Project acronym: **LASH FIRE**

Project full title: **Legislative Assessment for Safety Hazard of Fire and Innovations in Ro-ro ship Environment**

Grant Agreement No: **814975**

Coordinator: **RISE Research Institutes of Sweden**

LASH FIRE

Deliverable D03.4

Updated Dissemination and Communication Report and updated plan

August 2022

Dissemination level: **Public**

Abstract

This report informs about the strategic approaches that were conceived and applied to maximize the outreach of the LASH FIRE project and thus ensure its sustainable impact. For this purpose, target group-specific measures were identified and implemented through the third work package, which is dedicated to communication and cooperation. In addition, valuable forums were created through the establishment of two advisory groups, which provide room for qualitative input regarding the need and applicability of the solution developed concerning fire safety in maritime as well as productive feedback on the proposed innovations.

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 814975

Document data

Document Title:	D03.4 - UpdatedDissemination and Communication Report and updated plan		
Work Package:	WP03 – Cooperation and Communication		
Related Task(s):	T03.1, T03.2, T03.3, T03.5		
Dissemination level:	Public	Deliverable type: R	Report
Lead beneficiary:	28 – CMT2		
Responsible author:	Grit Ladage		
Co-authors (in alphabetical order):	Benoît Loicq John Garner (INF) Filipe Ribeiro (MAG)		
Date of delivery:	2022-08-31		
References:	D03.4 – First Report on Dissemination, Communication and Cooperation D03.5 - D03.8 - Final Report on Dissemination, Communication and Cooperation		
Approved by	Andrea Hrzic on 2022-08-15	Ulrika Ek on YYYY-MMM-DD	Maria Hjohlman on YYYY-MMM-DD

Involved partners

No.	**Short name**	**Full name of Partner**	**Name and contact info of persons involved**
28	CMT2	Center of Maritime Technologies gGmbH	Grit Ladage - ladage@cmt-net.org
01	RISE	RISE Research Institutes of Sweden	Maria Hjohlman – maria.hjohlman@ri.se Ulrika Ek - ulrika.ek@ri.se
08	BV	Bureau Veritas Marine & Offshore Registre International de Classification de Navires et de Plateformes Offshore	Eric de Carvalho - eric.de-carvalho@bureauveritas.com
12	SEA	Shipyards and Maritime Equipment Association of Europe	Benoit Loicq - bl@seaeurope.eu
17	MAG	Magellan - Associacao Para A representacao dos interesses portugueses no exterior	Manuela Flachi- maf@magellan-association.org Andrea Hrzic – anh@magellan-asspciation.org Filipe Ribeiro - fbr@magellan-association.org
29	INF2	Interferry AB	Johan Roos - johan.roos@interferry.com John Garner - john.garner@interferry.com

Document history

Version	Date	Prepared by	Description
01	2020-03-13	CMT2	Structure approved
02	2022-06-15	CMT2	First draft report for review
03	20-08-31	CMT2	Final reeport submitted

Content

1 Executive summary

Main author of the chapter: Grit Ladage, CMT

This report is a follow up of the report D03.2 – First Dissemination and Communication Report and updated plan, which was published in PM18. It informs about the status of the communication and dissemination strategy after three years in the project (PM36). It describes the strategic approaches that were conceived and applied to maximize the outreach of the LASH FIRE project and thus ensure its sustainable impact. For this purpose, target group-specific measures were identified and implemented through the third work package, which is dedicated to communication and cooperation. In addition, valuable forums were created through the establishment of two advisory groups, providing space for qualitative input regarding the need and applicability of the developed solution on fire safety in the maritime domain, as well as productive feedback on the proposed innovations.

Problem definition

From 2006 to 2015, 32 serious fires were recorded on RoPax vessels. The LASH FIRE project aims to provide the European industry with knowledge for building safer and more competitive ships for sustainable transport and to provide a basis for the revision of international maritime regulations. To this end, the project will develop innovative and cost-effective measures to increase fire safety at sea. These solutions must not only be tested by shipowners for feasibility and cost-effectiveness, but also consider the mitigation of fire risk in relation to the environmental, cost and crew impact. An impact which causes changes to the environment, costs and crew operations to ensure that fire safety on ro-ro ships is improved in a sustainable, practicable and long-term manner. It is also helpful to cooperate and exchange ideas with other projects that are dedicated to the topic of fire safety or overlap with similar approaches in other areas.

For the proposed solutions to be finally applied and considered in future regulations, they must be brought to the attention of legislative bodies. This will require not only the agreement of maritime stakeholders and other relevant actors, but also the advocacy and support of flag states to submit these proposals for rule adaptations to the International Maritime Organization (IMO) and other authorities.

In this scope, the third work package has been set up to address internal and external communication and to foster potential cooperation to maximize awareness and support for the project and thus optimize its achievement.

Technical approach

Initially and continuously during the project, WP03 - Cooperation and Communication identifies and initiates targeted measures for information exchange and international cooperation with external parties and projects related to ro-ro ship fire safety. The work package further monitors, collects, structures and analyses the latest research and developments in fire related technologies, fire management, software tools to design and assess fire safety as well as upcoming rules and regulations. The analysis covers European and global developments both in the maritime and other relevant sectors (e.g. other transport modes and land-based building industry). A status update on the collection process is given in chapter 4.2 Establishing cooperation with external partners and projects.

A designated Communication Management Group (CMG) (Figure 1) is responsible for the management of the inbound and outbound communication of the project, thus assisting the project management. It is led by the leader of WP03 and includes the work package partners as well as the respective leaders of the other work packages in the project. Every three months the CMG convenes back-to-back with

the Steering Group (SG) meeting, analysing current activities as well as proposing measures for communication and external cooperation opportunities. The group is responsible to push dissemination and exploitation in the project and is in addition responsible to prepare the public events jointly with other initiatives.

