



Efficient and affordable Zero Emission logistics through

NEXT generation **Electric TRUCKs**

HORIZON Innovation Actions | Project Number: 101056740

D9.2

**Dissemination activities
report Year 1 update**



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ABBREVIATIONS AND ACRONYMS

Abbreviation	Meaning
AB	Advisory Board
BAR	Barcelona
CTA	Call to Action
GA	Grant Agreement
GA4	Google Analytics 4
IST	Istanbul
KPI	Key Performance Indicator
M	Month
RF	Reference Group
T	Task
UTR	Utrecht
WP	Work Package



EXECUTIVE SUMMARY

D9.2 summarises the first year of communication and dissemination activities for NextETRUCK and updates the original Dissemination and Communication Strategy (D9.1) aimed at maximizing the impact of the project's developments and results, raising awareness, and engaging with stakeholders.

The present document outlines the performance of the different communication and dissemination actions planned for the first year, aimed at increasing visibility and generating interest. These include the creation of communication tools and channels such as the project's website (www.nextetruck.eu), social media networks and other materials like the roll-up banner, the leaflet, or the concept image. D9.2 analyses whether these documents have been delivered in due time and if the Key Performance Indicators set at the beginning of the project are being successfully reached. These materials have been distributed at relevant events and conferences, reaching a diverse range of industry professionals and stakeholders.

The deliverable also summarizes the activities related to task 7.3 - Technical dissemination, liaison, and events, started in M6. This task responds to the effective communication of the project's progress and results, leveraging the communication tools and channels already described in T9.2. This section describes the organisation of a Communication and Dissemination workshop and the project's representation in events, highlighting the POLIS event 'E-Volution: Urban Space Solutions for Passengers and Freight'. Additionally, it collects the technical papers produced during this period, which will be presented in upcoming events.

The deliverable mentions T7.4. Although planned to begin on Y2, the partners involved have already defined a strategy to ensure success. Lastly, the document compares the status of the Key Performance Indicators (KPIs collected in the Grant Agreement and the overall performance of the project during its first year.

D9.2 will be updated annually to report the progress and assess the new milestones and objectives for the upcoming months.



1 INTRODUCTION

1.1 Project intro

The present deliverable is part of the NextETRUCK project, which has received funding from the European Union Horizon Innovation Actions programme under grant agreement No 101056740. The UK participants in this project are co-funded by the UK.

NextETRUCK is a 3-year Horizon Europe project that develops ZEV concepts tailored for regional medium freight haulage, running from 1 July 2022 until 31 December 2025. The project aims at playing a pioneering role in the decarbonisation of vehicle fleets, demonstrating next-generation e-mobility concepts. It also contributes to the development of zero-emission vehicles and ecosystems that are holistic, innovative, affordable, competitive, and synergetic.

NextETRUCK is expected to build concepts tailored for regional medium freight haulage with at least a 10% increase in energy efficiency compared to existing highest-end benchmark electric vehicles. In addition, it shall prepare concept and infrastructure demonstrators for fast charging and offer new business models to increase end-user acceptance and foster the market uptake of the project solutions.

The project's consortium consists of 19 partners from 8 countries: The Netherlands, Belgium, Germany, Spain, Greece, Australia, Turkey, United Kingdom. The project's coordinator is TNO (Netherlands Organization for Applied Scientific Research). NextETRUCK shall conduct demonstrations in Istanbul, Barcelona, and Utrecht.

1.2 Purpose of the deliverable

Deliverable 9.2 is an annual update of the dissemination and communication activities of the NextETRUCK project as a follow-up of D9.1 - Dissemination and Communication Strategy, presented in M6.

1.3 Deliverable structure and relation with other Work Packages/deliverables

D9.2 follows the guidelines collected in NextETRUCK Grant Agreement, further defined in Deliverable 9.1 – Dissemination and Communication Strategy.

1.4 Intended audience

Deliverable 7.1 is a publicly accessible document. Therefore, it can be consulted by consortium members, the European Commission, and external stakeholders.



2 EVALUATION OF THE DISSEMINATION AND COMMUNICATION STRATEGY

During the first year of the project, the WP9 has defined a comprehensive communication and dissemination strategy, depicting the project's pertinent activities to maximise reach, raising awareness about the project's mission, providing insights on the earlier stages of the three use cases and engaging with sister project's stakeholders.

The primary focus of the communication and dissemination efforts has been to emphasize the significance and contributions of the NextETRUCK project towards the sustainable goals of the European Union. A key objective has been to showcase NextETRUCK's strong commitment to decarbonizing the logistics sector. This central objective has been consistently integrated into all activities, including the website, articles, leaflet and the project's presence at events.

