ground. Share the list of identified potential events.
- Make sure that participants, once the communication activity has been performed, inform about:
    - Final agenda.
    - Summary of Beneficiary participation.
    - Final version of presentation, speech notes, video, panel discussion, paper.
    - List of participants, type of audience, stakeholders' attendance.
    - Number of people reached.
    - Photos taken during the event.
    - Official minutes, if any.
- Make sure that the papers have the required quality and topic is related to FP3-IAM4RAIL (and contain GRANT NUMBER):
    - Final draft of the paper, before peer-review.
    - Peer reviewed version.
    - Journal, number, date, ISBN, awards received (if any).
- Elaborate project newsletters. This will be done jointly with Clusters leaders.

9.2.2. Meet the Communication Team

A Communication group has been established within the project, with several members belonging to the different partners. This group is composed of one or more people from each of the companies that make up the FP3-IAM4Rail project. This group has been created with the purpose of joining efforts in terms of communication and to have a common meeting point to share all the communication and dissemination activities carried out within the project. This group is in constant communication and, at least once every three months, they meet to discuss the progress in terms of communication and dissemination activities and to establish new objectives to be achieved.



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9.3. Activity Plan

Visibility of the project is crucial for a successful dissemination. Project results are planned to be presented at relevant national and international conferences and workshops. Major events during the first months of the FP3-IAM4RAIL project lifespan have been reported in Table 3.

Events	Location	Starting date	Duration (days)
SIFER	France, Lille	28/03/2023	1
Rapport annuel innovation 2022 - SNCF	France, Paris	24/04/2023	1
Train & Rail Conference & Exhibition	Sweden, Stockholm	25/04/2023	1
TRAIN & RAIL SWEDTRAIN	Sweden, Stockholm	25/04/2023	3
Smart Transportation Conference & Exhibition	Virtual	09/05/2023	3
Eighth MAFEX international railway convention	Spain, Toledo	09/05/2023	1
Transport Logistic	Germany, Munich	09/05/2023	4
SmartRail Europe	Belgium, Brussels	16/05/2023	2
The Rise of IoT & Big Data	Germany, Cologne	30/05/2023	2
UITP Global Public Transport Summit	Spain, Barcelona	04/06/2023	2
Rencontres Ouvrages d'Art - UGE	France, Champs Sur Marne	08/06/2023	1
Workshop between NRD and research affiliate NORCE, attended by Norwegian university	Norway, Grimstad	12/06/2023	1
ILCAD 2023	Poland, Warsaw	14/06/2023	3
UNIFE general assembly 2023	Spain, Madrid	14/06/2023	3
Transportation Engineering Congress (CIT 2023)	Spain, Tenerife	14/06/2023	2
Rail Live (UK)	United Kingdom, Warwickshire	21/06/2023	3
Rail Station Development & Regeneration	United Kingdom, London	27/06/2023	2
Railway Industry Forum	Germany, Berlin	06/09/2023	4
Space for Innovation in Rail	Spain, Madrid	13/09/2023	2
11th International Conference on Scour and Erosion	Denmark, Copenhagen	17/09/2023	5
ICRE 2023	United Kingdom, London	18/09/2023	2
Trako	Poland, Gdansk	19/09/2023	4

Table 3: Potential Communication activities up to Dec 2026.

Since the project will run for 48 months, the above list will be expanded with new activities as

the project progresses.

The events table will be complemented with the following information:

- Type of event:
  - Organisation of a conference.
  - Organisation of a workshop.
  - Exhibition.
  - Training.
  - Social Media.
  - Communication campaign (i.e.: radio, TV).
  - Participation in a conference.
  - Participation in a workshop.
  - Participation in an event, other than a conference or a workshop.
  - Brokerage event.
  - Pitch event.
  - Trade fair.
  - Participation in activities organised jointly with other EU projects.
  - Other.

- Progress Status:
  - Potential.
  - Scheduled.
  - Performed.

- Beneficiary responsible:
  - Name of the Beneficiary.
  - Role as contributor or just attendee (specify contributions: Project Presentation, brochures, stand).

- Stakeholder reached:
  - Scientific community (Higher Education, Research).
  - Industry.
  - Civil society.
  - General public.
  - Policy makers.
  - Media.

