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# AUTOFLEX

## [D1.6] DISSEMINATION AND COMMUNICATION PLAN AND REPORT INITIAL REVISION (v1) (M6)

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DELIVERABLE INFORMATION

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## EXECUTIVE SUMMARY

Deliverable 1.6 outlines the Communication and Dissemination (C&D) plan, detailing the activities planned and already implemented to ensure the project's outcomes are widely communicated as well as disseminated. This plan covers initiatives from the first six months and sets the stage for ongoing updates, reflecting the project's evolution and new knowledge gained, thereby identifying additional dissemination opportunities. This deliverable, along with subsequent updates in project month M18 and M36 (D1.7 and D1.10, respectively), serves as a guide for the consortium to effectively carry out C&D activities.

Key objectives of the C&D plan include:

1. **Raising Awareness:** Increasing national and international awareness of the AUTOFLEX project, its objectives, and participation opportunities.
2. **Knowledge Transfer:** Establishing mechanisms for knowledge transfer both within the consortium and with external stakeholders, fostering a two-way exchange of crucial information.
3. **Monitoring Impact:** Delivering and monitoring project impacts, particularly in relation to the exploitation and valorisation of outputs.
4. **Accelerating Implementation:** Promoting business growth and market uptake by integrating the project's benefits within the European ecosystem.

The C&D plan emphasizes the importance of using the right materials and channels to reach stakeholders and the wider audience effectively. It also highlights synergies with existing projects and policy initiatives, ensuring a complementary approach to dissemination. Activities performed up to June 2024 (project month M6) are documented, highlighting the project's early results and the strategies employed to communicate these outcomes.

Overall, the AUTOFLEX project's dissemination and communication strategy is designed to ensure that the project's objectives, progress, and results are effectively communicated to all relevant stakeholders, fostering engagement and facilitating the successful integration of AUTOFLEX benefits into the broader European market and ecosystem.

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## LIST OF ABBREVIATIONS

Abbreviation	Description
AAB	AUTOFLEX Advisory Board
C&D	Communication and Dissemination
CA	Consortium Agreement
CDEB	Communication, Dissemination, Exploitation & Business Growth
E-LAB	Energy and Logistics Advisory Board
IWT	Inland Waterway Transport
RS-LAB	Regulatory, Standardisation and Legal Advisory Board
SOTA	State-of-the-art
WBS	Work Breakdown Structure

# 1 INTRODUCTION

The deliverable details the dissemination and communication activities devised and executed to foster awareness about the AUTOFLEX project and its results. It outlines the strategic approach employed to reach a broad audience, specifying the channels and tools utilized to communicate the project's objectives and outcomes effectively. This approach ensures that the AUTOFLEX project's advancements and achievements are widely recognised and understood by all relevant stakeholders.

## 1.1 PURPOSE OF THE DOCUMENT

This deliverable directly addresses the Grant Agreement of AUTOFLEX by aligning with the established strategies and objectives laid out for Communication and Dissemination, two of the four pillars of the CDEB (Communication, Dissemination, Exploitation, and Business Growth) strategy.

For Communication, the deliverable ensures that all results and activities are effectively presented and released to both internal consortium members and external stakeholders, thereby maintaining transparency and ongoing engagement with all relevant parties. This is crucial for fostering an environment of collaboration and for keeping all parties informed and involved in the project's progress.

In terms of Dissemination, this deliverable plays a vital role in spreading the knowledge and outcomes derived from the AUTOFLEX project to a broader audience. By informing the public and stimulating further research or commercial interest, the deliverable contributes to the overall goal of enhancing the visibility and impact of the project's innovations. Through continuous impact evaluation and adherence to the CDEB strategy, this deliverable helps to ensure the project's success and relevance in its field.



## 2 AUTOFLEX PROJECT

AUTOFLEX is an EU-funded research project facilitating the transition to climate-friendly, flexible, and resilient transport. New small autonomous zero-emission inland cargo vessels are being developed that can reliably carry out transport services in small waterways, even in confined water and in extreme-low water situations. New distribution hubs are designed as an interface to road transport, which will ensure both cargo transshipment and zero-emission energy supply for the ships and trucks at the same time.

Clean and competitive solutions for all transport modes are part to the Strategic Plan's Key Strategic Orientations (KSOs) and covers two Impact Areas (IAs): Industrial leadership in key and emerging technologies that work for people and Smart and sustainable transport. The main expected impacts within the transport modes are zero-emission road and waterborne transport.

### 2.1 APPROACH AND STRUCTURE

The AUTOFLEX project is systematically organized into six distinct work packages (WPs), each focusing on specific aspects of the project's objectives, see Figure 2-1. This structured approach ensures comprehensive coverage of all necessary activities, from initial planning and design to development, evaluation, and dissemination. Each work package is integral to the success of the AUTOFLEX project, collectively ensuring the development of autonomous inland cargo vessels and the establishment of new distribution hubs. The Work Breakdown Structure (WBS) facilitates a structured approach to achieve climate-friendly, flexible, and resilient transport solutions, paving the way for future implementation and policy recommendations.