The consortium has focused on establishing a solid foundation for the project, ensuring that objectives are met, and facilitating a seamless deployment of the three use cases (IST, UTR, and BAR). These efforts are aimed at achieving a successful implementation of the project in the upcoming stages. There is, therefore, a strategy in place for the next

The table below depicts the WP9 planning for the first year. Task 9.1 and 9.2 are carried out since the beginning of the project, and it will be carried out throughout the full duration of the project. T9.3 started at M6.

Table 1: Overview of WP9 planning

Year			1											
Month			1	2	3	4	5	6	7	8	9	10	11	12
WP9: Dissemination and Exploitations (Leader: POLIS)														
Task 9.1	Dissemination and Communication Strategy	POLIS												
Task 9.2	Communications channels and tools	ERTICO			M14			M15						
Task 9.3	Technical dissemination: liaison and events	POLIS												
Task 9.4	Capacity building and Reference Group	POLIS												



*Milestone



3 EVALUATION OF THE DISSEMINATION AND COMMUNICATION TOOLS AND CHANNELS

The following section scrutinises the performance of the NextETRUCK tools and channels, their deliverable period, impact, and upcoming steps.

3.1 Milestone 14: Branding identity

On M3, following the GA, milestone 14, referring to the Branding Identity, was delivered. This document, available on SharePoint for all consortium members, provides clear guidelines for the appropriate use of the project logo, the approved colour palette, designated fonts, and the proper acknowledgment of EU funding in accordance with Horizon Europe guidelines.

Additionally, as part of the branding identity, templates for PowerPoint, Word, and press releases were created to ensure consistent internal and external communications. A generic image was developed to visually support communication and dissemination activities, while a more detailed concept image was created in a later stage of the project (refer to subsection 3.7).



Figure 1: NextETRUCK generic image

3.2 Milestone 15: NextETRUCK website

During the project's first year, Milestone 15, referring to the project website, was reached on M6, in line with the GA. The website, managed by ERTICO, is the project's central communication and dissemination channel. The domain www.nextetruck.eu is structured on the following pages:

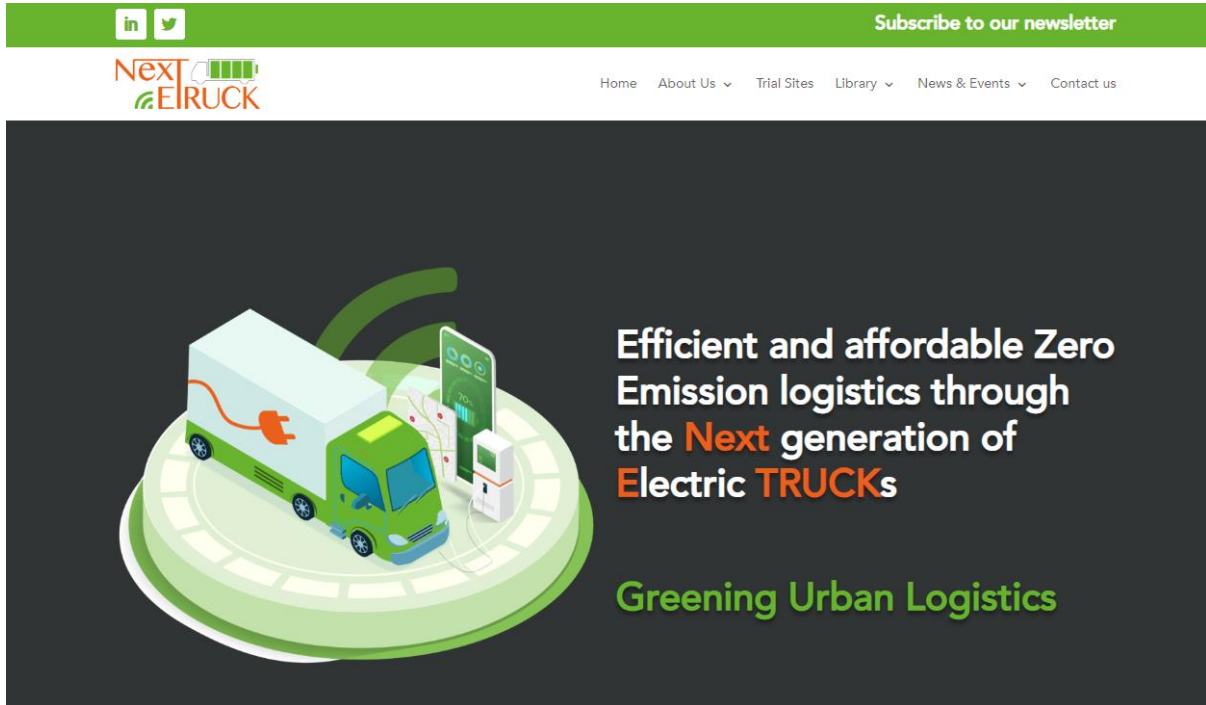


Figure 2 : NextETRUCK website homepage

The Project

Efficient and affordable Zero Emission logistics through the Next generation of Electric TRUCKS

