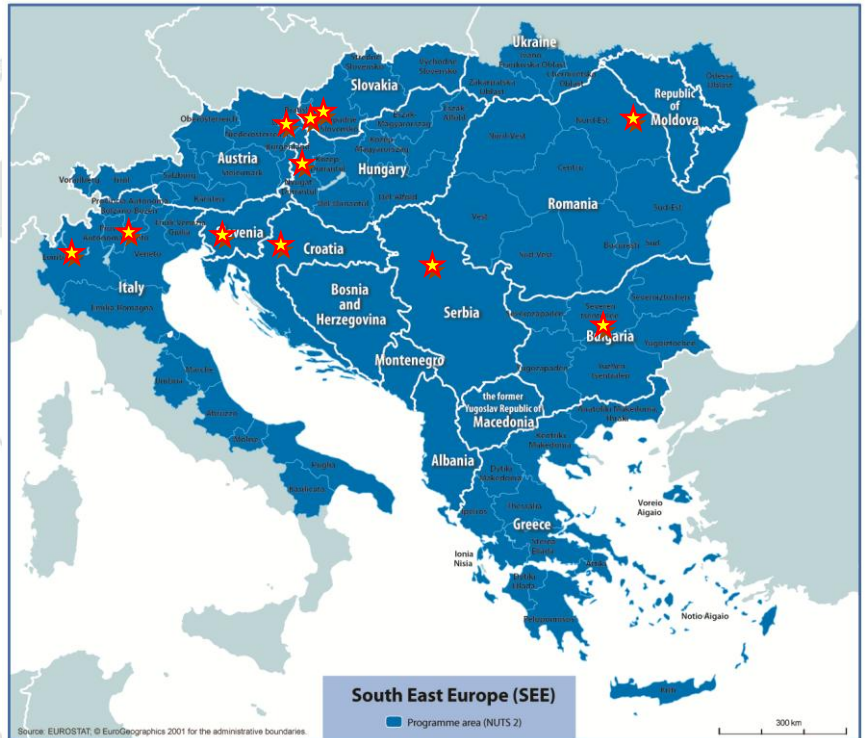


- Automobilový klaster - západné Slovensko (Slovakia)
- Comuniprese Societa' Consortile a Responsabilita' Limitata (Italy)
- Universitatea Tehnică "Gheorghe Asachi" din Iași (Romania)
- Nyugat-Pannon Regionális Fejlesztési Zrt. (Hungary)
- Technical University of Gabrovo (Bulgaria)
- Associazione CREATE-NET (Italy)
- Slovenská technická univerzita v Bratislave, Materiálovotechnologická Fakulta v Trnave (Slovakia)
- Gospodarsko interesno združenje ACS, Slovenski avtomobilski grozd (Slovenia)
- Hrvatski Automobilski Klaster (Croatia)
- Automobilski klaster Srbija – Fond za podršku konkurentnosti proizvođača autodelova i autoopreme (Serbia)
- Automotive Cluster Vienna Region – VIENNA REGION Wirtschaft.Raum.Entwicklungs.GmbH (Austria)

AUTOCLUSTERS Newsletter



After two successful years the project "Autoclusters" is brought to its most important phase - application under the Seventh Framework Programme for Research, Technological Development and Demonstration Activities (2007-2013).

The Autoclusters project connects universities, research institutes, SMEs and it is funded under the "Southeast Europe" program. It is a joint initiative between organizations from Slovakia, Hungary, Austria, Italy, Romania, Slovenia, Croatia, Croatia, Serbia and Bulgaria.

The project aims to develop a sustainable network in the automotive industry among the Southeastern European countries. The idea is to create a technological and research network associated with automobile companies. It will allow network members to share their efforts to create modern electric vehicles and to design the infrastructure for their use.

Project meetings in Bulgaria and Romania

After meetings in Milano (Italy), Győr (Hungary) and Beograd (Serbia) Autoclusters partners have met on two other project meetings in Bulgaria and Romania.

Albena

In August 2010 the Autocluster project partners participated in a meeting in Albena summer resort on the Bulgarian Black sea coast. They analyzed the outcomes of the third project period.