- Investors.
- Customers.
- Other.

- Countries addressed.
- Number of attendees.

9.4. Communication and dissemination measures

9.4.1. Communication measures

According to the Grant Agreement, these are the communication measures expected from the project:

Instruments	Expected Impacts (KPI)	Target Groups
		Policymakers and regulators The media Academics
Website posts (at least for per year of the three-year project)	200 visitors per year	Rail authorities and supply chains Policymakers Researchers from other transport/energy projects Industry associations of "enablers" Policymakers and regulators The media
Newsletters (1 issue per WP during the life of the project)	More than 500 subscribers	Rail authorities Policymakers Researchers and Academics
Webinars/workshops for stakeholders including at least six countries	10 workshops	Rail authorities Policymakers
Videos about the demos and the socioeconomic impacts to be showed in trade fairs (i.e.: InnoTrans, TRA, WCRR, etc.)	More than 1000 (rough estimate of viewers)	The public and passengers (FP3-IAM4RAIL project will send press releases to the media and other outlets about the availability of the videos)
Project website updates to Europe's Rail webpage	More than 1000 visitors in total	Transport/energy authorities Policymakers Academic and other researchers Media The public
Social media (LinkedIn and Twitter)	Over 60 posts through LinkedIn and Twitter networks of Europe's Rail and project partners	Public

Table 4: Communication measures and expected impact.

And these are the accomplished results so far:

ID	Instruments	Expected Impact (KPI)	Target Groups	Expected issues	FP3 number of issues	% Accomplished
1	Inputs to Europe's Rail Website, Newsletters, social media and delivering sufficiently quality communicative videos and pictures to Europe's Rail.	At least a FP3 FP3-IAM4RAIL communication per month 1/month	● Europe's Rail contact list ● All stakeholders	36	11	30.56
2	E-mails	300 persons reached	● Rail authorities ● Policymakers and regulators (including the EP) ● Researchers ● Industry associations of "enablers" ● Other Rail, Mobility and Transport ● Research projects ● Academics ● The media	5	0	0.00
3	Press releases	More than 25 press releases	● Newspapers ● Magazines ● Social media ● Policymakers ● Academics	26	2	7.69
4	Project brochure	1 project brochure	● Rail authorities ● Policymakers, regulators and supply chains ● Researchers from other transport/energy projects ● Industry associations of "enablers" ● Policymakers and regulators ● The media ● Academics	1	1	100.00
5	Website posts (at least four per year of the three-year project)	200 visitors per year reached	● Rail authorities and supply chains ● Policymakers ● Researchers from other transport/energy projects ● Industry associations of "enablers" ● Policymakers and regulators ● The media	12	11	91.67
6	Newsletters (1 issue per WP during the life of the project)	More than 500 subscribers	● Rail authorities ● Policymakers ● Researchers and Academics	21: 1 per WP	9	42.86
7	Webinars/workshops for stakeholders including at least six countries	10 workshops	● Rail authorities ● Policymakers	10	1	10.00
8	Videos about the demos and the socioeconomic impacts to	More than 1000 (rough estimate of viewers)	● The public and passengers (FP3-IAM4RAIL project will	4	0	0.00

ID	Instruments	Expected Impact (KPI)	Target Groups	Expected issues	FP3 number of issues	% Accomplished
	be showed in trade fairs (i.e.: InnoTrans, TRA, WCRR, etc.)	1 video per year	send press releases to the media and other outlets about the availability of the videos)			
9	Project website updates to Europe's Rail webpage (update the information already uploaded).	More than 1000 visitors in total	● Transport/energy authorities ● Policymakers ● Academic and other researchers ● Media ● The public	12	0	0.00
10	Social media (LinkedIn and Twitter)	Over 60 posts through LinkedIn and Twitter networks of Europe's Rail and project partners, during the life of the project: 4 posts/month.	● Public	61	13	21.31
11	Participation in the Annual EU-Rail Innovation Days (substituting, when possible, mid-term events and final event)	More than 300 attendees (virtual and/or physical)	● All rail stakeholders/transport community	>300 attendees (virtual or physical)	0	0.00
12	Minimum of 10 articles in rail industry and professional association magazines	More than 1000 subscribers	● All stakeholders	10	1	10.00
13	Minimum of 10 scientific articles in peer review journals	More than 100 readers	● Transport and rail authorities, infrastructure managers and rail undertakings and supply chain ● Researchers in the rail industry and transport sector ● Industry associations of "enablers" ● Policymakers and regulators ● Urban/regional/national operator and infrastructure manager community ● Rail supply industry ● General public ● Authorities	10	6	60.00
14	Minimum of 10 presentations at third-party workshops and conferences	2000 participants	● Industry and professional associations	10	2	20.00
15	Setting-up of an Advisory Board, including infrastructure managers, urban operators and universities.	Minimum of 8 participants.	● Urban/regional/national operator and infrastructure manager community ● Universities ● Trade Unions ERA ● Deployment Group	1	1	100.00
16	Demonstrator workshops and videos. During the integrated demonstrations, a series of workshops will be held to invite interested stakeholders to view the technologies	100 participants	● Transport and rail authorities, infrastructure managers and rail undertakings and supply chain ● Researchers in the rail industry and transport sector	100 participants, 10 workshops and videos	0	0.00