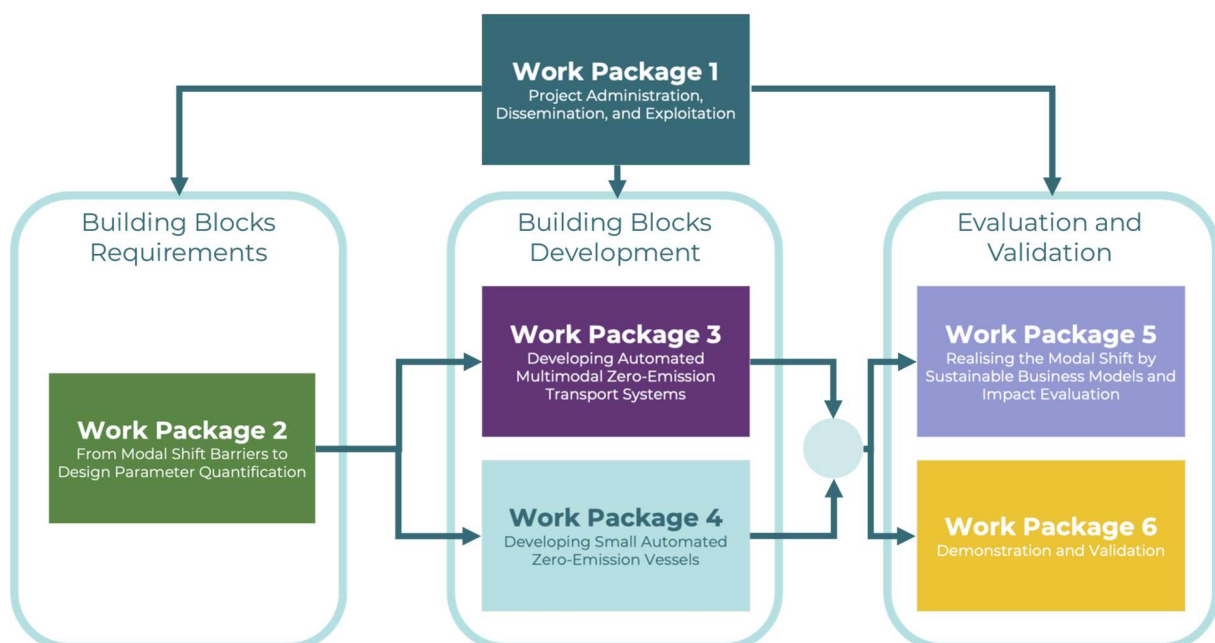


Figure 2-1: Structure of the AUTOFLEX project. Relevant building blocks are represented by synchronised work packages, followed by an extensive evaluation and validation process.

### 3 DISSEMINATION AND COMMUNICATION STRATEGY

AUTOFLEX is actively communicating results and ongoing activities to people from outside the consortium or the AUTOFLEX Advisory Board (AAB). Be it stakeholders, other researchers, or anyone else interested. For this, research, development, and commercialisation activities are being aligned and follow specific actions of dissemination, exploitation and communication. These activities are closely interlinked and might overlap to a certain degree. The consortium ensures strong commitment to the AUTOFLEX objectives and continuous impact evaluation.

The AUTOFLEX' logo, templates and website as part of the visual identity, are required to reflect the project's vision and key concepts and are used in all communication channels and dissemination materials existent or being developed. Detailed information about the visual identity and templates are available in deliverable D1.4 Project Branding while this document describes the means to convey a solid strategy to raise project awareness, Section 3.1 and to disseminate project results, Section 3.2 .

#### 3.1 COMMUNICATION

Communication includes all activities about the project, how results are connected and activities regarding concepts, use cases, latest developments or distinction from similar projects.

The main channels used for communication in the AUTOFLEX project include the public website, social media platforms, and various communication materials. The public website serves as a central hub for comprehensive information about the project's scope, objectives, deliverables, and latest activities. Social media platforms like LinkedIn are used to facilitate real-time updates and broad engagement. Additionally, the project will produce a variety of communication materials, such as videos, infographics, leaflets, and brochures, which are designed to convey project information in general or on specific topics. These channels ensure that the project's developments are widely spread and that stakeholders remain well-informed.

The communication strategy is designed to keep all relevant stakeholders well-informed about the project's developments, ensuring that the developed concepts are recognized as safe, environmentally friendly, and beneficial for society. This strategy focuses on raising awareness, informing stakeholders, and promoting acceptance among various audiences including industry professionals, scientists, policy makers, potential end-users, and governmental and non-governmental organizations, see Table 3-1 for an overview of the AUTOFLEX stakeholders. The emphasis is placed on digital communication, ensuring open access to almost all materials. Sensitive information, such as company secrets or preliminary results, may be exclusively shared with the AAB or other relevant stakeholders. To reach a broader audience, some communication and dissemination materials are translated into multiple languages.

## 3.2 DISSEMINATION

Dissemination is a comprehensive and strategic effort to ensure that the knowledge and the outcomes generated by the AUTOFLEX project is effectively communicated to and utilised by a wide range of stakeholders, thereby enhancing the project's impact and facilitating the adoption of its innovations.

The AUTOFLEX project emphasises robust and continuous dissemination throughout its duration to facilitate stakeholder involvement and engagement with target groups. Disseminations actions are designed to enable effective knowledge transfer and actively publish project results for exploitation purposes. Dissemination activities will include targeting publications in specialised media formats and peer-reviewed journals, ensuring that project results are presented to relevant stakeholders from the private sector or the scientific community. This approach includes the publication of findings in scientific journals to reach a wider academic audience.

AUTOFLEX will participate in various events, including conferences that require a publication, and organise its own events to promote the project. Identified events of interest will be leveraged to raise public awareness about the project's impacts, such as environmental benefits (reduced climate impact, noise, and pollutants), societal advantages (improved cityscapes with fewer trucks and reduced risks from large vehicles), and economic benefits (advantages for early adopters). The project will also engage in exchanges with national authorities in relevant sectors, ensuring that policymakers are informed about AUTOFLEX's progress and potential implications. Participation in public events, or the organization of such events, will help to communicate the project's achievements to a broader audience. Talks, lectures, and seminars at national and international conferences will further disseminate knowledge and foster discussions within the scientific and professional communities. Co-operation with related research endeavours, activities, and expert working groups will enhance the project's visibility and integration with ongoing efforts in the field.

## 3.3 STAKEHOLDERS

AUTOFLEX targets stakeholders from multiple disciplines and industry sectors, as well as local communities and authorities, academia, and civil society, see Table 3-1.

Table 3-1: Stakeholders of the AUTOFLEX project

A Public		B Private		C Academia		D Civil Society	
A1	Regulation bodies & public authorities	B1	Logistic Service Providers	C1	Research institutes, universities	D1	Citizens, social organisations, national and international world climate change societies, environmental protection agencies, organisations
A2	Accreditation & certification organisations, classification societies	B2	Autonomous systems, vehicles operators, manufacturers and yards				
A3	Standardisation societies	B3	Sensor and equipment				

A Public		B Private		C Academia		D Civil Society	
			manufacturers, SMEs				active in environment and health
A4	Policy makers	B4	Risk assessment and environmental specialists				

### 3.4 AUTOFLEX ADVISORY BOARD

The AAB will play a crucial role in guiding and shaping the project's trajectory, ensuring its alignment with regulatory standards, operational contexts, and industry needs. The AAB itself is divided into two dedicated boards with different focus points.