Also 11 small project proposals were considered and discussed. The project partners selected three of them and considered their future realization. During the summit the participants visited the company ZMDI - Varna, which develops specialized microchips for use in automotive electronics. Few new Bulgarian electric cars were presented, developed by companies Kaproni and Belchev Motors - Stara Zagora.

Iasi

In December, the Romanian city of Iasi hosted AUTOCLUSTERS project team members at the 5th meeting, aimed at creating and building the first cooperative and innovative network for the automotive industry in South East Europe.

Project results to date, current situation of the tasks and plans for 2011 were presented at the meeting. Small innovative pilot project which is solved in the work package WP6 "E-mobility" was introduced. Launched "small project" (or subproject) focuses on the analysis of the infrastructure for electric vehicles in South East Europe in order to map and identify potential so far countries / regions project partners in terms of technical and physical infrastructure for electric vehicles.



AUTOCLUSTERS

It is an international cooperative network of educational and research institutions with subcontractors and other bodies active in automotive industry.

The second level clustering activities proposed by the project are strictly oriented on the activities, which are improving the innovation capacities in the region and improve technology and know-how transfer – improving the innovation circle.

The project in the first stage analyses the cluster's development and best practices across the regions as well as creating the connection with other existing European activities in the automotive clustering. The project focuses highly towards producing concrete results and addresses the main challenges that are particularly specific for South-East Europe region.

For more information visit www.autoclusters.eu

AUTOCLUSTERS

AIMS

There are three main issues we would like this project to focus on:

- Requirements for implementations of new technologies, particularly according to new European strategies and policies
- Innovation capacities - Lack of labour on the market mainly in the area of highly qualified workforce for automotive industry
- Innovation circle - Lack in cooperation between R&D (universities), SME's and car (part producers)

In the case of NMS (New Member States), candidate countries, potential candidate countries and neighbouring countries there is still cooperation between industries and universities at lower level, an issue which is negatively affecting the sustainable development of the automotive industry in South-East Europe.

WP6 - Small Project

Project "E-Mobility"

Based on the results of WP4 (presented in previous newsletter) the direct application of new and innovative research results should be developed in Autoclusters WP6 project activities.

The overall goal is to develop the appropriate cooperating projects that could be realized as the project pilots. The projects should be innovative and include the link between the R&D institutions and producer SME's. Autoclusters team started to implement project "E-mobility" as one of total 3 small projects.



Project is focused on analysis of electromobile infrastructure in chosen regions/cities of SEE. (each partner will analyze only his own region, not the whole country). The main purpose of the project is start up new pilot initiative in the frame of electromobile issue with great transnational impact. The main challenge in our project is to

support innovation activities, R&D activities, increasing environmental consumer awareness, creation cooperative networks in area e-mobility. We would like to analyse electromobility infrastructure from 2 main points of view:

1. Technical and physical infrastructure (it means: power stations, services centres, recycling of batteries, suppliers, electricity production, potential renewable energy sources, actual legislation in EU in terms of e-cars, potential partners organization for e-mobility development etc.).
2. R&D and innovation infrastructure (actual R&D labs, innovation centres, university centres, firms, local market trends, SWOT analysis of the region/city with focus on e-mobility and its future development in horizon 10 years).

More about analysis you can find: www.autoclusters.eu

South East Europe –

Regional News

AUTOMOTIVENETS Workshop in Trento, Italy

Five project partners from AUTOCLUSTERS- CREATE-NET, Comunimpresa (Italy), Slovak Technical University, Slovakia, "Gheorghe Asachi" Technical University of Iași, Romania and Technical University Gabrovo, Bulgaria are organizing the AUTOMOTIVENETS workshop in Trento on 24th February 2011.

AUTOMOTIVENETS workshop

Trento, Italy

24th February 2011

The goal of this event is to bring attendees up-to-date with examples of successful interregional and inter-sectoral partnerships and opportunities supporting cooperation and innovation in the automotive sector in Europe.

Among the participants will be representatives from academia, research centers, policy makers and cluster organizations from Central and South-East Europe.