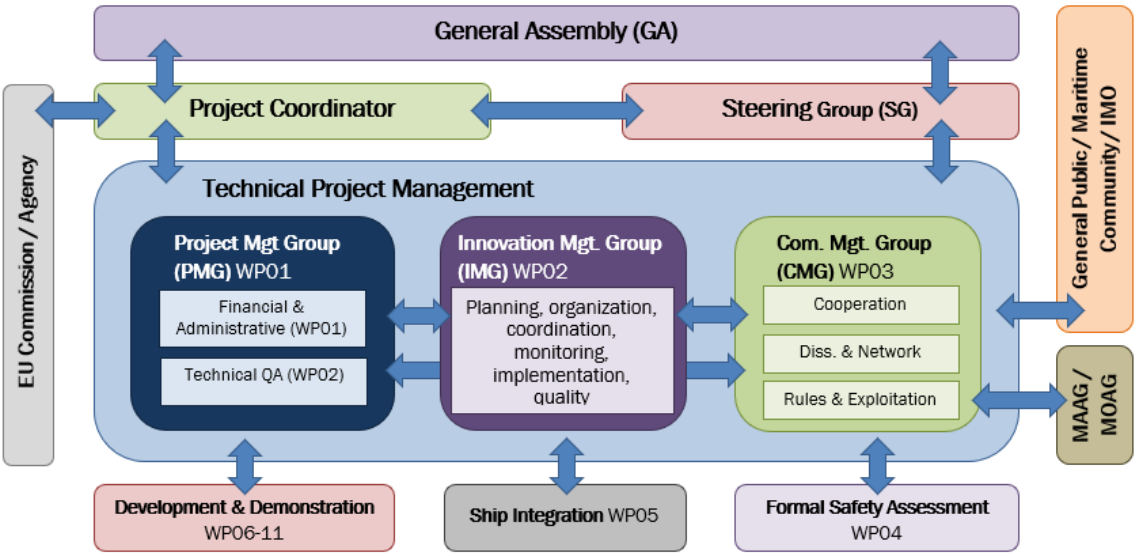

Figure 1: Management structure

The monitoring of research and developments described above is carried out in close relation to the Maritime Advisory Groups, which serve both to collect input on external developments and to discuss the developments in LASH FIRE as well as future regulatory proposals.

Results and achievements

By the time of this report (PM36), the WP03 related milestones MS02, MS04, MS07 and MS18 have been accomplished. The milestone MS02 relates to the establishment of two advisory boards, the Maritime Authorities Advisory Group (MAAG) and the Maritime Operators Advisory Group (MOAG). A joint kick-off meeting took place during an IMO SSE07 meeting in March 2020. During this kick-off meeting at the facilities of the IMO, the project LASH FIRE was presented to strategic delegates of the organisation. A detailed description can be found in chapter 4.3.1 Acceptance by and consensus with Maritime Advisors. Following IMO meeting SSE08 has been postponed due to the Covid-19 pandemic and was finally held in March 2022 as a virtual meeting. IMO SSE09 is scheduled as a physical event to take place in March 2023.

To complete MS04 a first communication kit has been prepared to support partners in their communication activities. A variety of communication, dissemination and cooperation initiatives have been successfully implemented, including MS04 requirements, namely the set-up of the website and the design of a brochure. Since the first report, the brochure has undergone two updates. The following chapters will provide a detailed overview of the various actions taken.

MS07 includes on the one hand the project-internal publication of the data collection on relevant developments, innovations and projects related to the objectives in LASH FIRE. A summary of the status is given in chapter 4.2.1 Take up of external developments and innovations. The holistic data collection can be found attached to this document as Annexes.

Finally, MS18 can be considered as accomplished with the submission of this deliverable "D03.4 Updated Dissemination and Communication Report and updated plan" by the end of August 2022 as follow-up to deliverable "D03.3. First Dissemination and Communication Report and updated plan".

Contribution to LASH FIRE objectives

The general principle of communication and dissemination is to maximise the impact of the project by promoting, communicating, and disseminating research results throughout the lifetime of the project and beyond. In LASH FIRE the communication and dissemination strategy serves the fourth specific objectives aiming at "proposing new regulations and guidelines founded on common positions by drawing upon global research and experience and by facilitating international cooperation".

Exploitation and implementation

The exploitation strategy is still under development and will be defined in an internal report "IR3.4 – First exploitation plan" which is in preparation by the time of that report and due end of August 2022. An elaborated chapter on exploitation is going to be included in the final deliverable D03.8 on dissemination and communication and the updated plan.

By the time of writing this report, a workshop is organised during the seventh General Assembly to take place on the 20-21 September 2022. In this 90min workshop, in small groups for each of the actions the exploitation and dissemination strategy will be mapped to assure proper implementation oof each action.

Deliverable "D03.9 Final exploitation plan" will finally present how to initiate, facilitate, monitor and report dissemination activities and to elaborate the exploitation plan, relying on the technical input from all partners and work packages.

Specific regulatory proposals will be developed in a way to be presentable to the relevant decision makers in an auditable and traceable manner.

2 List of abbreviations

AFV	Alternatively Fueled Vehicle
AR	Augmented Reality
BIM	Building Information Modeling
CFD	Computational Fluid Dynamics
CMG	Communication Management Group
CMT	Center of Maritime Technologies GmbH
CNG	Compressed natural gas
CNN's	Convolutional Neural Networks
DBI	The Danish Institute of Fire and Security Technology
DIFF	Deck integrated Firefighting
DSS	Decision Support System
EV	electric vehicle
FDS	Fire Dynamic Simulator
ICT	information and communication technology
IMO	International Maritime Organization
IoT	Internet of Things
IR	Infrared
LCC	Life Cycle Cost
LCCA	Life Cycle Cost Assessment
LM	Lane meter
MAAG	Maritime Authorities Advisory Group
MOAG	Maritime Operators Advisory Group
MEV	Mass Evacuation Vessel
SMS	Safety Management System
SSE	Sub-Committee on Ship Systems and Equipment
RFI	Request for information

3 Introduction

Main author of the chapter: Grit Ladage, CMT

The general principle of communication and dissemination is to maximise the impact of the project.

In the early phase of the project, the focus is set on communicating the role and objectives of the project (in its beginning) and raising awareness on the project. At a later stage, with the projects progressing of the project, dissemination of developments and results becomes increasingly important, assuring the uptake and reuse of those, whereas the project communication remains a valuable part throughout the lifetime of the project and beyond.

Dissemination and communication activities in LASH FIRE focus on innovative and engaging ways to share results with the identified target groups and the corresponding most suitable channels. LASH FIRE uses a broad range of dedicated channels to collect and communicate information in order to raise awareness for the project and its cause.

3.1 Scope and objectives

In LASH FIRE the communication and dissemination strategy serves the fourth specific objectives aiming at “proposing new regulations and guidelines founded on common positions by drawing upon global research and experience and by facilitating international cooperation”.

The fourth objective though serves the aim to maximise the impact of the three preceding objectives, namely to:

1. strengthen the independent fire protection of ro-ro ships by developing and validating effective operative and design solutions addressing current and future challenges in all stages of a fire;
2. evaluate and demonstrate ship integration feasibility and cost of developed operational and design risk control measures for all types of ro-ro ships and all types of ro-ro spaces;
3. provide a technical basis for future revisions of regulations by assessing risk reduction and economic properties of solutions.

In line with the fourth objective, WP03 pursues a well-defined management of the communication, for both, data received (inbound) and data provided (outbound).

3.2 Methodology and structure

In regards of the inbound communication flow, data related to fire safety (innovative technologies, new developments in legislation and latest research data) have been collected, assessed, consolidated, and made accessible to all consortium partners. Collaborations with related projects and other external parties have been established to ensure a continuous exchange of information. Finally, two established advisory groups provide feedback on project developments and results.