The Regulatory, Standardisation and Legal Advisory Board (RS-LAB) consists of authorities and classification societies and will be consulted in the development of a standardisation proposal for technology interfaces enabling autonomous shipping and in the process of obtaining approval for the full-scale autonomous navigation demonstration.

For the Energy and Logistics Advisory Board (E-LAB), members will be instrumental to evaluate and validate the concepts related to cargo and energy distribution, as well as city injection. Specifically, to evaluate whether the concepts developed in the project have real life applicability within the operational context of the given member.

While all members of the AAB will be asked to evaluate the project concept developments, provide advice, and discuss general ideas related to AUTOFLEX in yearly open AAB meetings, dedicated sessions on topics of particular interest to the E-LAB and RS-LAB, respectively, will also be held about twice a year.

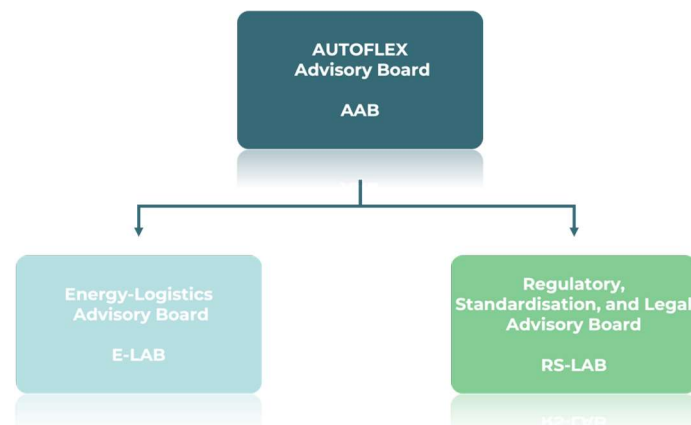


Figure 3-1: The two dedicated board of the AUTOFLEX Advisory Board

## 4 TOOLS AND MATERIALS

AUTOFLEX already does and will continue to employ a variety of tools and materials to ensure effective communication and widespread dissemination of its project outcomes. A dedicated public website serves as the central hub for comprehensive information, regularly updated with the latest project developments. The project leverages a LinkedIn channel to share real-time updates, newsletters, and press releases, engaging a professional audience. Additionally, digital leaflets, videos, infographics, and brochures will be produced and distributed to convey project information in an engaging and accessible manner.

### 4.1 EU LOGO AND EC GUIDELINES

The AUTOFLEX project will adhere to the guidelines provided by the European Commission (EC) regarding the acknowledgment and visibility of EU funding [1]. As per the guidelines, AUTOFLEX will prominently display the EU emblem on all publications, communications materials, and dissemination channels to acknowledge the origin of EU funding and ensure its visibility. No other visual identity or logo will be used to highlight EU support unless prior agreement has been obtained from the European Commission. By following these guidelines, AUTOFLEX will fulfil its obligation to acknowledge the EU funding received and maintain transparency in its communication efforts. Figure 4-1 presents the AUTOFLEX logo together with EU emblem and the acknowledgment of funding. Different variations of the logo are available to all partners to make sure it will be used in every document produced within the project context and in every kind of contact to the external stakeholder.



Figure 4-1: The AUTOFLEX logo together with the obligatory acknowledgement of the EU funding

### 4.2 AUTOFLEX WEBSITE

Stakeholders have access to the public website of the AUTOFLEX project, [www.autoflex-vessel.eu](http://www.autoflex-vessel.eu). Upon accessing the website, stakeholders will land on the homepage on which they will find a user-friendly interface designed to facilitate easy navigation and access to information about the AUTOFLEX project. The website was initialised in M3 and since then provides comprehensive details about the project's scope, objectives and partners. It is continuously updated with latest activities. Additionally, the website features downloadable resources, e.g. public deliverables, to enhance stakeholder engagement and provide a deeper understanding of the project's goals and outcomes.