The transport industry is the most fossil-fuelled dependent, representing 37% of CO2 emissions. Medium-duty trucks are responsible for around 25% of these emissions, with an increasing fleet of 1,1 million in Europe.

The EU intends to achieve a climate-neutral economy by 2050. In this context, the European Commission supports projects that introduce electric vehicles into the transportation sector. NextETRUCK provides a sustainable solution to bring **zero-emission electric medium freight haulage**, playing a pioneering role in the **decarbonisation of vehicle fleets and accelerating sustainable market replenishment**.

Research organisations, business strategists, technology companies, vehicle and component manufacturers, and associations work together to advance zero-emission vehicles and ecosystems that are holistic, innovative, affordable, competitive and synergetic.

To achieve its objectives, NextETRUCK will develop three **pilot sites** in **Istanbul** (Turkey), **Utrecht** (Netherlands), and **Barcelona** (Spain).

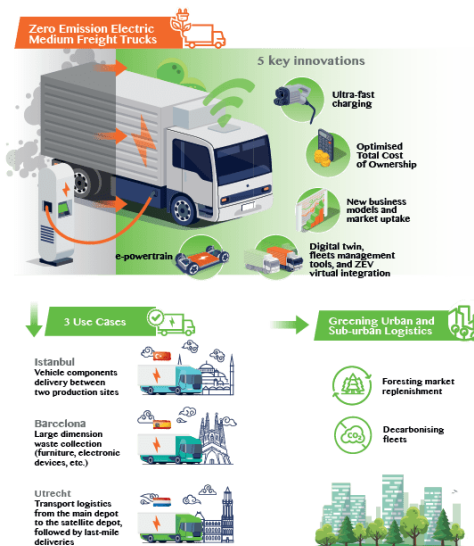


Figure 3: NextETRUCK website 'About the Project' page



NextETRUCK deploys three demo sites in real-world cases to validate feasibility and superiority to the existing medium freight haulage systems.

Each site will demonstrate 200 km of average daily operation for at least six months.

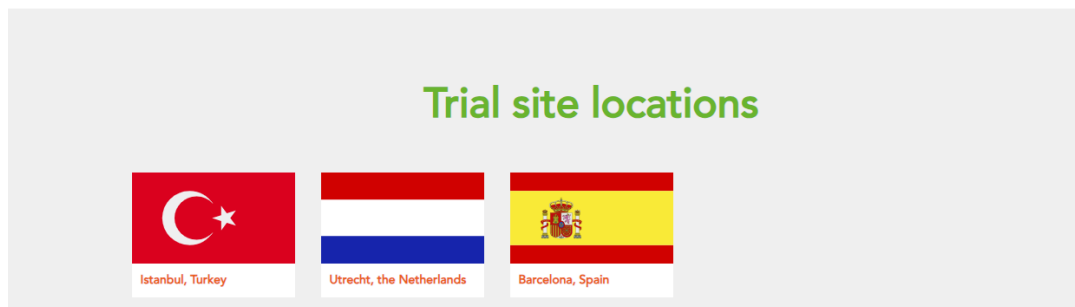


Figure 4: NextETRUCK 'trial sites' page

- **Home page:**
 - NextETRUCK generic image
 - Project title
 - Slogan + short description
 - Facts & figures
 - Project innovations
 - Latest news + Twitter feed
- **About us:**
 - About the project
 - Our objectives
 - The consortium
- **Trial site:**
 - Istanbul
 - Barcelona
 - Utrecht
- **Library:**
 - Project deliverables
 - Scientific Publications & Reports
 - Photo Gallery



- Media Toolkit
- **News & events:**
 - News
 - Events
 - Newsletters
- **Contact us**

The website is an ever-evolving platform with periodic updates that showcase relevant project results, materials, and any other public activities throughout the project's duration.