In contrast to the inbound communication flow, for the outbound communication flow, project developments and outcomes have been shared with key stakeholders as well as the public; and cooperation and exchange of information with projects and external platforms have been promoted. In addition, consolidated exploitation and market uptake plans have been developed to ensure the adoption and advancement of results and provide further input to the maritime regulatory bodies.

The theme throughout the LASH FIRE project builds upon four lines of work. The work packages had been developed along these lines, with strong collaboration in-between each other, as illustrated in

Figure 2. The four lines of work are marked red/orange, grey, purple and green in Figure 2 and are described further below.

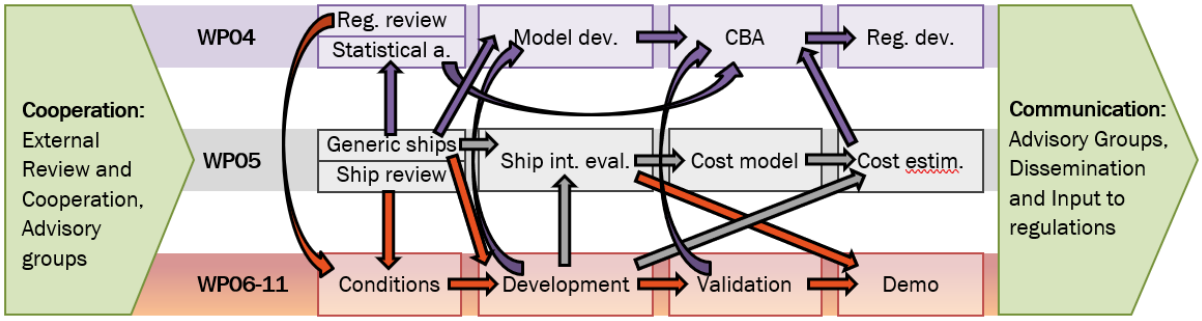

Figure 2. the workflows of the project

The green line of work relates to the Cooperation & Communication layer. WP03 interconnects with all parts of the other work packages. Therefore, arrows have been omitted in Figure 2. Initially and continuously during the project, WP03 identifies and initiates targeted measures for information exchange and international cooperation with external parties and projects related to ro-ro ship fire safety. The work package further monitors, collects, structures, and analyses the latest research and developments in fire related technologies, fire management, software tools to design and assess fire protection as well as upcoming rules and regulations. The analysis covers European and global developments both in the maritime and other relevant sectors (e.g. other transport modes and land-based building industry).

The monitoring of research and developments described above was conducted in close conjunction with the Maritime Advisory Groups, which serve both to gather input on external technologies and to discuss developments in LASH FIRE and future regulatory proposals.

A preliminary guideline for the exploitation and dissemination has been prepared already during the proposal stage of the project defining initial procedures for the first activities, and is to be found in the LASH FIRE DoA part B.

The first updated PEDR was part of deliverable “D03.3 - First Dissemination and Communication Report and updated plan” which was published in February 2021. A follow-up will be given in “D03.8 - Final Dissemination and Communication Report and updated plan” (PM48).

4 Raising awareness – the project communication strategy

Main author of the chapter: Grit Ladage, CMT

This chapter provides a brief overview of the dissemination channels utilised to raise and improve the awareness of the project addressing the identified target groups. The following table shows the goals that are aimed at during the project in terms of communication. Below this, it shows the activities that have been taken or are planned for the respective target groups, which are described in detail in the following chapters.

Table 1: Preliminary plan of communication and dissemination activities

To **WHOM?**	**WHY** and **WHAT?**	**HOW?**	**WHO?**
Improving Public Perception and Societal Image			
General public (European citizens), Science community	Make a wider community aware of the impact of EU research funding, improve the public image of the maritime sector, enable contact to the project	Public project website; press releases; innovative media (e.g. LinkedIn); project dissemination material; interviews in local media and science magazines; project videos	**CMT**, RISE, MAG
Establishing cooperation with external partners and projects			
Maritime RDI Community	Inform on work and results, receive feedback on technical developments, foster knowledge uptake	Publication in specific newsletters, research and professional magazines	**CMT**, WP Leaders
Other RDI project consortia	Use synergies, e.g. joint resources, uptake of suitable external developments, exchange of results	European TPs and their websites, project newsletter, joint meetings, conferences and user groups, cooperative work	**CMT**, WP Leaders
School graduates, Students & Young professional	Attract young people to RDI and maritime industry, inform about job opportunities, improve technical skills for under- and post graduate students	Training material, presentations at universities, network of WEGEMT (www.wegemt.com), support to EMSHIP (www.emship.eu) actions, internal placements for students	**RISE,** academic partners
Identification and Communication of requirements			
Ship owners and operators	Inform potential customers about the benefits and potentials, of the emerging solutions and receive qualitive and quantitative feedback to the work being conducted in the project.	Direct contact with end-users (consortium), establishment of a MOAG (Maritime Owners Advisory Group), newsletters and conference presentations. MOAG to provide input to future regulations and legislation to find consensus of the proposals elaborated in the project.	**INF**, MAG, BV, CMT
Maritime rule making authorities	Monitor upcoming rules and regulations, direct communications to class, flag states and NGOs represented in IMO	Direct contact with consortium partners; installation of MAAG (Maritime Authorities Advisory Group), specific issue papers, see also paragraph above	**SEA**, RISE. BV, INF
European Ship-building & Equipment Community	Increase critical mass on the market, foster wider commercialisation of results, receive information on latest developments	Dedicated workshops, conferences and flyers using related networks and national, international and global associations, Public conferences (CFIS))	**CMT**, BV, SEA Shipyards, Equipment suppliers
Remove external Barriers towards Application			
Policy Makers	Communicate achievements, potential impact and needs to future legislation and infrastructure	EU policy makers and administration (proposals IMO)	**MAG**, RISE

To **WHOM?**	**WHY** and **WHAT?**	**HOW?**	**WHO?**
Research Admin. and funding authorities	Ensure consideration of achievements and RDI needs for future research programmes	Reports to COM, WATERBORNE network (TRA2022 participation), EU associations, national networks, contact with national governments	**CMT,** MAG

4.1 Improving Public Perception and Societal Image

Dissemination and communication activities in LASH FIRE focus on innovative and engaging ways to share results with the identified target groups and the corresponding most suitable channels. LASH FIRE uses a broad range of dedicated channels to collect and communicate information to raise awareness for the project and its cause. Relevant measures include print and media channels (brochure, website, LinkedIn and Twitter accounts, project video) as well as vis-à-vis contacts through participation in relevant conferences and events.

4.1.1 Website and Social Media

As part of the dissemination activities within WP03, a project website (www.lashfire.eu) has been established to connect stakeholders with the project partners while also highlighting additional social media platforms. Using the well-established content management system WordPress, the project website guarantees a responsive platform.