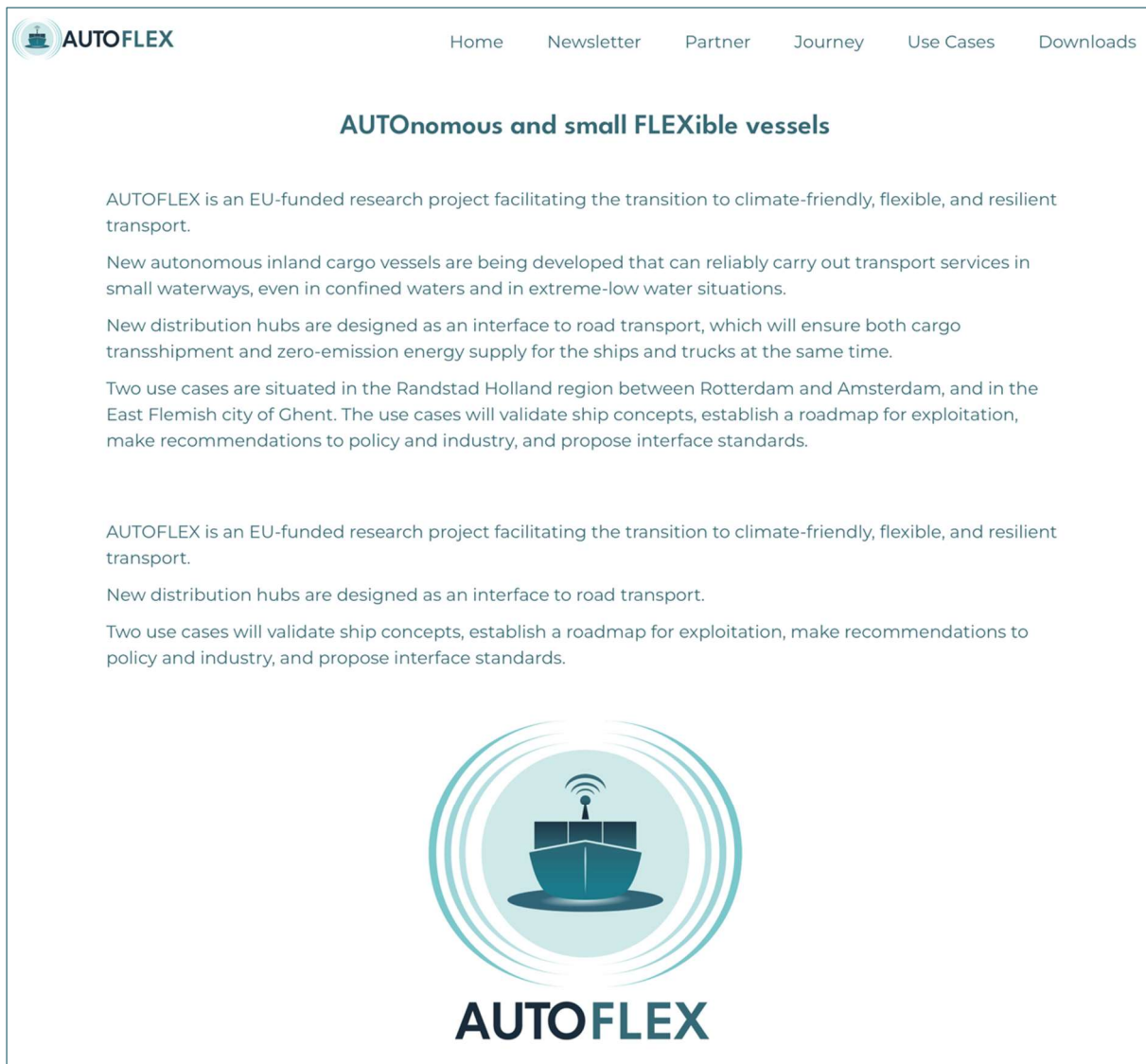


Figure 4-2: Start page of the AUTOFLEX website

The start page of the AUTOFLEX website presents a brief overview of the scope of the project. Navigation through the website is made easy with a permanent banner positioned at the top, allowing users to seamlessly move between different sections or return to the start page. Users can subscribe to the newsletter to receive regular updates and news about the AUTOFLEX project directly to their email inbox. Information about the project partners is available with some details about their roles and contributions to the project. The website also provides insights into the journey ahead and milestones already achieved, enabling stakeholders to track the project's progress over time, see Figure 4-3. Users can delve deeper into the AUTOFLEX use cases to understand how the project's innovations are applied in real-world scenarios. Additionally, a dedicated download section, see Figure 4-4, allows visitors to access project-related materials such as deliverables, publications, presentations, and other resources for further reading and reference.