Google Analytics upgrade to GA4, mandatory for the website's data collection as of July, has led to a forced data migration. Due to a technical bug resulting from this update coming from the website builder, the figures from the previous period and the current one does not match. As the most up-to-date information, the deliverable includes data from the last month, already part of the GA4. Since the upgrade, which was carried out on June 18, the website has 75 visitors. Within the last 30 days, there have been 59 users. It is then concluded that the figure of 100 visitors during the first year has been reached.

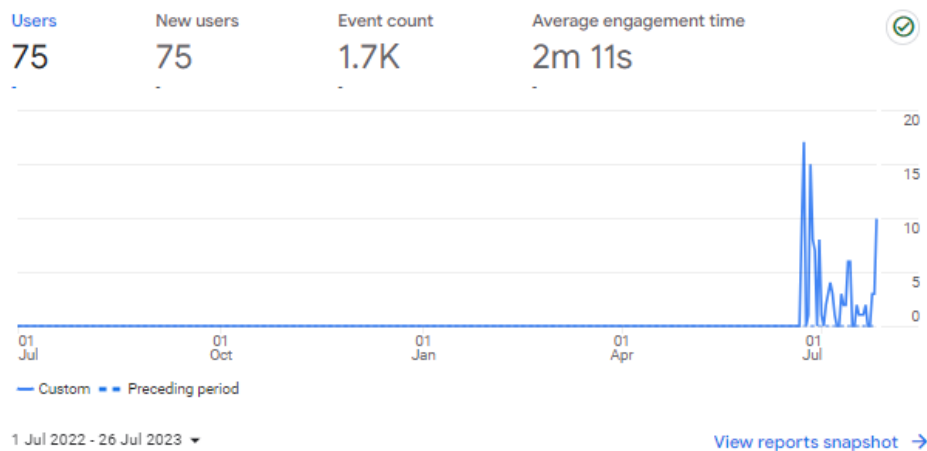


Figure 5: Number of users since GA4 migration

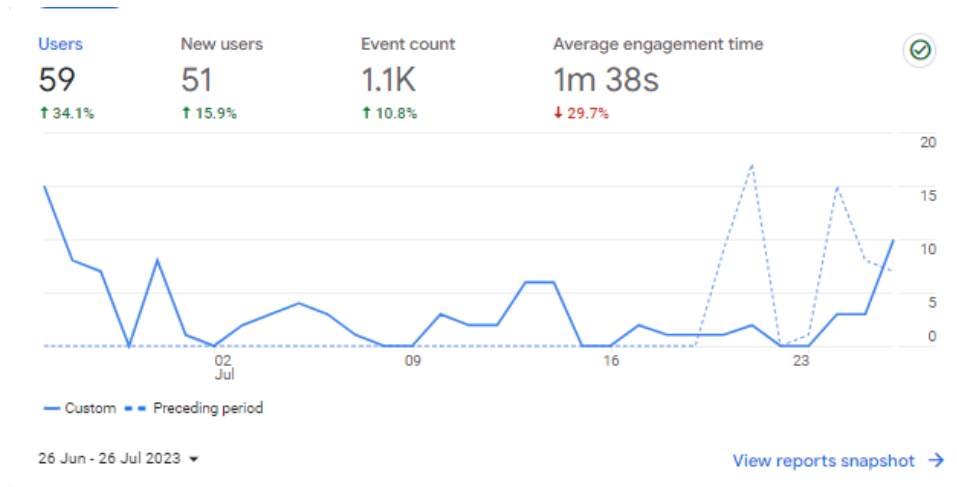


Figure 6: Number of users in the last 30 days

Regarding the number of articles published on the website, a total of 12 articles have been produced. The content varies from promotion and CTA encouraging users to subscribe to the project's newsletter or participate in a survey to reporting participation in events. Specific articles have been published to present each use case.

Criteria	Expected Performance (Year 1)	Year 1 results
Website – Visitors	100	59 (last month)*
Website – # of news published in English	12	12

3.3 Roll-up banner

The roll-up banner contributes to bringing consistency to the project's communication. It facilitates audience engagement providing a visual overview of the project's mission and NextETRUCK main communication channels (website, LinkedIn, and Twitter).

A [downloadable digital version](#) of the roll-up banner is available on the project's website.

3.4 Leaflet

The NextETRUCK leaflet is an introductory resource that outlines the project's mission. It provides a concise description of NextETRUCK's innovations and offers brief information about the three use cases. Aligned with the Dissemination and Communication Strategy, the leaflet incorporates key facts and figures to provide the audience with a general overview.