A major purpose of the LASH FIRE website is to inform on the progress made in the different WPs. To highlight this feature, “Work Packages” can be found both on the start page and under the top bar “project”. During Q1 WP03 interviewed all the WP leaders to fill the section with the latest information. Since the last report, there have been many updates like e.g. more detailed descriptions on the current working status and progress including pictures and movies. Also, all our public deliverables were made available for download as immediately after their submission. Finally, a series of partner interviews called ”Meet the partners” was launched. At regular intervals an interview in a form of a podcast with one of the LASH FIRE partners is published on the website. The interview presents the core of the project and highlights expectations from the work as well as the partners particular angle on fire safety.

4.1.2 Publications

Within the project all partners are requested to engage in the publication of articles in local magazines or inform the contact person for communication and dissemination to steadily inform on latest developments and outcomes. The flow of information has well developed since project start as seen by the reported activities.

Within the last 36 months, the project counts 115 dissemination activities in total, of which are 36 publications in magazines, interviews and further media appearances.

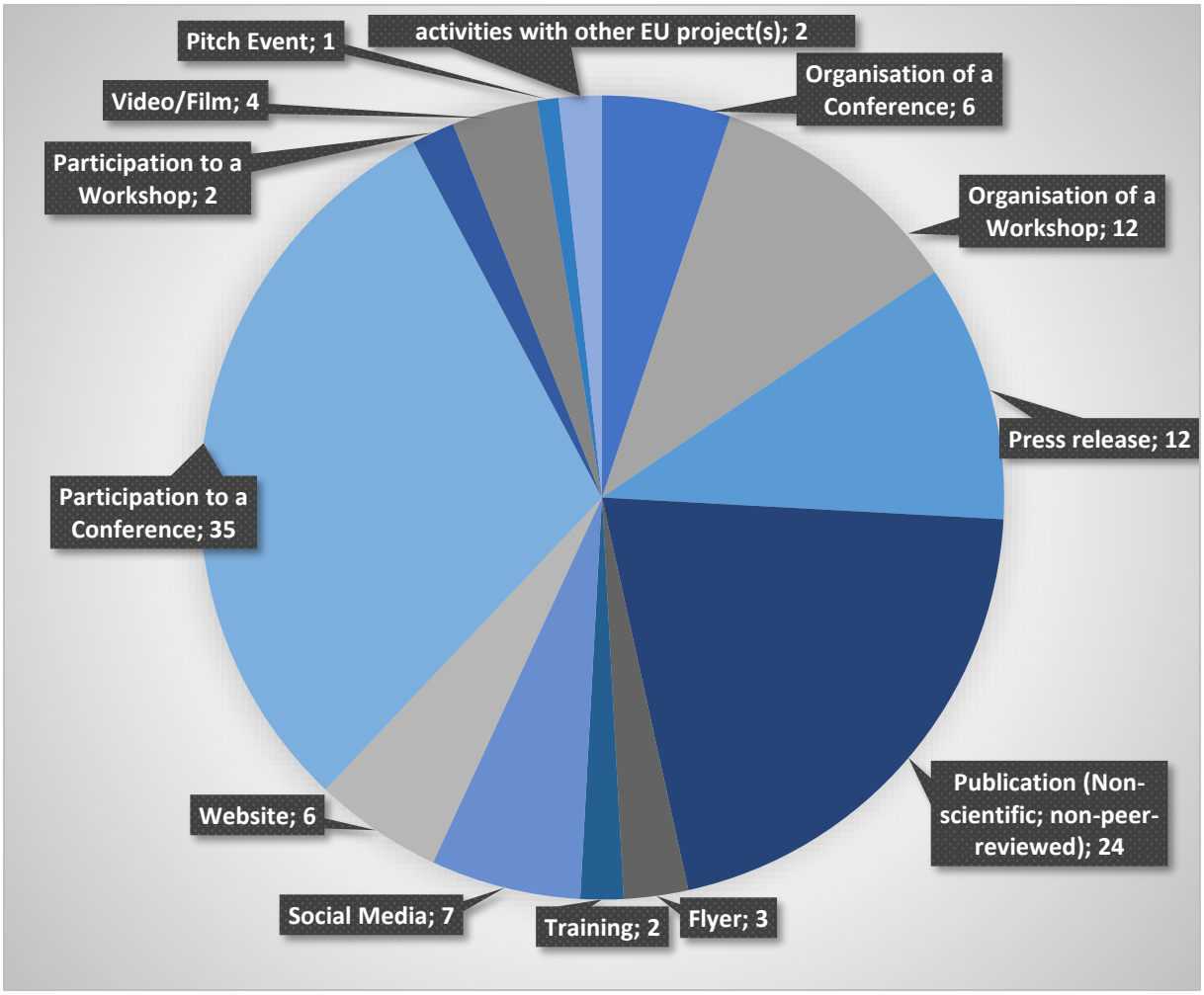

Figure 3: Reported Communication and Dissemination activities

Project brochures serve as an instrument to raise awareness for the project, addressing not only the respective stakeholders but also the general public. Therefore, a four-page long Din A5 project brochure was designed already at an early stage of the project. Since the first report, the brochure has been continuously updated, now counting 8 pages. The main objective of the project brochure is to provide the audiences with an appealing project overview. It serves as instrument to support the consortium partners in the communication activities. The printed brochure can be distributed on a personal level by the partners at conferences, trade shows, seminars, workshops and other occasions. To assist the dissemination effort, a digital version of the brochure has been uploaded to the project website and is available to be downloaded. Furthermore, the electronic version can easily be distributed via email on a larger scale, making use of partner networks as well as on LASH FIRE social media accounts.

Figure 4: Updated Project Brochure

4.1.3 LASH FIRE video production

Since the beginning of the project, WP03 has regularly called on partners to document important results of their work, preferably by recording a video or simulations, but also through other media that can be used to publish information about project developments.

One animated short film of approx. 90sec length has been produced during Q2 2021 that present the objectives of LASH FIRE: the project, the problem and finally the solution will be presented. The manner and graphical expression are illustrations/animation and infographics. This short animation or video teaser can be used by the partners to start up a presentation as well as a tool to increase awareness and interest on the partners web sites and in their social media channels.

Figure 5: LASH FIRE animated teaser

In addition, two videos have been produced, one of which served as an explanatory video for the hazard detection workshop, and the other accompanied partners Sasemar, RISE, and Stena on inspection visits to two STENA ferries for the development of Action 7-C - the Digital Fire Alarm Control Center. During these visits, two fire drills and several interviews were conducted with a professional film crew.