ID	Instruments	Expected Impact (KPI)	Target Groups	Expected issues	FP3 number of issues	% Accomplished
	being developed.		● Industry associations of "enablers" ● Policymakers and regulators ● Urban/regional/national operator and infrastructure manager community ● Rail supply industry ● General public ● Authorities			
17	FP3-IAM4RAIL will be disseminated in different conferences such as InnoTrans, WCRR, TRA and other relevant events, also considering beyond rail events (i.e.: technology conferences, transport, etc.), including any other conference in which EU-Rail is participating.	400 participants	● Transport and rail authorities, infrastructure managers and rail undertakings and supply chain ● Researchers in the rail industry and transport sector ● Industry associations of "enablers" ● Policymakers and regulators ● Urban/regional/national operator and infrastructure manager community ● Rail supply industry ● General public ● Authorities	5	3	60.00
18	Whitepaper on CMS for AI and vision technology for train maintenance (leader: DB).	100 readers	● Transport and rail authorities, infrastructure managers and rail undertakings and supply chain ● Researchers in the rail industry and transport sector ● Industry associations of "enablers" ● Policymakers and regulators ● Urban/regional/national operator and infrastructure manager community ● Rail supply industry ● General public ● Authorities	1	0	0.00
19	Use of Horizon Europe tools to boost the dissemination about the project (among others, the project will consider Horizon results platform, Booster, etc..	More than 20 actions	● All stakeholders (including cross-sector collaboration)	20. Tools to be defined	0	0.00
					61	

9.4.2. Dissemination measures

Instruments (during the life of the project)	Expected Impacts (KPI)	Target Groups
Participation in the Annual EU-Rail Innovation Days (substituting, when possible, mid-term events and final event)	More than 300 attendees (virtual and/or physical)	All rail stakeholders/transport community
Minimum of 10 articles in rail industry and professional association magazines	More than 1000 subscribers	All stakeholders
Minimum of 10 scientific articles in peer review journals	More than 100 readers	Transport and rail authorities, infrastructure managers and rail undertakings and supply chain Researchers in the rail industry and transport sector Industry associations of "enablers" Policymakers and regulators
Minimum of 10 presentations at third-party workshops and conferences	2000 participants	Industry and professional associations
Setting-up of an Advisory Board, including infrastructure managers, urban operators and universities	100 participants	Urban/regional/national operator and infrastructure manager community Universities Trade Unions ERA Deployment Group
Demonstrator workshops and videos. During the integrated demonstrations, a series of workshops will be held to invite interested stakeholders to view the technologies being developed	100 participants	Transport and rail authorities, infrastructure managers and rail undertakings and supply chain Researchers in the rail industry and transport sector Industry associations of "enablers" Policymakers and regulators Urban/regional/national operator and infrastructure manager community Rail supply industry General public Authorities
FP3-IAM4RAIL will be disseminated in different conferences such as InnoTrans, WCRR, TRA and other relevant events, also considering beyond rail events (i.e.: technology conferences, transport, etc.)	400 participants	Transport and rail authorities, infrastructure managers and rail undertakings and supply chain Researchers in the rail industry and transport sector Industry associations of "enablers" Policymakers and regulators Urban/regional/national operator and infrastructure manager community Rail supply industry General public Authorities