To promote sustainability and support the decarbonization objectives of NextETRUCK, a digital version of the leaflet is readily available and strongly encouraged for use. In line with



the increasing trend of paperless policies adopted by various events and congresses, only a limited number of 100 printed copies have been produced. The goal is to distribute all the printed leaflets, minimizing waste and the need for additional paper copies unless necessary. So far, the printed version has been distributed at the ITS European Congress and the POLIS event on ‘urban space solutions for passengers & freight’.



Figure 7: NextETRUCK leaflet at the ITS European Congress (Lisbon, 2023)

3.5 Social media

During its first year, the project has reported its latest progress through active presence on two social media platforms: LinkedIn and Twitter, seeking to engage with a wider audience.

3.5.1 Twitter



During the reported period, the NextETRUCK Twitter account reached 60 followers, reaching the KPI recorded in the GA. However, it is expected a considerable increase in followers and engagement in the upcoming months. The algorithm benefits audio-visual and visual content, and more of this content focused on the use cases will be produced. As demonstrations won't start until late 2024, images regarding digital twin and simulations will be the priority.



Furthermore, higher participation in events and conferences is planned for the rest of the year, which will enable greater engagement with stakeholders and similar projects.

The current changes in the platform might lead to a revision of the KPIs, scrutiny of whether this tool is being impactful for the project and how to enhance engagement following new Twitter policies.

During this period, the most engaging post is dated from June 21, regarding NextETRUCK participation at the event on electric mobility organised by the partner POLIS, which fostered the establishment of synergies with the Scale and eCharge4Drivers projects.



Impressions	1,082
Total engagements	50
Detail expands	13
Likes	11
Profile clicks	10
Media engagements	9
Retweets	5
Follows	2

Criteria	Expected Performance (Year 1)	Year 1 results
Twitter – total number of followers	50	69

3.5.2 LinkedIn



The LinkedIn account has proven to be more impactful than Twitter, both within the consortium (whose individual partners are more active on this social network) and with external companies and other stakeholders. As a tool created exclusively for the professional environment and the unlimited length of the posts facilitates greater engagement. Since the project started, the NextETRUCK LinkedIn account has gained a total of 138 followers.

Event, other relevant news and related external publications linked to the project's mission have been shared.



NextETRUCK
134 followers
4mo · 🌐

The #electrification of #lastmiledelivery trucks for #citylogistics looks promising, considering their low daily mileages and the opportunity to recharge at depots when not in use. 🚚🔌🔋

A joint study from [The International Council on Clean Transportation](#) and the [Regulatory Assistance Project \(RAP\)](#) quantifies the total cost of ownership of battery-electric last-mile delivery trucks in six European capital cities (London, Paris, Berlin, Warsaw, Rome, and Amsterdam) and compares it to existing diesel truck fleets.

The study concludes that, despite current high electricity prices, #batteryelectric #trucks will soon be cheaper to use than diesel trucks in Europe.

Click below to read more and download the study's fact sheet. 📄



Electrifying last-mile delivery: Battery-electric delivery trucks soon cheaper to use than diesel trucks in Europe
raponline.org · 1 min read
👤 You and 33 others 3 comments · 1 repost

During this period, the most engaging post was the promotion of a report on the benefits of last-mile delivery electrification (1407 impressions). Other relevant topics with the highest engagement are the following:

- A report on road freight decarbonisation: 761 impressions
- NextETRUCK article on sustainable challenges & patterns: 617 impressions
- NextETRUCK article summarizing the Utrecht use case: 524 impressions

These figures showcase the followers interest first in the topic of logistics' electrifications and, secondly, into the project's mission and its use cases. With this, NextETRUCK has laid the grounds, presenting its commitment to contribute with the EU policies in terms of sustainability and decarbonisation. During the upcoming months, first project results, further

collaboration with other projects and participation in events and conferences will be shared.

Criteria	Expected Performance (Year 1)	Year 1 results
LinkedIn – followers of the NextETRUCK page	100	142

3.6 Newsletter

As per the Dissemination and Communication Strategy, the project newsletter is scheduled to be distributed a minimum of two times per year. To date, two newsletters have already been sent. The first newsletter was sent during on M7, after the launch of the project website (M6). A dedicated article, social media posts and internal communications were carried out calling for action to subscribe. The second newsletter was sent during M12. All newsletters feature the latest news, upcoming events, and any other relevant content. They are distributed via MailChimp, an online marketing campaign platform, and archived on the project website for later access.

A permanent link is included in the header of the website so that users can quickly subscribe to the site.