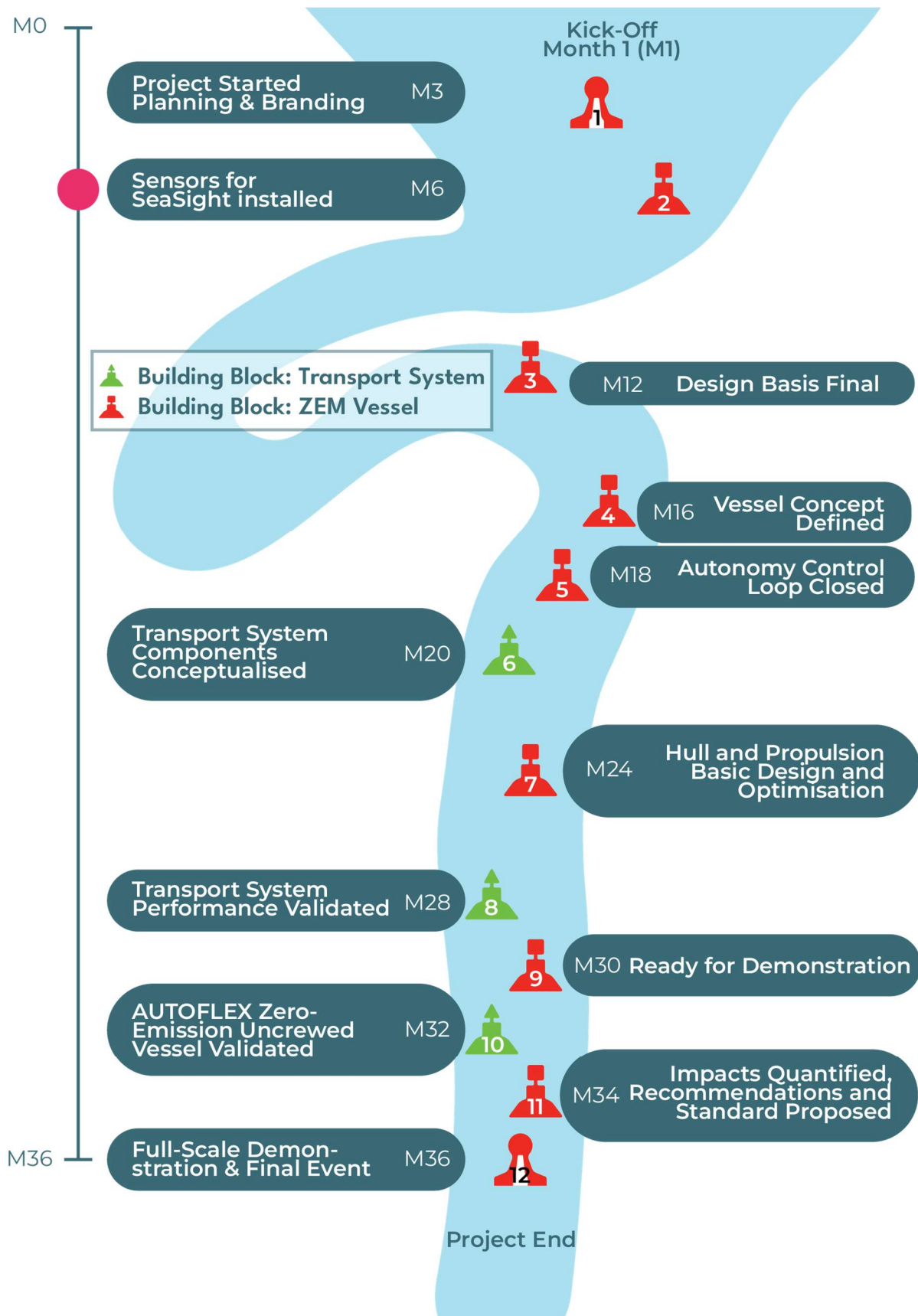


Figure 4-3: Journey of the AUTOFLEX project indicated by the project milestones

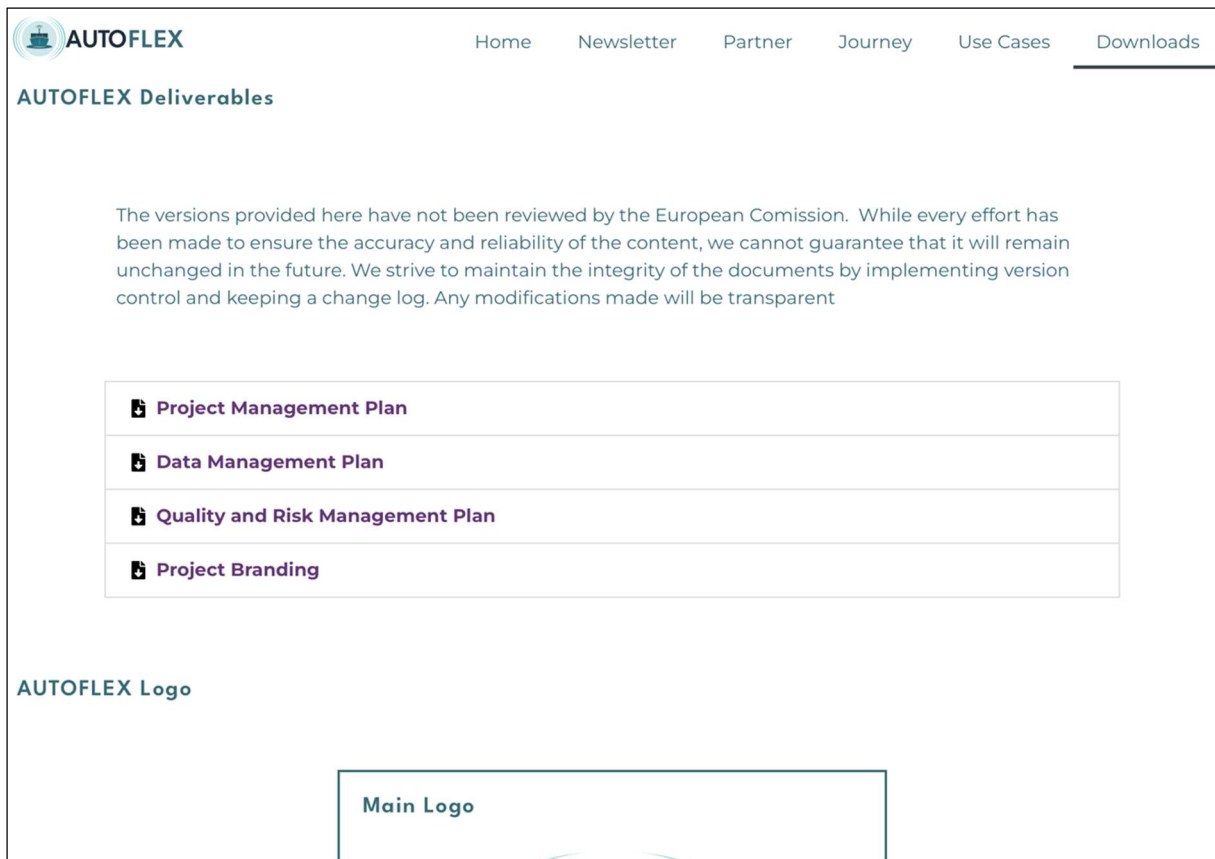


Figure 4-4: Download section of the AUTOFLEX website

The footer of the website, depicted in Figure 4-5, is pinned to the bottom of every page and cannot be hidden. It shows a variation of the logo, the EU emblem and acknowledges the EU funding within the Horizon Europe project. Next to legal information users are enabled to get in contact via the official AUTOFLEX e-mail address or are forwarded to the LinkedIn account, AUTOFLEX HEU Project, via [www.linkedin.com/showcase/autoflex-heu-project/](https://www.linkedin.com/showcase/autoflex-heu-project/).



Figure 4-5: Footer of the AUTOFLEX website



4.3 SOCIAL MEDIA

From the outset, the AUTOFLEX project has been actively utilising the LinkedIn platform to enhance its visibility and engage with a broader audience. By posting regular updates and providing insights into the latest developments, the project has effectively kept followers informed and involved. Currently, AUTOFLEX has amassed a following of 272 on LinkedIn, Figure 4-6 presents the percentages of the different users following the account (as per date 20.06.2024). The posts on the platform not only receive reactions from the audience but are also frequently reposted, indicating a positive engagement and interest in the project's progress among the professional community. This strategic use of LinkedIn has proven to be an effective tool in fostering a connected and informed network of stakeholders and interested parties.