Instruments (during the life of the project)	Expected Impacts (KPI)	Target Groups
Whitepaper on CMS for AI and vision technology for train maintenance (leader: DB)	100 readers	Transport and rail authorities, infrastructure managers and rail undertakings and supply chain Researchers in the rail industry and transport sector Industry associations of "enablers" Policymakers and regulators Urban/regional/national operator and infrastructure manager community Rail supply industry General public Authorities
Use of Horizon Europe tools to boost the dissemination about the project. Among others, the project will consider Horizon results platform, Booster, etc.)	More than 20 actions	All stakeholders (including cross-sector collaboration)

Table 5: Dissemination measures and expected impact.

CCT will produce and maintain a table communicating the status of the above communication and dissemination activities.

9.5. Obligation and Horizon Europe request

The obligation of dissemination and communication is an essential requirement for any European project. It is a fundamental principle that ensures that the project's results are communicated effectively and efficiently to all stakeholders. The European Commission requires all beneficiaries of EU funding to communicate and disseminate their project results widely.

Moreover, all beneficiaries of the project are committed to mention that all documentation and material produced under the program has been made through the co-financing of the European Union, following ARTICLE 17 of the Grant Agreement:

Unless otherwise agreed with the granting authority, communication activities of the beneficiaries related to the action (including media relations, conferences, seminars, information material, such as brochures, leaflets, posters, presentations, etc., in electronic form, via traditional or social media, etc.), dissemination activities and any infrastructure, equipment, vehicles, supplies or major result funded by the grant must acknowledge the EU support and display the European flag (emblem) and funding statement (translated into local languages, where appropriate).

Moreover:

Any communication or dissemination activity related to the action must use factually accurate information. Moreover, it must indicate the following disclaimer (translated into local languages where appropriate):

"Funded by the European Union. Views and opinion expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or [name of the granting authority]. Neither the European Union nor the granting authority can be held responsible for them. The project is supported by the Europe's Rail Joint Undertaking and its members. This project has received funding from the European Union's Horizon Europe research and innovation programme under Grant Agreement No. 101101966."

As reported in Annex 5 of the Grant Agreement the beneficiaries must ensure open access to peer-reviewed scientific publications relating to their results. For sake of clarity open access means "online access to research outputs provided free of charge to the end-user".

9.6. State of Play of Dissemination and Communication activities at M22

9.6.1. Activities performed at M22

The main dissemination and communication activities have been summarised in Figure 1.