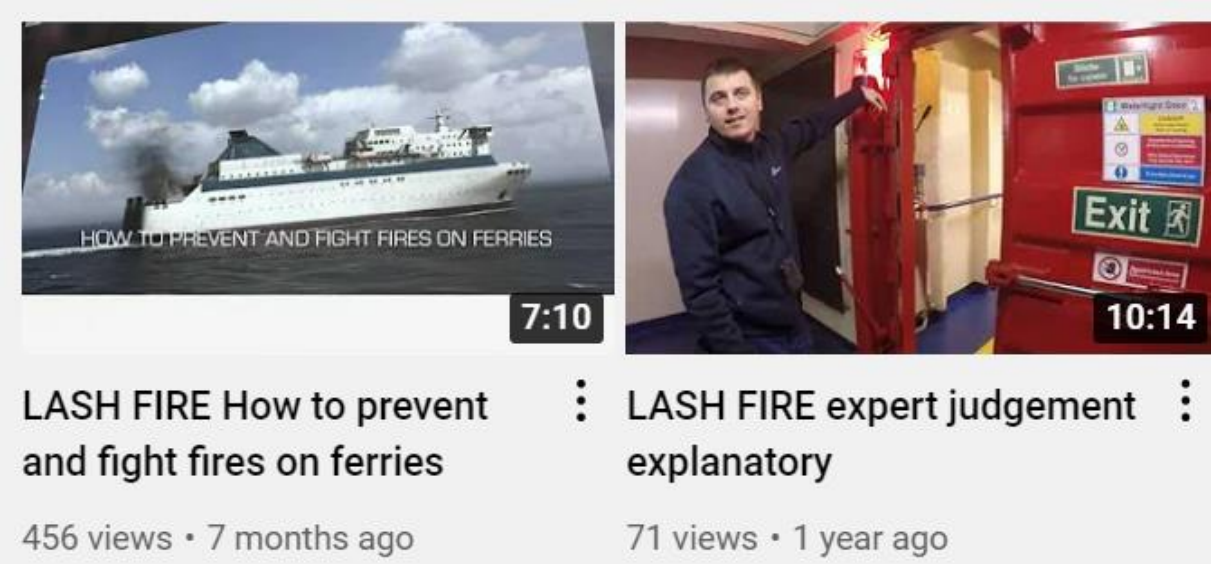

Figure 6: LASH FIRE videos "How to prevent and fight fires on ferries"(left) and "expert judgement explanatory"

Another film is currently in post-production and will be released soon to report and summarize the recent EV fire tests that took place at Centros Jovellanos, a maritime training and research center in Gijon. The film is divided into three modular parts, each covering one of the three tests. All three films work on their own, but with an introduction and conclusion now in production, the film can also be considered a full documentary.

Figure 7: LASH FIRE videos on EV fire tests (in production)

At the end of the project a more substantial film will be created with actual sequences from the experimental areas within the project. This film will be longer than the teaser (3-6 min) and contain interviews with partners and the ship crew to present both sides of the project and the outcome. Infographics will be added to highlight results and possible outcomes. This move can be used by partners and others to communicate the purpose of the project and how it all turned out. WP03 partners are confident that all partners will support to promote the video releases in their social media and on their websites to communicate the objectives and result of LASH FIRE.

All footage will be uploaded to YouTube as well as published on the LASH FIRE website and social media channels. The partners have been encouraged to share the videos also via their own network to amplify the reach.

4.2 Establishing cooperation with external partners and projects

The objective within this part of Task3.2 is to monitor the market for innovative technologies and potential cooperation opportunities, that might be of interest for the consortium partners. The partners look at the totality of LASH FIRE and analyse each cooperation by phase/duration, what joint activities it held together, and the outcomes of those cooperative activities.

A first status has been shared with partners in "IR03.2 – First Report on external knowledge and established cooperation" followed by an updated version in IR03.4.

4.2.1 Take up of external developments and innovations

One of the tasks assigned to LASH FIRE is to develop intelligence and data gathering of relevant developments and projects external to the LASH FIRE project to facilitate knowledge transfer to all project partners. This task is focussing on reviewing potential technologies, research projects, industry data, European projects repositories, the LASH FIRE consortium partners' internal knowledge and databases, and input from both the project advisory groups namely the Maritime Operators Advisory Group (MOAG) and the Maritime Authorities Advisory Group (MAAG). The process splits into three different areas:

- Latest research and developments in fire-related technologies (hardware),
- Fire management, software tools to design and assess fire protection,
- Upcoming rules and regulations.

All the results from the data gathering are populated in the LASH FIRE External Research & Innovation Repository. Besides populating the repository, LASH FIRE will conduct an in-depth analysis and provide a guideline for successful application to the end-users.

In order to understand the projects place amidst the multiple innovation developments and activities currently underway in this sector, it is important to gather the biggest possible amount of data related to those developments and see how they can relate to LASH FIRE's own activities and outputs. Thus, and within WP03, a methodology for review, analysis and cooperation with external developments and projects was developed. The focus lay on reviewing literature, research pertinent databases and news outlets, gather academic information, industry data, European projects repositories, the Partner's own internal knowledge and databases, and eventually also other LASH FIRE documents, such as internal reports and deliverables that might have been of use to the analysis.

The intended result is a repository of third parties' latest technologies and research initiatives, a live document which keeps gathering and structuring information, and which at the end of the day facilitates communication between LASH FIRE, external entities acting within this sector and new innovative projects that can complement the work underway in the Project.

Work description and timeline

Date	- July 20	Aug 20	Sep - Dec 20	02/'21	03/'21	04-06/'21	07/'21	08/'21	09/'21-07/'22	08/'22	Sep 22 - Jul 23	Aug 23
Description	Collection				Structuring			Analysis				
	1. Methodology 2. External development and projects collection phase 1	IR03.2	3. External development and projects collection phase 2	D3.3	1. Template and KPI for Rating system	2. Rating system process	3. Final selection	1.Template for analysis	2. Analysis 1	D3.4	3. Analysis 2	D3.8
WHO	CMT, MAG	CMT, MAG	WP03 + MAAG,MOAG	CMT, MAG	CMT, MAG	WP03 + MAAG, MOAG	CMT, MAG	CMT, MAG	WP03 partners		WP03 partners	

Figure 8. Overall methodology for developing external research and innovation repository

The methodology was organized in three phases, data collection, structuring, and analysis. In the first phase, WP03 partners identified and collected external developments and projects which looked promising to facilitate knowledge transfer to all project partners.

The focus of the research was directed to these sources:

- Direct contact with ship end users and authorities (MOAG and MAAG)
- Conferences
- Journals.
- Technology Transfer from other industries
- The past and current national and international projects

From the collection process until February 2021, WP03 partners listed 32 external technologies as well as 25 RDI activities with reference to fire safety technology across industries that related to the objectives of LASH FIRE project

The two Maritime Advisory Groups gave feedback to the ideas based on their expertise. In October 2020, MOAG and MAAG representatives were invited to review existing ideas and complement with any additional external developments and projects related to the LASH FIRE objectives. In particular, the MOAG members were provided with a Request for Information (RFI) on the technologies to include in relation to (ii) Ship operation and fire management. on 16th October 2020. This was the first of three different phases of collection, structuring and analysis of the past and current developments as well as upcoming rules and regulations related to (ii) Ship operation and fire management. Seven MOAG members and seven MAAG members reviewed the external developments and projects provided and returned the data sheets to the project team by 30th November 2020.