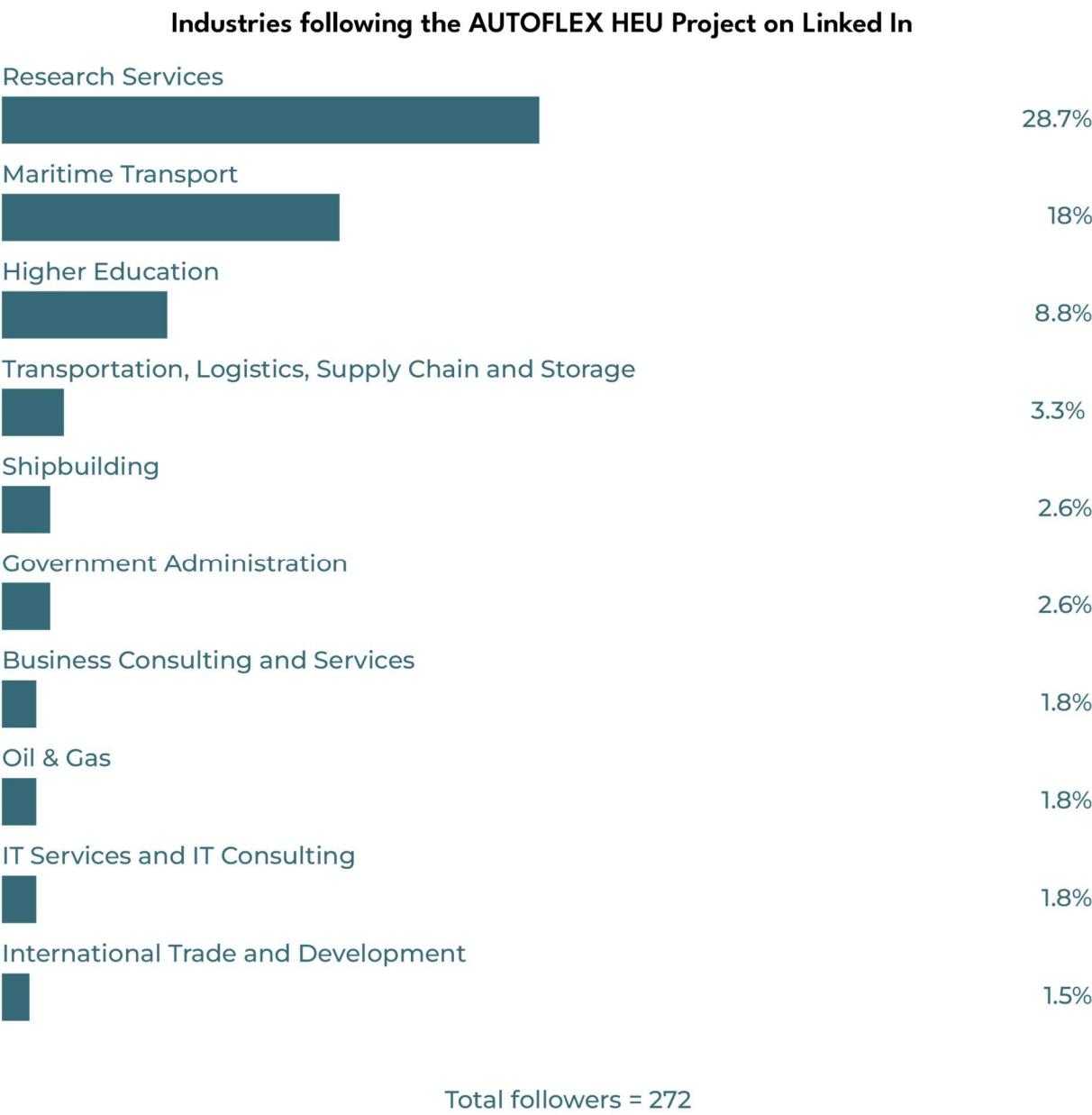


Figure 4-6: Users from different industries following the AUTOFLEX HEU Project channel on the Social Media platform LinkedIn as per date 20.06.2024

## 4.4 PROJECT BROCHURE, LEAFLETS, POSTER AND ROLL-UPS

AUTOFLEX is currently engaged in the development of various digital materials, including brochures, posters, and roll-ups, to effectively communicate project information to stakeholders. Emphasising digital content allows for widespread dissemination and accessibility across different platforms. Additionally, the project is redesigning an infographic from the proposal phase, incorporating custom icons to present a comprehensive overview of the project's objectives, activities, and outcomes. This redesigned infographic aims to visually convey complex concepts in a clear and engaging manner, facilitating understanding and engagement among stakeholders. By leveraging digital tools and custom design elements, AUTOFLEX is enhancing the effectiveness of its communication efforts, ensuring that project information is easily accessible and comprehensible to a diverse audience.

## 4.5 OPEN ACCESS

AUTOFLEX will address the obligation to have Open Access [2] to all results by using Zenodo as a platform and will register and upload all publications and deliverables, once they have been reviewed by the European Commission. Zenodo [3] is an open-access repository that allows researchers to store, share, and cite their research outputs. As displayed in Figure 4-7, AUTOFLEX has founded a Community, which is easily findable using the search bar.