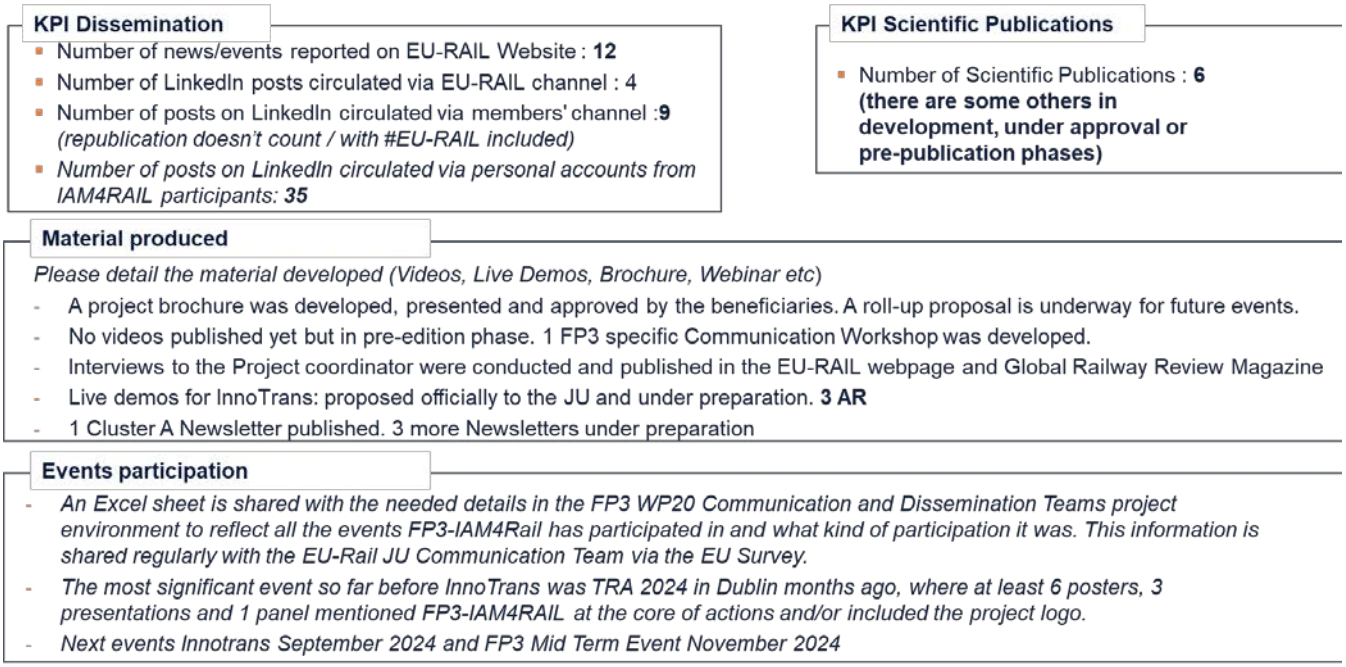

Figure 1: M22 main dissemination and communication activities

9.6.2. Activities performed at M22

Here we find a list of the events in which the different partners have participated so far within the FP3-IAM4Rail project, where the specific activities that have been carried out within each event are also specified:

Event	Date	Location	Category	Description of the activity
Announcement of COMSA's participation in ERJU projects, including IAM4RAIL	25/10/2022	online	Social Media	Announcement of COMSA's participation in ERJU projects, including IAM4RAIL
Announcement of COMSA's participation in ERJU projects, including IAM4RAIL	25/10/2022	online	Press release	Announcement of COMSA's participation in ERJU projects, including IAM4RAIL
Announcement of COMSA's participation in ERJU projects, including IAM4RAIL	25/10/2022	print	Media article	Announcement of COMSA's participation in ERJU projects, including IAM4RAIL

Event	Date	Location	Category	Description of the activity
Workshop between PKP and Lukasiewicz Research Network (Poland, Warsow)	17/03/2023	Poland	Workshop	Presentation of Europe's Rail JU partnership projects and research of cooperation opportunities
SIFER	28/03/2023	Lille (France)	Event	International event dedicated to rail
Rapport annuel innovation 2022 – SNCF (France, Paris)	24/04/2023	Online	Others	Annual innovation report
Train & Rail Conference & Exhibition (Sweden, Stockholm)	25/04/2023	Sweden, Stockholm	Conference	Fair for sustainable rail transport
Smart Transportation Conference & Exhibition (Virtual)	09/05/2023	Online	Conference	Industry And Technology Leaders To Discuss Digital, Efficient And Sustainable Transportation
Eighth MAFEX international railway convention (Spain, Toledo)	09/05/2023	Spain, Toledo	Event	International Railway Convention
Transport Logistic (Germany, Munich)	16/05/2023	Germany, Munich	Exhibition	The world´s biggest trade show for logistics, mobility, IT and supply chain management
SmartRail Europe (Belgium, Brussels)	30/05/2023	Belgium, Brussels	Conference	Latest developments in European rail innovation, policy and service delivery. Key themes will include industry reform, post-pandemic trends, digitalisation, advances in signalling and communications technology, and sustainability
Conference on fundamentals of electrotechnics and circuit theory, SPETO	04/06/2023	Poland, (Ustoń)	Conference	Predictive maintenance and asset optimisation applications of big data
The Rise of IoT & Big Data (Germany, Cologne)	08/06/2023	Germany, Cologne	Event	A place for public transport professionals to share ideas, innovate and make meaningful connections
UITP Global Public Transport Summit (Spain, Barcelona)	12/06/2023	Spain, Barcelona	Exhibition	A place for public transport professionals to share ideas, innovate and make meaningful connections
Rencontres Ouvrages d'Art - UGE (France, Champs Sur Marne)	14/06/2023	Online	Event	Several talks to communicate information and present operational projects, highlighting their innovative nature.