Subscribe to our newsletter



[Home](#) [About Us](#) [Trial Sites](#) [Library](#) [News & Events](#) [Contact us](#)

NEWSLETTER FEBRUARY 2023

[Click Here](#)

NEWSLETTER JUNE 2023

[Click Here](#)

3.7 Concept image

In addition to the materials mentioned in the GA and 9.1, during Y1, a 'concept image' has been created. This image (Figure 6) visually illustrates the project mission, NextETRUCK innovations and the three use cases. The image was initially developed to use at the ERTICO Stand during the ITS European Congress (Figure Y). However, it is of general use. The consortium members are encouraged to use it in their presentations, events, etcetera. The image is also available for downloading in the NextETRUCK toolkit on the [website](#).



Efficient and affordable **Zero Emission logistics** through the **NEXTgeneration of Electric TRUCKS**

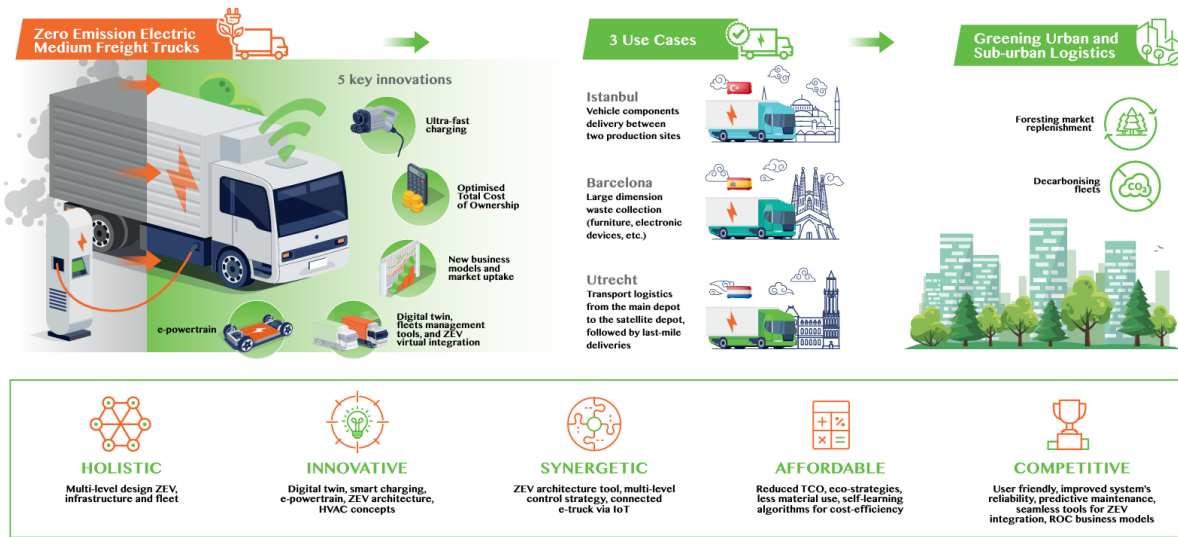


Figure 8: NextETRUCK concept image

3.8 Video

The project includes two planned videos: one in the middle of the project's timeline and a final video. Initially, it was agreed to include footage from the use cases and partner testimonials for both videos. However, since the deployment of the use cases will commence later the first video will be animated. Currently, the status is starting the script drafting process. The video will showcase key facts and figures about the project, its mission, relevance to the EU's sustainability goals and provide additional details on each use case.



4 EVALUATION OF TECHNICAL DISSEMINATION, LIAISON AND EVENTS

4.1 Communication and Dissemination Workshop

POLIS and ERTICO coupled the WP9 monthly meeting of May 2023 with a Communication and Dissemination Workshop, aimed at the NextETRUCK partners. The workshop was held online on the 4th of May 2023.

This workshop consisted of:

- A (re)introduction of the Comms team to the NextETRUCK consortium.
- A thorough tour of the NextETRUCK website and its sections and content.
- Showcasing NextETRUCK' social media (Twitter and LinkedIn).
- Emphasising on why communicating about the project is important, apart from required.
- Highlighting the Comms KPIs and how partners can help the Comms team reach them.
- Brainstorming on new content ideas that partners could feed to the Comms team.
- Explaining the good practices of how to write a concise communication text and how to take photos of relevant to the project events.

4.2 The E-evolution (POLIS event)

The “Parking”, “Clean Vehicles & Air Quality”, and “Urban Freight” working groups of POLIS held a two-day hybrid (online and in Brussels) [event](#) (19-20 June 2023), focusing on the future of electromobility and its impact on passenger and logistics transportation.

During the second day, participants delved into the electrification of heavy-duty vehicles, showcasing several EU-funded projects aimed at decarbonising urban freight deliveries.