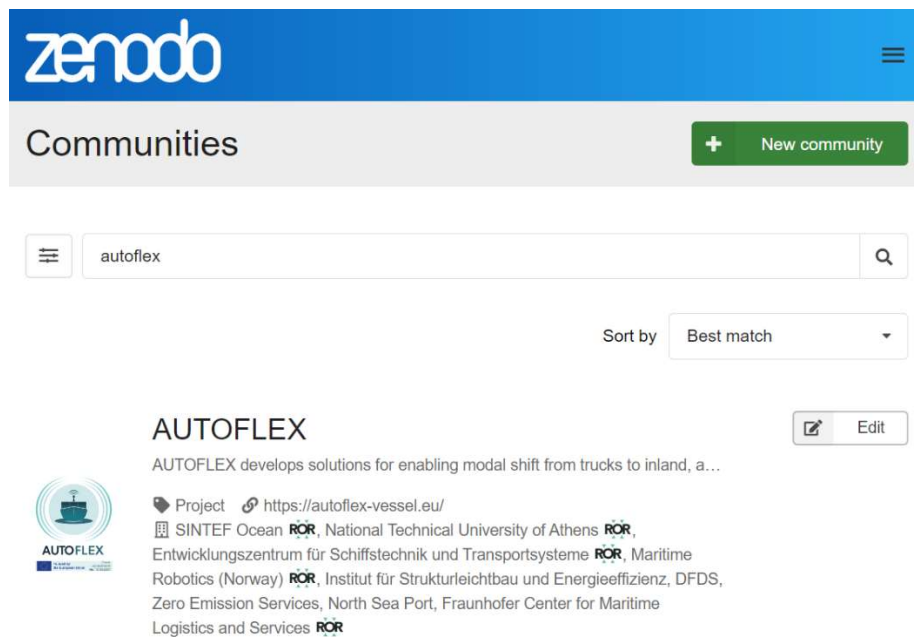


Figure 4-7: AUTOFLEX at Zenodo

## 4.6 VIDEO

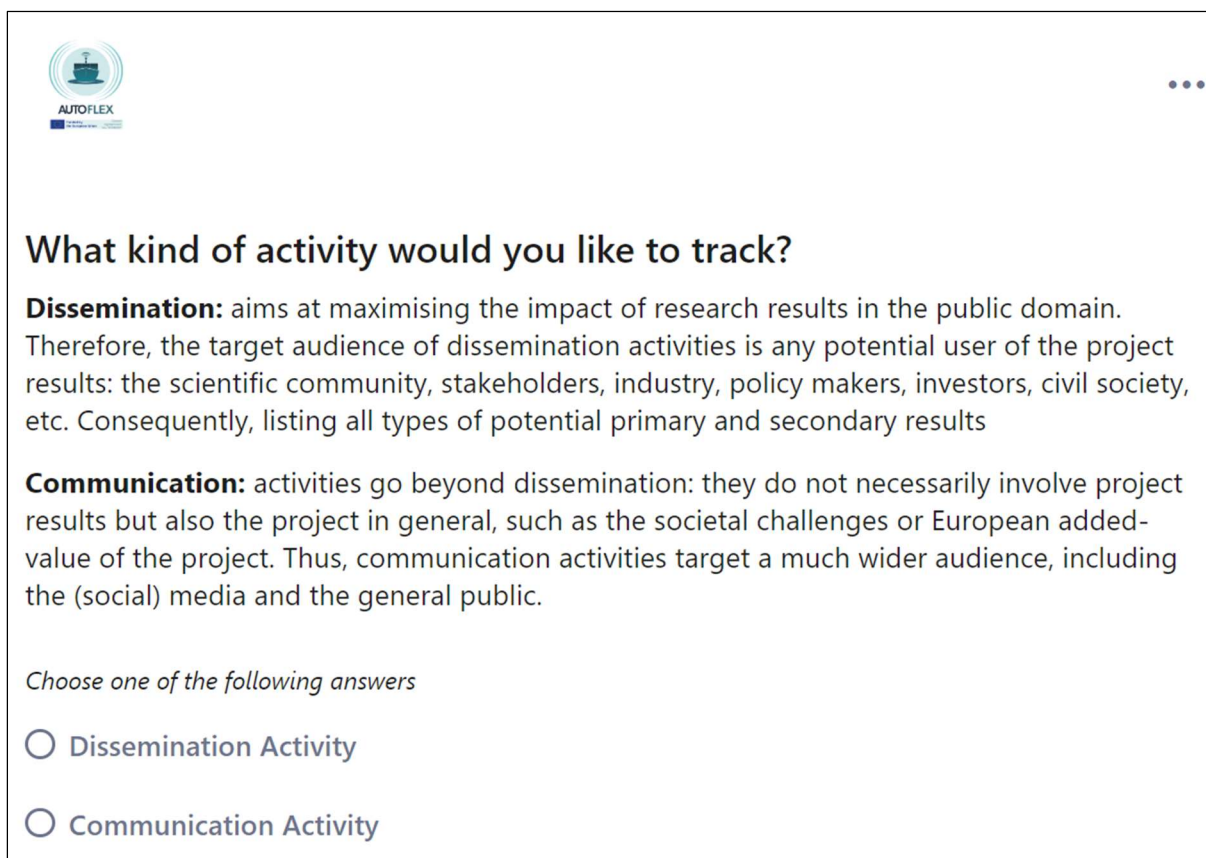
Every year, the project will publish a video presenting latest advancements and activities. A video is beneficial for social media or presentations at a fair as it provides a visually engaging and concise way to showcase AUTOFLEX's innovations and real-world applications, capturing the audience's attention effectively. Currently, AUTOFLEX is working on a video documenting the installation of sensors on board a vessel sailing in the area of the second use case. This video will provide insights to AUTOFLEX's innovative processes and the practical applications of its research, highlighting the real-world impact of its efforts to optimise transport logistics.

## 5 ACTIVITIES FROM AUTOFLEX PARTNERS

During the AUTOFLEX project, Fraunhofer CML is leading and managing the dissemination activities, while all partners are expected to actively participate by dedicating personnel and effort to the dissemination strategy. This collaborative approach ensures that dissemination techniques are fully applied and reach their maximum potential. Proactive and balanced participation from all partners will have significant effects throughout the project.

### 5.1 TRACKING OF PARTNER ACTIVITIES

To monitor and collect dissemination outreach, an online tool was created making it easy for all partners to summarise the types of actions taken and estimates of the number of people reached through these activities. Following a step-by-step questionnaire, all relevant information is collected. Partners have further the possibility to upload additional materials, e.g. the publication itself, photographs or complementary information. Figure 5-1 presents the beginning and the first question. From there following questions are depending on the answer chosen to minimise the number of questions.



**What kind of activity would you like to track?**

**Dissemination:** aims at maximising the impact of research results in the public domain. Therefore, the target audience of dissemination activities is any potential user of the project results: the scientific community, stakeholders, industry, policy makers, investors, civil society, etc. Consequently, listing all types of potential primary and secondary results

**Communication:** activities go beyond dissemination: they do not necessarily involve project results but also the project in general, such as the societal challenges or European added-value of the project. Thus, communication activities target a much wider audience, including the (social) media and the general public.

*Choose one of the following answers*

☐ Dissemination Activity

☐ Communication Activity

Figure 5-1: Start of the questionnaire that is available to all project partners

## 5.2 UPCOMING ACTIVITIES & OUTLOOK

AUTOFLEX is set to publish an article in German in the renowned maritime magazine, HANSA International Maritime Journal, on August 14th. This article aims to introduce the AUTOFLEX project to stakeholders in the inland shipping industry, highlighting its objectives, progress, and the innovative solutions it brings to autonomous vessel technology. By leveraging HANSA's broad readership and established reputation within the maritime sector, AUTOFLEX seeks to raise awareness and engage with key industry stakeholders, fostering support and collaboration for the project's initiatives.

At the upcoming SMM Conference in Hamburg this September, AUTOFLEX will host a joint session with the FOREMAST project to showcase their collaborative efforts in advancing autonomous vessel technology. This session, yet to be determined in regard to type and scope, will highlight the synergies between the two sister projects, focusing on innovations in zero-emission vessels and the implementation of autonomous systems. AUTOFLEX and FOREMAST will jointly engage stakeholders through interactive presentations and discussions, while emphasising the benefits of their technologies.

A research article entitled "Impact of Automation and Zero-Emission Propulsion on the Design of Small Inland Cargo Vessels" and authored by Dr. Igor Bačkalov (DST) and several co-authors from the AUTOFLEX project consortium, has been submitted to the International Conference on Maritime Autonomous Surface Ships (ICMASS), to be held in Trondheim, Norway, on October 29-30, 2024. While the article is still under review and pending acceptance, AUTOFLEX is seeking the opportunity to present findings at this prestigious event. Upon acceptance, AUTOFLEX will actively participate in ICMASS, sharing insights into the transformative effects of electrification and eco-friendly propulsion systems on vessel design. Additionally, SINTEF Ocean is acting as a co-host for ICMASS, further enhancing the event's focus on maritime innovation and sustainability.