Event	Date	Location	Category	Description of the activity
Workshop between NRD and research affiliate NORCE, attended by Norwegian university (Norway, Grimstad)	14/06/2023	Norway, Grimstad	Workshop	The following activities were carried out, hosted by The Arctic University of Norway, Narvik Campus: 1) Inspection of the test site for the Norwegian part of the use-case 4, WP12: measurement of the Søsterbekk concrete bridge on the Ofotbanen railway line. o Workshop with AE NORCE, SINTEF, Infrastructure Manager Bane NOR, and TU Delft about the measurement system, data analysis, future projects for the line. o Workshop with investigation of possible collaboration between WP12/13 and WP18 with the use of robot for inspection of the line on the same test site as the use-case 4; participants from both WP12/13 (NORCE, SINTEF, Bane NOR, TU Delft, NRD) and WP18 (NORCE, SINTEF, SNCF, Bane NOR). o Workshop with AE NORCE, SINTEF, Infrastructure Manager Bane NOR, and TU Delft about the use of satellite data for measurements related to the infrastructure status.
ILCAD 2023 (Poland, Warsaw)	14/06/2023	Poland, Warsaw	Conference	
UNIFE general assembly 2023 (Spain, Madrid)	21/06/2023	Spain, Madrid	Event	COMSA attended the event
UNIFE general assembly 2023 (Spain, Madrid)	21/06/2023	Spain, Madrid	Event	AZD participated as a UNIFE member.
Transportation Engineering Congress (CIT 2023) (Spain, Tenerife)	27/06/2023	Spain, Tenerife		
Railway Industry Forum	06/09/2023	(Germany, Berlin)	Event	

Event	Date	Location	Category	Description of the activity
Expo Ferroviaria	13/09/2023	(Italy, Milan)	Website post	LinkedIn institutional Trenitalia post on Expoferroviaria for use of ARGO in IAM$RAIL (related to exhibition at line 25)
Expo Ferroviaria	13/09/2023	(Italy, Milan)	Exhibition	On-site demonstration of robot ARGO for IAM4RAIL and presentation of the project
Article		(Italy, Milan)	Media Article	FSI article on the institutional newspaper on ArGO and IAM4RAIL
Interview	13/09/2023	(Italy, Milan)	Interview	Interview on media - TG Leonardo to Head of technical division Trenitalia on the use of Argo as an innovative solution for inspection in IAM4RAIL
Article	13/09/2023	(Italy, Milan)	Media Article	National newspaper article on "Il Giornale". se of Argo as an innovative solution for inspection in IAM4RAIL
Expo Ferroviaria	10/03/2023	(Italy, Milan)	Exhibition	Showcasing Projects, business units and organising internal meetings
Trako	17/09/2023	(Poland, Gdansk)	Exhibition	Meeting of the PKP S.A. R&D ecosystem created for the implementation of Europe's Rail JU projects
Greencities / S-Moving	18/09/2023	(Spain, Malaga)	Event	Sustainability, urban management and smart mobility
Scientific and technical conference – CFMS	25/09/2023	(France, Paris)	Conference	Highlight the various contributions of Coulomb's theory to geotechnics
AFTES Congrès international 2023	19/09/2023	(France, Paris France)	Event	"Underground space at the heart of transitions"
Dronitaly	20/09/2023	(Italy, Bologne)	Event	Event for civil drones on professional use
Elmia Nordic Rail	20/09/2023	(Sweden, Jönköping)	Conference	Latest railway technology
Convention PTFE	25/09/2023	(Spain, Madrid)	Event	Learning about the cutting-edge PTFE products and services