The second phase, the structuring process, started in March 2021. In pursuance to find the most important external developments that will be analysed, the LASH FIRE project also inquired the inputs from MOAG and MAAG members during the structuring phase. Finally, the collected ratings led to the final selection of external development for further analysis. The results of the structuring process will be attached as annex.

The final phase concerns data analysis, where the selected projects/developments/research are studied in detail. This analysis process started in September 2021. In this stage, there are three categories for analysis that will be shared between partners according to the expertise and network.

The last phase will investigate following features:

- requirements and targets in the shipbuilding, ship operation, specifically Ro-Ro ship environment
    - To understand the pertinence of the technology to LASH FIRE's own objectives
- technology readiness level
    - TRL level is ideally close to LASH FIRE's (5-7), that is, close to commercial application
- the impact / application
    - On which specific subsector(s) or areas does the technology impact
- technology gaps and Repeatability & Reproducibility
    - How the technology advances the state of the art, and how practical it is to reproduce
- technology advancement/Key Enabling Technology
    - Is it directly affecting a Key Enabling Technology as defined by Horizon 2020
- technology roadmap to fully application
    - Near term (1-5 years), mid-term (5-10 years), far term (10+ years)
- analysis and recommendation for successful implementation
    - From the design, manufacturing, assembly, testing, and approval process

The results of the analysis process will be reported in Deliverable "D03.8 Final Report on Dissemination, Communication and Cooperation".

List of external development and projects:

External developments	External projects
Acoustic wave for fire suppression system	Albero - Transport of alternative powered vehilces on RoRo vessels
Adaptive escape routing signage	Beredskab Øst
Alphatrone – Visual fire detection	BREND 2.0
AR technology to facilitate Fire Safety Equipment (FSE) inspection and maintenance	CONTAIN – Fire Safety Strategies for Container Ships (DBI)
Autonomous Fire- fighting Robot (SAFFIR Project)	DNV Fire Safety EV Transport
CNG vehicle cylinders exposed to local fire	ECOPRODIGI
Consilium - Smart detection system	E-TOX project (Toxic gases from fires in EVs)
DAFO CO gas detector	FIRESAFE I and II
DBI Digital Emergency Planning	FIRST – Fire Strategies for Unmanned Island Ferries (DBI)
DBI Digital Self-Check & Control (conformity assessment)	Health risks and health effects of firefighters' work: Exposure, diseases, and preventive measures
DBI Projects	HydroPen
DIFFS nozzles (pop-up or non pop-up)	International Journal of Hydrogen Energy. Volume 39, Issue 11, 4th April 2014, pages 6169 – 6175
Drone for firefighting	Lagging fires
DRY-FLO	Lion Fire II
DryFlow drencher testing system	PALAEMON - A holistic passenger ship evacuation and rescue ecosystem
Electronically activated sprinkler system	PFAS Free firefighting agents
ElideFire	Safe and Suitable Firefighting
HydroPenTM system	SAFEMODE
Integrated fire safety information presentation	SafePASS
Intelligent Fire Monitor for Fire Robot Based on Infrared Image Feedback Control	SH2IFT
Interface fire detection and voice alarm	Suveren – Safety of Urban Underground Structures due to the Use of New EnergyCarriers
Laser-based sensor for fire detection	The Spread of Fire from adjoining vehicles to a hydrogen fuel cell vehicle
Rapid Early Fire Smoke Detection System Using Slope Fitting in Video Image Histogram	Water wall curtain system
Real-time video-based smoke detection with high accuracy and efficiency	White Paper on Electric Vehicles (Final)
Retrofitting IOT for fire detection system	Zoning for rescue operations against vehicles with alternative fuels
SICK rolling drone for gas detection	
Smoke and fire curtains for fire containment	

External developments	External projects
TWIN Fire detection system	
ULTRA FOG - High Pressure water mist sprinkler system for fighting fires	
UPTEKO	
Using BIM for simulating fire growth and evacuation performance	
Vision based fire detection system	

Table 2: Table of external technologies and RDI activities

4.2.2 Cooperation with other RDI consortia and other external parties

LASH FIRE also looks into direct cooperation opportunities with other projects or third parties acting in sectors relevant to it. The different Work Packages have been doing various activities involving entities not within the consortium, but who have helped or contributed to the continued advancement of LASH FIRE. Such examples come in different forms, such as the collaboration with the ALBERO Project, the participation a supplier for fire blankets, a sponsor of fire blankets in the WP06 EV fire trials but also contacts and trips onboard ships from operators external to the project, or aid of local firefighters.

The intention is to collect information regarding these different cooperation shelf by LASH FIRE and aggregate them in what will be the final Deliverable of this Task, which will need to go through the different WP leaders, but since priority has been given to the external developments and projects repository and analysis, the bulk of the summation of this work will be done later on.

From the collection process, WP03 partners listed 28 external projects with interesting topics related to fire safety technology across industries that related to the objectives of LASH FIRE project. The complete list of the external projects and MAAG & MOAG observation on the external project can be seen in 9.1 A and ANNEX B LASH FIRE project aims to cooperate with external project to ensure take up of the projects results related to the fire technology.

Several collaborations have been established with third parties which have cooperated in some fashion with LASH FIRE. Entities like car manufacturers providing electric cars for fire tests (i.e. Opel, Volkswagen or a supplier for fire blankets have in some way contributed to activities of the project, by donating materials or know-how towards the development of specific tasks.

A valuable collaboration has taken place with the German project ALBERO, which set focus on the transportation of alternatively fuelled vehicles and associated risks. The project, which concluded in October 2021 was coordinated by the ISV, the German Institute for Ship's Safety and Safety Technology. LASH FIRE and Albero both investigate solutions for the improvement of safety of ro-ro ferries by adapting safety measures and facilities based on the new challenges. The LASH FIRE consortium member STENA Line, a Swedish ferry operator, was engaged as associated partner in the Albero project managing the initiation of the cooperation between both projects. LASH FIRE partner CIMNE and Albero experts from the Fraunhofer FIKE started to collaborate and exchange their findings in the field of ignition prevention and joined forces in the development of a system/software solution. In addition, regarding the aspect of cooling down a single vehicle, both projects set up a plan for a variety of joint tests, that took place at LASH FIRE partners Sasemar and RISE as well as the respective Albero experts.