The discussion panel, composed of industry partners, vehicle manufacturers, and technical experts, explored the implications of new zero-emission heavy goods vehicles (HGVs) for the road transport industry.

The NextETRUCK project was presented with ESCALATE. While NextETRUCK focuses on medium-sized trucks, ESCALATE aims to test long-distance freight solutions spanning 500 to 800 kilometres, including cross-border elements. NextETRUCK focuses solely on battery electric vehicle (BEV) solutions while ESCALATE examines hydrogen fuel cells and battery-powered solutions. The event was an opportunity for both projects to start building synergies.

ERTICO presented NextETRUCK by highlighting its unique involvement of three original equipment manufacturers (OEMs) conducting tests on three trucks in three different locations. The presentation also focused on the NextETRUCK key innovations.

As a concluding session, a roundtable gathered recommendations from freight industry experts and practitioners on supporting zero-emission freight in cities.



4.2.1 ITS European Congress 2023

The consortium submitted an abstract for a paper to be presented at the ITS European Congress in Lisbon. Since the project was at a very early stage at the time of submission, the application was rejected. Nevertheless, the project had a strong presence during the congress as one of the initiatives represented at the ERTICO stand. NextETRUCK was presented to the audience at this same stand, with a good reception from the audience and potential stakeholders.

4.3 Scientific publications

Two paper submissions have been accepted during the first year of NextETRUCK at two respective conferences, thus enabling NextETRUCK to be showcased at scientific forums, but also to expand on the scientific breakthroughs expected during the project's lifetime. These two publications are:

1. Popovac M., Gellai I., and Simic D (2023). *Advanced Eddy-Viscosity Turbulence Modelling For The Car Cabin Thermal Comfort Analysis*. International Heat Transfer Conference (IHTC) 17 [peer-reviewed, pending publication].
2. Schmalholz N., Tsiligiannis A., Thijs J., Rodriguez Rayego J. (2023). Cities as frontrunners towards zero-emission urban mobility. FISITA World Congress 2023 [peer-reviewed, pending publication].

The first paper presents the results of the numerical analysis of the thermal comfort within a realistic car cabin geometry operated under winter operating conditions and the obtained results against the available measurements. For an improved accuracy of the thermal comfort numerical predictions, the robust variant of the eddy-viscosity turbulence model based on elliptic relaxation has been modified, hence capturing near-wall effects in this complex geometry flow. Furthermore, this turbulent modelling framework has been complemented with the zero-value wall boundary condition and the compound wall treatment for the related turbulent quantities to reduce the model dependency on the wall adjacent mesh quality while maintaining appropriate near-wall turbulence behaviour wall adjacent quality while maintaining appropriate near-wall turbulence behaviour, this turbulent modelling framework has been complemented with the zero-value wall boundary condition and the compound wall treatment for the related turbulent quantities. The numerical analysis has been performed using a general purpose open-source code, while the numerical setup taken from the operating conditions and geometry of a car cabin case that has been experimentally investigated. The influence of turbulence modelling on improving the car cabin thermal comfort predictions has been discussed, as compared to the standard engineering practice.

The second paper highlights solutions that aim at decarbonising freight and private passenger vehicles in urban environments. The two EU-funded projects, SCALE and NextETRUCK, that are showcased there, deal with smart charging and vehicle-to-X solutions, as well as novel solutions for electrified urban freight vehicle fleets, respectively. Apart from researching the current state of play, a holistic approach is adopted relating to the novel solutions developed



and the challenges faced by these two projects. The paper also focuses on the use cases and the pilots of the two projects. The methodology employed is mainly based on the results of desk research but also includes surveys and interviews, assessments of the requirements and specifications of the use cases/pilots, as well as gap analyses of system architectures and user needs.

Criteria	Expected Performance (Year 1)	Year 1 results
Number of scientific publications	1	0 (2 confirmed by October 2023)



5 UPDATE ON CAPACITY BUILDING AND REFERENCE GROUP (T9.4)

Capacity building activities will be tailored to the functioning and the activities of the Reference Group and the Advisory Board. A database with potential member organisations/structures joining the Reference Group has been created and is currently being updated and populated by the project partners. This database consists of the contacts, grouped in stakeholder groups. Currently, 45 potential members have been mapped, with corresponding contacts. The invitations to join the Reference Group will be mentioning the possibility to participate in three different levels of commitment: Basic, Standard, and Enhanced. After consolidating the list of members of the Reference Group, as well as their preferences concerning their level of involvement, the project partners will then decide whom of them will be part of the Advisory Board. A closer collaboration and synergies with the AEVETO cluster and the ZEFES project are also being planned.