AUTOFLEX is committed to disseminating its results and engaging with stakeholders through various high-profile channels. The project intends to publish its findings in relevant industry journals and magazines, ensuring broad accessibility and impact. Additionally, AUTOFLEX aims to actively participate in prestigious conferences such as the Autonomous Ship Symposium (AISS) and the International Maritime Design Conference (IMDC), where it will present its latest research and innovations.

To further enhance visibility and stakeholder engagement, AUTOFLEX aims to showcase its project at major maritime and transportation fairs, including Posidonia, the Transport Research Arena (TRA), and Nor-Shipping. These events provide valuable platforms for demonstrating the project's advancements, networking with industry leaders, and fostering collaborations that drive the maritime sector forward.

### 5.2.1. COLLABORATION WITH FOREMAST

The AUTOFLEX and FOREMAST projects have initiated discussions to identify common areas of interest and explore avenues for joint collaboration. During their first meeting, delegates from both projects outlined several key domains where they could align their efforts:

1. Policy Roadmap and Recommendations: Coordinating on policy development and providing unified recommendations to regulators and policymakers.
2. Regulatory Barriers and Compliance Requirements: Collaborating on identifying and addressing regulatory challenges to facilitate the implementation of autonomous and eco-friendly technologies.
3. Dissemination and Communication: Agreeing to distribute information about each other's activities and events within their respective networks to enhance visibility and outreach. This includes considering joint sessions at EU conferences and events to present unified insights and findings.
4. Engagement with External Stakeholders: Aligning efforts to engage with external stakeholders through interviews and surveys, thereby jointly gathering relevant inputs for both projects.

Both consortia are committed to exploring these shared interests further and working together wherever possible to maximise the impact of their initiatives. However, these collaborative plans are yet to be officially confirmed by both project teams.

### 5.2.2. PLATINA4ACTION

AUTOFLEX will actively participate in the PLATINA4ACTION initiative, a joint EU Smart Shipping & Logistics Platform. This initiative acts as a catalyst, bringing together expertise, stakeholders, and research in the field of European Inland Waterway Transport (IWT). As part of its engagement, AUTOFLEX will initiate and continue interactions between policy makers, technology providers, sector experts, researchers, and IWT end-users.

By supporting and coordinating research and innovation activities, AUTOFLEX aims to contribute to the advancement of smart shipping solutions and logistics. This participation will facilitate the exchange of knowledge and best practices, fostering collaboration across different sectors to address challenges and leverage opportunities within the IWT domain.

## 5.3 PRESS RELEASES

Prior to the official commencement of the AUTOFLEX project in January 2024, a series of press releases were issued to announce and promote the initiation of the project, see Table 5-1. These press releases played an important role in informing and engaging stakeholders from the very beginning. In total, the press release was published six times. With three publications on the homepages of project partners and the other three on various online news pages ensuring widespread dissemination and visibility across relevant platforms and audiences.

Table 5-1: Press Releases with regard to the AUTOFLEX project

Title of the article	Type of Media	Published at	Published on YYYY-MM-DD
Projekt „Autoflex“ für kleine autonome Binnenschiffe startet	Online News	Schifffahrt und Hafentechnik	2023-12-05
AUTOFLEX press release: Transition to climate-friendly, flexible, and resilient transportation	Company Homepage	Maritime Robotics Homepage	2023-12-01
Small, autonomous, zero-emission inland vessels – new research project AUTOFLEX supports transport transition	Online News	Hellenic Shipping News Worldwide	2023-12-04
Pioneering autonomous zero-emission vessels in new research project	Online News	Hydro International	2023-12-12
AUTOFLEX - Einführung kleiner, autonomer und emissionsfreier Binnenschiffe	Company Homepage	Fraunhofer CML Homepage	2023-12-04
ISE entwickelt innovative Schiffe	Company Homepage	ISE Homepage	2023-12-05
AutoBin and DeConTrans now become AUTOFLEX	Company Homepage	DST Homepage	2024-01-26
DST delegation diligently on duty in Dublin	Company Homepage	DST Homepage	2024-04-22

## 5.4 C&D ACTIVITIES

Partner DST actively participated in two different workshops where they introduced the AUTOFLEX project to a diverse group of stakeholders including those from the industry, science, administrative bodies, policy makers, and the general public. These workshops were joint activities with other EU-funded projects such as SEAMLESS and NOVIMOVE, which also focus on themes related to autonomous shipping and automation of the supply chain. This collaborative approach not only broadened the outreach but also enriched the discussions by integrating perspectives from related initiatives.

In a separate workshop, partner Fraunhofer CML presented the scope of the AUTOFLEX project, with a specific focus on shipping and logistics. Their presentation targeted industry professionals and policy makers, emphasizing the project's relevance and potential impact in these sectors.

SINTEF Ocean delivered a talk on the technical-regulatory aspects that influence the realization of autonomous shipping at the Autonomous Ship Expo. The presentation highlighted various future-oriented concepts where autonomous ships are integrated into logistics systems, illustrating the potential for innovation in maritime transport. This talk was conducted in cooperation with the RENEW and SEAMLESS projects.

These activities collectively highlight AUTOFLEX's commitment to engaging a broad audience and fostering collaborative networks. By participating in and leading discussions



at these workshops, AUTOFLEX partners are ensuring that the project remains aligned with industry needs and advancements, while also influencing policy directions and public understanding of autonomous shipping and supply chain automation.

Table 5-2: C&D Activities up to M6 by AUTOFLEX partners

Type of Activity	Partner	Event	Place	Date
Dissemination	DST	Participation to a workshop / Transport NET	Antwerp Inland Navigation School, Antwerp, Belgium	22. to 26. April 2024
Communication	DST	Fair or Exhibition / TRA 2024	Dublin, Ireland	15. to 18. April 2024
Dissemination	DST	Participation to a workshop /	Flemish Smart Shipping Conference, Antwerp, Belgium	16. May. 2024
Dissemination	FhG CML	Participation to a workshop /	Binnenschiffahrt: Transport mit Zukunft, Lübeck, Germany	05. June 2024
Communication	SO	Fair or Exhibition / Autonomous Ship Expo	RAI Amsterdam, Netherlands	18. to 19. June 2024



## 6 REFERENCES

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