One important moment where external contribution was evident was the activity of Work Package 06 in which partners gathered at SASEMAR's centre in Gijon, Spain, to implement tests on fire in electric vehicles. This was a particular case in external cooperation as there were contributions from a couple third parties, namely by Opel who made 3 EVs (Mokka) available for fire trials, and fire blanket supplier who brought one of their fire blankets to undertake a few tests as well as the boundary cooling device developed in the ALBERO project. The participation in some of ALBERO's events, and vice-versa, is further proof of this. The fire tests with the electric cars took place in April 2022 and were accompanied by a professional film team as well as a number of GoPro cameras from the project partners. Furthermore several posts were published on the social media platforms during these trials which gained the project a lot of awareness. Three videos of these tests, one per scenario, have been published in August 2022 as promotion for the second public conference CFIS on fire safety at Sea, which will take place in October 2022.

Exchange of expertise in the various fields, joint tests and workshops (e.g. HazID) or contributions to each other's participation in the Formal Safety Assessment preparation are beneficial for both parties in order to achieve their specific objectives of the project.

Other important collaborations have been with ship operators, and on this point it is worth mentioning SAS's long-standing relationship with Spanish operator Balearia, which has allowed the project to undertake field work on board one of their ships, the "Abel Matutes", The WP06 partners visited the vessel, which transfers between Barcelona and the islands of Menorca and Mallorca conducting some tests and fire drills. Those trips have proven productive in terms of results by clarifying and putting to the test some ideas which had been developed within that WP.

It is also worth referring the participation of LASH FIRE partners in several different events and/or conferences, in which we can highlight the SEAFUTURE Conference 2021 in La Spezia, the Shippax Conference 2021 in Copenhagen (on board a ship which sailed to Oslo and back), as well as the collaboration with EMSA for the CFIS Conference.

There are further projects that were of interest for the LASH FIRE project, like the H2020 project SafePASS, which is investigating lifesaving appliances and systems for swift evacuation operations on high-capacity passenger ships. The LASH FIRE project management team received an invitation by this project for a collaboration workshop to exchange on possible opportunities to join forces and share work and results. This resulted in a participation to the SAFEPASS webinar, where first results from WP11 where shared by a presentation from the respective WP leader Pascal Boulet from Université Lorraine.

4.2.3 Conferences and scientific papers

The publication of scientific work, which shares concrete project developments and offers a targeted approach, results to address the scientific community and academia.

Scientific papers offer the opportunity to ensure the widest and most sustainable dissemination and use of research results that have been publicly funded, thereby improving the reproducibility of research results and facilitating knowledge transfer between different actors in the field of innovation.

In LASH FIRE, by the time of this report 4 publications have been published. The published conference papers have been archived on the Zenodo repository and with reference set to the OpenAire platform. In addition to that, all technical project deliverables, which can be also considered as scientific and peer-reviewed, will be published on the platforms, as well upon approval.

4.3 Identification and communication of requirements

4.3.1 Acceptance by and consensus with Maritime Advisors

The Maritime Advisory Groups consist of two pre-identified, selected and committed external parties which have a prime interest in the work of the project due to their daily business and expertise.

4.3.1.1 Maritime Operators Advisory Group

The first group, the Maritime Operators Advisory Group (MOAG) is involving ship end-users and users of innovative firefighting technologies, facilitators (equipment suppliers and shipyards), and other maritime stakeholders such as insurance companies. The main purpose of the MOAG is to ensure practical feasibility and broad acceptance of new technologies, rules and regulations by the users.

The MOAG is coordinated and facilitated by Interferry (INF), an association representing the ferry industry on an international level. Interferry is the partner who facilitates and monitors the activities of the MOAG and provides direct contact between the MOAG members and the partners of the consortium.

The membership of the Maritime Operators Advisory Group (MOAG) is as follows:

Nine ship end-users:

- Balearia Lines, Spain
- British Columbia (BC) Ferries, Canada
- Calmac Ferries, Scotland
- Condor Ferries Ltd, UK
- DFDS, Denmark
- Grimaldi Group, Italy
- Scandlines, Denmark
- Stena Rederi AB, Sweden
- Wallenius Marine AB, Sweden

One end-user of innovative firefighting technologies:

- RelyOn Nutec, Holland

Two facilitators, one equipment supplier and one shipyard:

- Sterling PBES Energi Solutions Ltd, Canada
- FSG Design GmbH, Germany

Three associations of marine insurers;

- International Group of P & I Clubs
- International Union of Marine Insurance (IUMI)
- The Nordic Association of Marine Insurers (Cefor)

The establishment of the Maritime Operators Advisory Group (MOAG) is complete with a total of fifteen members, nine of which are first class operators and end-users of ro-ro passenger, ro-ro cargo and pure car carrier vessels, an end-user of innovative firefighting technologies, two facilitators consisting of an energy equipment supplier, a shipyard and three associations of marine insurers.

4.3.1.2 Maritime Authorities Advisory Group

The Maritime Authorities Advisory Group (MAAG) consists of representatives of Flag states Authorities/Organisations and is established with the following objectives:

- to collect input regarding future regulations and legislations, to analyse and discuss this and to find consensus in view of the proposals to be elaborated by the Project:
- to allow for review of the Project results and discussion of regulatory aspects and proposals prior to communicating them to the International Maritime Organisation (IMO) with a view at facilitating a wide support and consensus of the findings and increases the probability of formal implementation.

Membership of the Maritime Authorities Advisory Group (MAAG)

The membership of the Maritime Authorities Advisory Group (MAAG) is as follows:
Belgium
Finland
France
Germany
Italy
The Netherlands
Norway
Panama
Sweden
United Kingdom
European Maritime Safety Agency (EMSA)

For the purposes of MAAG coordination the following organisations are also part of the MAAG:
Bureau Veritas (Partner in LASH FIRE Consortium)
Magellan (Partner in LASH FIRE Consortium)
RINA (external to the LASH FIRE consortium in support of the Italian Authorities)

Liaison with the Project will be facilitated by the MAAG Member through one person, the appointed MAAG Member's representative. This representative is appointed by the national authorities as an expert with specific expertise on safety hazards of fire and innovations in ro-ro ship environment.

As a partner in the LASH FIRE Consortium, SEA Europe (the European Association of Shipyards and Maritime Equipment Manufacturers) is coordinating MAAG's activities. Memorandum of Understanding Agreements have been signed with MAAG members (except for those partners in the LASH FIRE consortium).

4.3.2 Joint MAAG and MOAG workshops

The two advisory groups were to be established under Task 03.3, their meetings to be arranged and documented and the consortium to be informed of the outcomes. Each Group will meet at a minimum four times over the duration of the project, focusing on specific topics. Meetings were to be arranged, as far as practicable back-to-back with other events, such as the relevant IMO working group meetings, Interferry conferences or others. The status of the advisory groups and the outcomes of discussions were to be documented in internal reports, which will be included in the Dissemination and Exploitation reports.