Event	Date	Location	Category	Description of the activity
WearRAcon Europe 2023	27/09/2023	(Germany, Düsseldorf)	Exhibition	Focused on Exoskeletons research in Europe
Smart City Expo World Congress	03/10/2023	(Spain, Barcelona)	Event	Focused on building smart, equitable and sustainable cities, using innovation. COMSA attended the event.
Geofcan	02/10/2023	(France, Strasbourg)	Event	Geophysics and its influence in various areas
Formnext	10/10/2023	(Germany, Frankfurt)	Exhibition	International meeting point for industrial 3D printing experts and production professionals from a wide range of application industries. CEIT had a stand at the exhibition. On the stand there was a TV showing the repairs of rails, crossings and wheels carried out with L-DED AM technology in the framework of the FP3-IAM4Rail project within WP17.
Rail Live	11/10/2023	Madrid (Spain)	Exhibition	INDRA is exhibiting at RAILLIVE2023 their contribution to FP3-IAM4RAIL
Convention PTFE	24/10/2023	Madrid (Spain)	Event	Presentation of the digital twin oriented civil infrastructure and building asset management platform and our work in the ERJU projects (IAM4RAIL and Rail4EARTH).
Rail Live	29/11/2023	Madrid (Spain)	Exhibition	CEIT is exhibiting their institute in a booth and showing how they contribute in FP3-IAM4RAIL
Rail Live	29/11/2023	Madrid (Spain)	Exhibition	FP3-IAM4RAIL presentation about the FP3 project.
Rail Live	29/11/2023	Madrid (Spain)	Exhibition	FP3-IAM4RAIL posters about the FP3 project.
New Space Economy Forum: space technologies and applications to build a sustainable planet.	07/11/2023	Rome, Italy	Event	
Europes's Rail Innovation Days	07/11/2023	Brussels, Belgium	Event	ADZ attended the event

Event	Date	Location	Category	Description of the activity
Linkedin post on steering committee meeting in CEMOSA's headquarter	08/11/2023	online	Social Media	report on the meeting and the objective of the project
SIFET	27/09/2023	Arezzo, Italy	Congress or Conference	IAM4RAIL PROJECT: MULTISENSORY UAV SURVEYS FOR THE MONITORING OF CIVIL INFRASTRUCTURES
SIFET	27/09/2023	Arezzo, Italy	Congress or Conference	Presentation of a Poster with continuous attendance to it
Linkedin post about Innovation towards an Intelligent and Integrated Asset Management System" in the context of the FP3-IAM4RAIL project	19/11/2023	online	Social Media	Showcasing the project on social media
TRA 2024 Conference	15/04/2024	Dublin (Ireland)	Event	Lead authorship of one and contribution to one publication for TRA 2024 Conference in collaboration with WP10 members Lead: Boosting holistic railway infrastructure monitoring and health prediction by integrated data sets and analysis
TRA 2024 Conference	15/04/2024	Dublin (Ireland)	Conference	Published and oral presentation of RCF detection using ABA (PRORAIL+TUDelft+TRV)
TRA 2024 Conference	15/04/2024	Dublin (Ireland)	Conference	Published and oral presentation of condition monitoring for transition zones in Sweden, Norway and The Netherlands (PRORAIL+TUDelft)
TRA 2024 Conference	15/04/2024	Dublin (Ireland)	Conference	Presentation and paper for TRA 2024 Conference Agile Multi-Sensor Platform Leonardo: Evaluation of new Monitoring Technologies in an Operational Environment

Event	Date	Location	Category	Description of the activity
LinKedin post on TRA 2024	23/04/2024	online	Social Media	Post on presence of CEMOSA at TRA 2024, where progress of several research projects was presented.
Publication in journal Measurement - Elsevier	01/05/2023	Online	Scientific and peer reviewed publication	Paper on analysis of transition zones using ABA measurements. S. Unsiwilai, L. Wang, A. Núñez, and Z. Li, “Multiple-axle box acceleration measurements at railway transition zones”. Measurement, Volume 213, May 2023, 112688
Publication in journal Intelligent Transportation Infrastructure - Oxford	01/09/2023	Online	Scientific and peer reviewed publication	Review paper TUDelft+PRORAIL+DB on AI technologies for Infrastructure. W. Phusakulkajorn, A. Núñez, H. Wang, A. Jamshidi, A. Zoeteman, B. Ripke, R. Dollevoet, B. De Schutter and Z. Li, “Artificial intelligence in railway infrastructure: current research, challenges and future opportunities”. Intelligent Transportation Infrastructure, Volume 2, 2023, liad016
Publication in journal IEEE Transactions on Neural Networks and Learning Systems - IEEE	01/05/2024	Online	Scientific and peer reviewed publication	Paper on fundamentals of AI (physics informed NN) towards simulation of beams, T. Kapoor, H. Wang, A. Núñez, and R. Dollevoet, "Physics-informed neural networks for solving forward and inverse problems in complex beam systems." IEEE Transactions on Neural Networks and Learning Systems, Volume 35, Issue 5, Pages: 5981-5995, May 2024. Intelligence, Volume 133, Part A, July 2024, 108085