6 OVERVIEW OF THE KEY PERFORMANCE INDICATORS

At the beginning of the project, NextETRUCK established several KPIs to evaluate the effectiveness and efficiency of its communication and dissemination efforts. The table presented below outlines the status of those KPIs regarding WP9.

Table 2 : KPIs overview – Year 1

Activity	Criteria	Expected Performance (Year 1)	Year 1 results
Dissemination, communication and exploitation strategy (T9.1)	Deliverables	=< 1-month delay in delivery (31/01/2023)	16/02/2023 (initial submission) 04/05/2023 (updated resubmission)
Communication channels and tools (T9.2)	Website - Visitors	100	59 (last month)
	Website - # of news published in English	12	12
	Twitter – total number of followers	50	69
	LinkedIn – followers of the NextETRUCK page	100	142
Technical dissemination, liaison, and events (T9.3)	Number of scientific publications	1	0 (2 confirmed by October 2023)
	Articles published in specialized magazines	2	3
	Number of interventions in external events	5	2 (another 6 confirmed by October 2023)



6.1 Technical dissemination, liaison, and events (T9.3) breakdown

6.1.1 Scientific publications (2 planned)

3. Popovac M., Gellai I., and Simic D (2023). *Advanced Eddy-Viscosity Turbulence Modelling For The Car Cabin Thermal Comfort Analysis*. International Heat Transfer Conference (IHTC) 17 [peer-reviewed, pending publication].
4. Schmalholz N., Tsiligiannis A., Thijs J., Rodriguez Rayego J. (2023). Cities as frontrunners towards zero-emission urban mobility. FISITA World Congress 2023 [peer-reviewed, pending publication].

6.1.2 Articles published in specialized magazines (3)

1. 24 November 2022 – Freight Carbon Zero: [NextETRUCK is a new EU-funded initiative aimed at decarbonising vehicle fleets](#)
2. 23 March 2023 – electrive.com: [NextETRUCK project to develop more efficient zero-emission trucks](#)
3. 27 March 2023 – HANSER automotive: [Projekt NextETRUCK : ABB E-mobility entwickelt Ladelösung für E-Lkw](#)

6.1.3 Number of interventions in external events (2+6)

1. 22-24 May 2023, Lisbon (PT) – [NextETRUCK was presented in the ITS European Congress](#)
2. 19-20 June 2023, Brussels (BE) – [NextETRUCK was presented in The E-Volution: urban space solutions for passengers and freight](#)
3. 14-18 August 2023, Cape Town (SA) – [NextETRUCK will participate in the International Heat Transfer Conference \(IHTC\) 17](#)
4. 6-7 September 2023, Millbrook (UK) – [NextETRUCK will participate in the Cenex-LCV and Cenex-CAM](#)
5. 11-12 September 2023, Arnhem (NL) – [NextETRUCK will be presented in the POLIS event: Regions and Clean Vehicles & Air Quality working group meeting](#)
6. 12-15 September 2023, Barcelona (ES) – [NextETRUCK will be presented in the FISITA World Congress 2023](#)
7. 4-5 October 2023, Plymouth (US) – [NextETRUCK will be presented in the SAE 2023 Thermal Management Systems Symposium \(TMSS\)](#)
8. 24-27 October 2023, Milan (IT) – [NextETRUCK will be presented in the 2023 IEEE Vehicle Power and Propulsion \(IEEE VPPC 2023\)](#)



7 CONCLUSION

During the project's first year, tools and channels to ensure NextETRUCK optimal communication were created in due time according to the Communication & Dissemination Plan.

The timeframe between the website launching (milestone 14 in M6) as the project's primary communication channel and the current deliverable is relatively short to comprehensively evaluate the mid-term communication and dissemination impact.

For the analysed period, the focus has been placed on laying the groundwork, defining the NextETRUCK main innovations and how to monitor and assess them to ensure the achievement of the use cases objectives, and presenting the trials and the mission. However, the pilot sites are still in the early stages. Most of their milestones will be delivered throughout years 2 and 3. There is a dedicated strategy defined to enhance the communication activities focused on showcasing the use cases progress and boosting stakeholder engagement.

Regarding technical dissemination, liaison and events, the results have not fully reached expectations, as some papers or session submissions to participate in certain events were not accepted due to the lack of sufficient tangible results to showcase. Nonetheless, the consortium has worked to ensure effective dissemination. As a result, paper publications and events participation have been approved for the upcoming months. To guarantee that the activities oriented to capacity building and engaging with the Reference Groups succeed, the partners involved have already started aligning activities.