For further details on the agenda and registration check our website www.autoclusters.eu and the workshop website: <http://62.168.68.98/autoclusters/index.cfm?module=Events&page=EventBackgroundInfo&EventID=2291>

**Sustainable
Energy Europe**



AUTOMOTIVENETS workshop has been approved as one of the energy days within the Sustainable Energy Europe Campaign.

For additional information please contact us via e-mail at:

stela.stancheva@create-net.org

AUTOCLUSTERS

PRIMARY OBJECTIVES

The project is built up on experience from previous activities in Automotive industry (NEAC, Automotive Clusters, Belcar, TCAS, I-CAR-O) and in line with EU policies, especially in clustering and automotive industry. The framework's project aims to:

- Create the first sustainable network in automotive industry in SEE region with specific focus on innovation activities
- Create partnerships which consist of institutions from New Member States, non-EU members as well as well experienced institutions from EU-15
- Invite in the network not just clusters and other SME supporting facilities but directly also R&D institutions and universities
- Improve innovative capability by realizing studies of innovation capacities, exhibition in universities and dissemination outputs of our activities, exchange studies and networking activities
- Prove the concept by realizing the project samples and by generating of the proposals to FP7

AUTOCLUSTERS

INNOVATIVE CHARACTER

The project's main contribution is to increase innovation capacities and innovation circle in the automotive industry in SEE. As project output, the project intends to establish the first permanent network in the automotive sector in the SEE region.

The method of dissemination of the project's outputs includes the creation of the first web-based interactive database describing innovation capacities across the SEE.

The project would like to contribute towards cooperation between researchers, SMEs and car producers by finding the new innovative ways of cooperation. As the project result the 3 joint innovative pilot projects will be realized. The project as a result proposes the preparation of 3 proposals for the FP7 as well as focusing on the promotion of other non-funded projects identified by working groups which will help them to find other financial sources. All the methods used in the project will be described in the project's common methodology.

Charging stations for electric car – the next step

The Bulgarian company Belchev Motors, which has designed one of the first electric cars in the country, is going to make next a very important step for development of the necessary infrastructure for these vehicles - public recharging points. The main feature of their project is that it was realized totally on the base of green energy. The charging station is fully autonomous, because the necessary energy is produced by a photovoltaic charging system and a wind generator.



The Photovoltaic system makes use of two types of solar panels - one 1400 W, based on PV mono crystals cells with a dynamic following unit, and a second stationary 480 W, with PV amorphous silicon thin-film cells. The wind generator has a 1500 W turbine. There is a powerful 48 V/1000 A/h battery, which allows for a high peak of energy charge, if quick charging is necessary. An autonomous inverter with power of 5 kW supplies energy with the required parameters for charging of the vehicles.

An automatic unit keeps a steady temperature, which guarantees permanent capacity and a long-life operating mode of the battery. The capacity of the battery depends on the operating mode of the station. Additionally, in the station there is a 500 L filter water tank for cleaning the PV panels. It is filled with rain water.

The charging station has a very compact design and there are no difficulties for transportation and location in different areas. It will be built and tested in an operating mode in Stara Zagora.

For this purpose the company "Belchev Motors" has bought one parking lot in the center of Stara Zagora, where the first recharging point in Bulgaria will be positioned.

All articles at www.autoclusters.eu

The interaction car-electric grid in the town of the future with e-mobility Italy project

On 25th January 2011, Enel, Siemens Italy and Smart presented the guidelines for making the urban transport more sustainable, based on the implemented and future steps for e-mobility Italy project.

Siemens Italy became a technological partner for the accomplishment of the connection of the electric car to the grid, the contracts, the services, included those dedicated to the users and the control of the grid.

The project started in December 2008 as initiative of Enel and Smart, aiming to diffuse 100 electric vehicles that can be powered at 400 public and private charging stations.

The car selected for this project is Smart Fortwo Electric Drive:

Max.power of the electrical engine: 30 kW (41 cv)

Battery from Tesla Motors inc.: capacity of 16, 5 kW/h situated between the two axes.

Max speed: auto limited to 100 km/h with a time of 6"5 to accelerate from 0 to 60 km/h.