Event	Date	Location	Category	Description of the activity
Publication in journal Mechanical Systems and Signal Processing - Elsevier	01/05/2024	Online	Scientific and peer reviewed publication	Key paper on the combined use of LDV and ABA under controlled/laboratory conditions, proven TRL4 level of the technology. Y. Zeng, A. Núñez, Z. Li, "Measuring transfer functions of tracks structures in a test rig with laser Doppler vibrometer and accelerometers on a moving vehicle." Mechanical Systems and Signal Processing, Volume 214, May 2024, 111392
Publication in journal Engineering Applications of Artificial Intelligence - Elsevier	01/07/2024	Online	Scientific and peer reviewed publication	Paper on fundamentals of AI (transfer learning and causal Physics informed NN) towards simulation of beams, T. Kapoor, H. Wang, A. Núñez and R. Dollevoet, "Transfer learning for improved generalizability in causal physics-informed neural networks for beam simulations". Engineering Applications of Artificial Intelligence, Volume 133, Part A, July 2024, 108085
Paper in Special Issue "Real-Time Monitoring Technology for Built Infrastructure Systems" in Journal Sensors https://www.mdpi.com/journal/sensors/special_issues/Built_Infrastructure_Systems	12/01/2024	Online	Scientific and peer reviewed publication	Paper "Analysis of Local Track Discontinuities and Defects in Railway Switches Based on Track-Side Accelerations" https://www.mdpi.com/1424-8220/24/2/477
The Rise of IOT and Big Data in Rail	15.05.2024	Cologne, Germany	Congress or Conference	Presentation of digital activities
2024: DRIVEN by DATA - The mFUND Workshop Series about Mobility Innovation - Workshop No 7: Big events - How data and new technologies improve mobility flow safety and efficiency	17.05.2024	Online	Workshop	The "DRIVEN by DATA" workshop series on the importance of data in modern society, particularly in the transport sector.
Rail Live	29/11/2023	Madrid	Exhibition	Participation in the Rail Live event as guests

Event	Date	Location	Category	Description of the activity
IT Industrie	25/6/2024	Paris	Congress or Conference	Participation in a round table on automation in industry
Publication in intranet of GTS Spain	22/02/2024	Madrid	Media article	Madrid receives the members of one of the Work Package 8 of Europe's Rail

Also, six scientific articles mentioning the FP3-IAM4RAIL project have been published in peer review journals by the Delft University of Technology (Delft, Netherlands). You can find them all below:

1. Paper on analysis of transition zones using ABA measurements. S. Unsiwilai, L. Wang, A. Núñez, and Z. Li, "Multiple-axle box acceleration measurements at railway transition zones". Measurement, Volume 213, May 2023, 112688 Paper 1

2. Review paper TUDelft+PRORAIL+DB on AI technologies for Infrastructure. W. Phusakulkajorn, A. Núñez, H. Wang, A. Jamshidi, A. Zoeteman, B. Ripke, R. Dollevoet, B. De Schutter and Z. Li, "Artificial intelligence in railway infrastructure: current research, challenges and future opportunities". Intelligent Transportation Infrastructure, Volume 2, 2023, liad016 Paper 2

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6. Paper "Analysis of Local Track Discontinuities and Defects in Railway Switches Based on Track-Side Accelerations" Paper 6

10. Conclusion

This dissemination and communication plan presents a comprehensive strategy for the project FP3-IAM4RAIL, including all the materials and strategies that will be used for external communication, engagement and uptake of the results by relevant stakeholders. This document describes how the results of the project are communicated as well as the state of play of the activities at M22.

More dissemination and communication opportunities will arise as the project progresses. Therefore, this document should be considered as an initial strategy. Dissemination and communication activities will be discussed at WP level and coordinated by the communication leader throughout the lifetime of the project.

D20.1 has been updated at Month 22 (with a second version) and will be updated by Month 30, becoming D20.2, however the effectiveness of the project's communication will be periodically monitored to track the proper KPI and review the dissemination and communication plan, if necessary.