The first "electric drivers" live in Rome, Milan and Pisa- three towns with different modes of mobility which will allow testing various potentials of smart electric drive. After the end of the project that has duration of 4 years, the cars shall be returned to Mercedes Benz Italia.

Smart Electric Drive will be available on the market from 2012.



All articles at www.autoclusters.eu

AUTOCLUSTERS

IMPACT

Innovation activities in the automotive industry should be generally considered as activities with positive impact on environmental sustainability.

This concrete project defines 4 major areas where joint innovative pilot projects and proposals will be selected. Finally 3 of them will be realized and for 3 others the proposals for FP7 will be prepared.

One of the most important areas with positive impact on environmental sustainability is "Green technology" but, the pilot projects or proposals from areas "Plastics and non-metal materials" and "Technology and electronics" will contribute to this EU policy as well.

New fuels in EU27 from 01 January 2011

From 1 January 2011, the requirements of the Fuel Quality Directive (Directive 2009/30/EC) applied through its transposition into the laws of the 27 member states of the EU (and certain other countries that apply EU law).



Amongst other things, vehicle drivers will face new fuels at the pump. In particular, the main grade of unleaded petrol at the pump will change to one that contains up to 10% ethanol (or a mixture of limited 'oxygenates' up to an equivalent 10% limit) and diesel will change to one that contains up to 7% FAME (Fatty Acid Methyl Ester).

E5 or E10 for your car? Find the answer here:
http://www.acea.be/images/uploads/files/20101123_E10_compatibility.pdf

All articles on www.autoclusters.eu

The students created their own car

Faculty of Mechanical Engineering at Technical University of Kosice, Slovakia has designed fully functional car in real size, thus demonstrating their knowledge and skills of the development and construction vehicles. The cabriolet ICAR 2010 is an attractive car made by Slovakian students.

The aim was to build a car to simulate the procedure of real car production. The car should gain attention by its originality, aggressiveness, speed, advanced and innovative features.



The design and development of the vehicle took one year, another year working on the proposed line to pass to the final shape. The result is a elegant two-seater roadster ICAR 2010 with a body length 418, width 170 and height 139 cm. The original body has sliding wing door, built-in steel reinforcements, fiberglass parts and carbon materials were also used.

Student's prototype car shows the potential of university education, which can be a partner for the automotive industry. Project of student prototype car was driven by prof. Ing. Milan Kovac, DrSc., Director of the Institute of technology and management and was financially supported by the Dean of the Faculty of Mechanical Engineering in Košice Dr.hc prof. Ing. Miroslav Badida, PhD. and co-founded by the fund for the construction of laboratories.

ICAR 2010 is only the beginning. The next project will deal with building the electro mobile.

All articles on www.autoclusters.eu

PSA Peugeot Citroën intends to deepen cooperation with BMW

PSA plans in cooperation with BMW by engines to extend and to take sets with higher capacity from the Bavarian manufacturer. Currently, PSA and BMW use the same 1.4 and 1.6-liter petrol engine. PSA may offer to BMW new saving-cylinder engine, which the automaker discloses in 2011. In return, PSA could take larger engines from BMW.

PSA / Peugeot-Citroen **Trnava** also plans to expand cooperation with BMW outside development of engines into the sphere of suppliers and purchasing. They discussed about possibilities for cooperation in purchasing components such as gearboxes, but also air conditioning.

HUNGARY: Audi puts further expansion plans in place

Audi could expand its Hungarian plant further after 2013 when its current expansion project is completed. Environmental licensing documentation, filed with the 2013 expansion plans at Audi's Gyor plant, show the company has planned a second phase of investment in 2017-2018, which could raise output to up to 339,264 vehicles a year - or 1,000 per day.

Audi Hungary spokesman told Reuters the currently planned 2013 expansion would increase capacity to 500 vehicles per day and it was possible that output could rise further in the future. The company did not comment on the 2017-2018 investment but said the licensing documentation filed with the expansion of the Gyor plant was based on "maximum technical production capacity".

The documentation, published on the website of the regional environment authority, said the project could create up to 15,000 jobs directly and through suppliers if all production capacities are utilised. The current expansion will increase output to 125,000 vehicles a year from 2013 creating 1,800 new jobs. Models assembled at Gyor will include the TT roadster, A3 cabriolet and another A3 derivative.

Audi made 38,541 cars and 1.65m engines in Hungary last year.

Road Safety

From 2011 onwards, **Dedicated daytime running lights (DRLs)** will be mandatory for all new cars and small delivery vans in the EU.



Trucks and buses will follow in August 2012. Existing vehicles will not have to be retrofitted. Currently, 17 EU countries already have some form of DRL legislation. DRLs are the lamps on vehicles that switch on automatically when the engine is started. They substantially increase the visibility of motor vehicles.

DRLs are designed to be switched on during the day. In contrast to conventional headlights, DRLs do not help the driver see the road but rather help other road users see the approaching vehicle. The energy consumption of DRLs is only 25-30% of that of a conventional dipped-beam headlamp.

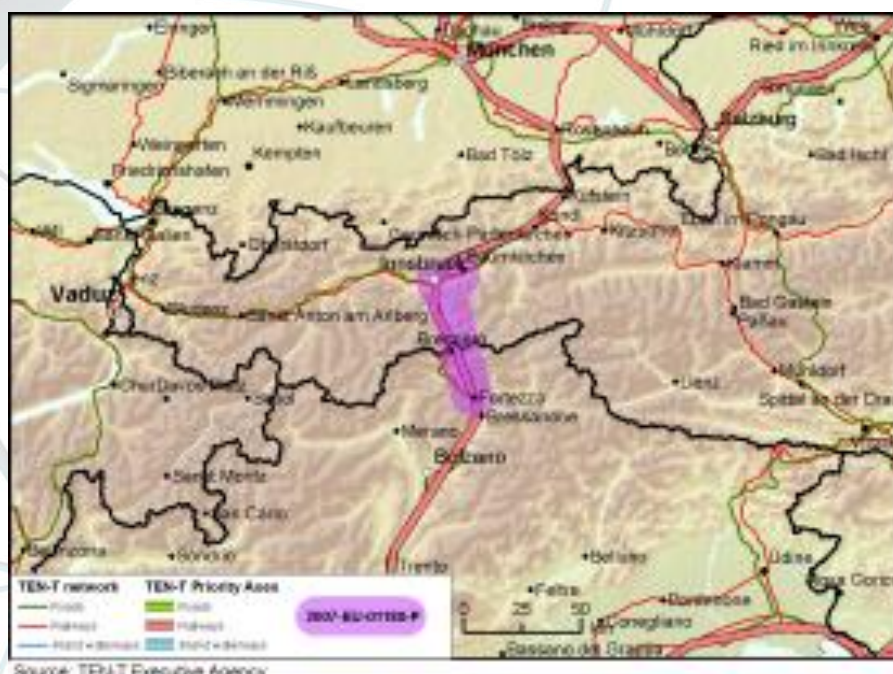
Multimodal transport and EU Corridors

On 1st February 2011 the Austrian government approved the launch of the works on the Brenner Base Tunnel. The Brenner Corridor is the centrepiece of Priority Project No 1 Berlin –Palermo. The goal is a modal shift from road to rail in the sensitive alpine region.

The Austrian decision to start the works on the Brenner Base Tunnel is part of the approval of the framework programme 2011 -2016 of the Austrian Railways (ÖBB

Rahmenplan). The works on the Brenner Base Tunnel will start this year. Until 2016,

Austria will invest approximately €1,3 billion in the tunnel infrastructure. The EU foresees investing additionally almost €1 billion in the Brenner Corridor by end 2013. This is by far the highest TEN-T contribution of all 30 EU Priority Projects.



Excavation works will start in 2011 from Innsbruck in the north and Fortezza (Italy) in the south. The works on the central part of the tunnel between Ahrental and Trens will start in 2016.

Contact:

**Automobilový klaster
– západné Slovensko**

Hlavná 5,
917 01 Trnava
Slovakia

All information at
www.autoclusters.eu

This project is co-funded from South-East Europe programme and European Union (www.southeast-europe.net).