The MOU Agreement envisaged the Advisory Groups meeting four times as a minimum during the duration of the project. Unfortunately, the significant impact of the COVID – 19 pandemic has made physical meetings impossible since the end of March 2020 but a series of 10 solution workshops has been conducted since the first report, where both groups have contributed to the assessment of the 20 actions of the project.

4.3.2.1 First Joint Advisory Group Meeting 5th March 2020, London, attended by MAAG & MOAG

A joint advisory group meeting was held of the MAAG and the MOAG on on 5th March 2020 London, "back-to-back" with IMO SSE 7 session. The meeting was very well attended by ten MAAG members, EMSA, four MOAG members, and co-ordinated by the partners of CMT, RISE, Sea Europe, Interferry, and Flow Ship Design.

The meeting consisted of presentations providing General Introduction to the LASH FIRE project, Ship Integration and Selected Generic Ships, Facilitation of Maritime Advisory Groups, Formal safety assessment and New Risk approach, based on space type cargo capacity, Horizontal Action on Fire and Electric Vehicles, Prioritisation of safety Challenges addressed in LASH FIRE and a Workshop.

4.3.2.2 Fires in Alternatively Powered Vehicles on board Ships Webinar, 14th October 2020

A webinar on Fires in Alternatively Powered Vehicles Onboard Ships webinar was hosted by the Consortium on 14th October 2020, co-ordinated by Interferry, Sea Europe, CMT and Magellan.

A range of presentation were given which are available on the LASH FIRE website. The webinar was attended by more than 300 persons from all aspects of industry and the public. The webinar was considered a great success and an excellent way to disseminate information to all parties.

4.3.2.3 Series of solution workshops

Between June 2021 and June 2022, a series of 9 technical workshops (See Table Table 3: Meeting schedule of MAAG and MOAG workshops) were held with the representatives of the two LASH FIRE Advisory Groups, the Maritime Operators Advisory Group (MOAG) and the Maritime Authorities Advisory Group (MAAG), to assess the 20 challenges/actions and the 40 associated Risk Control Measures (RCMs).

9 virtual workshops in total			
#1 02. June 2021	6-A: Manual screening of cargo fire hazards and effective fire patrols 10-A: Automatic first response fire protection systems	#6 23 Feb 2022	9-B: Detection in closed and open ro-ro spaces 10-C: Updated performance of alternative fixed fire-fighting systems
#2 01 Sep 2021	6-B: Quick manual fire confirmation and localization 11-A: Division of ro-ro spaces	#7 6 April 2022	7-B: Efficient extinguishing system activation and inherently safe design 8-A: Automatic screening and management of cargo fire hazards 9-C: Technologies for visual fire confirmation and localisation
#3 13 Oct 2021	11-B: Ensuring safe evacuation 11-C: Safe design with ro-ro space openings	#8 11 May 2022	6-D: Effective and efficient manual firefighting 7-C: Firefighting resource management centre 8-C: Fire requirements for new ro-ro space materials
#4 24 Nov 2021	7-A: Improved fire detection system interface design 9-A: Detection on weather deck	#9 01 June 2022	MAAG MOAG Workshop Level of Support for Solutions
#5 15 Dec 2021	6-C: Efficient first response 8-B: Guidelines and solutions for safe electrical connections 10-B: Weather deck fixed fire-extinguishing systems 11-D: Ro-ro space ventilation and smoke extraction		

Table 3: Meeting schedule of MAAG and MOAG workshops

4.3.2.4 Level of Support workshop

A final concluding workshop was organised on 1 June 2022 to involve the representatives of the two Advisory Groups in the decision making and selection process of the Risk Control Options (RCOs) emerging from the review results of the Risk Control Measures (RCMs). In doing so, the stakeholders of the two Advisory Groups were invited to indicate their level of support for the solutions to be taken forward. The Advisory Groups' input served as an indication in the assessment process by the LASH FIRE Consortium along other categorized assessment criteria i.e. Ship's integration, Cost, Regulatory compatibility, and Risk reduction (Table 4).

Table 4

WP05	WP05	WP03 (BV)	WP04	WP03
Ship integration	Cost	Regulatory compability	Risk reduction	Inputs from maritime stakeholders
High	Low	Easily integrable	High	High support
Medium	Medium	Integrable	Medium	Medium support
Low	High	Hardly integrable	Low	Low support
Not integrable		Change of philosophy	Increase of fire risk	
N/A	N/A	N/A	N/A	N/A
		No opinion		

Table 4: Mentimeter rating

In order to ease the evaluation during the final workshop organized on 1 June 2022, the 'Mentimeter' application was used (www.menti.com) allowing participants to score the various solutions from 'No support' to 'Full support'.

4.3.2.5 Final Advisory Group Meeting during CFIS 2022 , attended by MAAG & MOAG

A final meeting is planned during the midterm project conference CFIS on Fire Safety at Sea, which will take place on 11th of October 2022 to sum up the input received from both Advisory Groups and inform on the way forward of the LASH FIRE project.

4.4 Remove external Barriers towards Application

4.4.1 Increasing critical mass amongst European Shipbuilding and Equipment Community

For assuring appropriate dissemination, two public conferences will be organised to share information on the research conducted in the project, share findings from fire test, simulation studies, and other trials with the stakeholders.

The series of "CFIS – Conferences on FIre safety at Sea" started with a virtual meeting in October 2021. The first physical CFIS conference, which sets focus on safe carriage of AVFs and effective fighting of AVF fires, is in preparation by the time of this report and will take place 11 October 2022. The conference is hosted by the partners, CIMNE, Sasemar and Magellan, with strong support from RISE and CMT. The event will take place in the great hall of EMSA, the European Maritime Safety Agency, which further underlines the strong support the project receives from the formal authorities.

By the end of the project a final CFIS conference will take place. Hosted by project partners FLOW Ship Design and CMT, the event is scheduled end of July in Pula, Croatia.

4.4.2 Proposal administration, review and input

In the context of LASH FIRE WP4: Formal Safety Assessment, the Consortium partners were seeking to develop a Comprehensive ro-ro space fire database. The objective being to decrease the degree of accident under-reporting, to consolidate information from various sources, and to include near-misses and other casualty-related data into one single database.

The importance of the availability of a comprehensive casualty database has been highlighted numerous times at IMO (III 4/4/3). In addition, the IMO FSA experts group also noted that near-miss data may facilitate the hazard and risk analysis (MSC 93/6/2).

The information relevant to the Consortium partners would include any casualty related information (structured databases, accident investigation reports, or lessons learned…) concerning fire/explosion events on ro-pax, ro-ro cargo ships, and vehicle carriers.

The collection of information through MAAG took place by correspondence. SEA Europe also facilitated exchange of information between the partners in the LASH FIRE consortium responsible in charge of WP4 and EMSA. EMSA was very supportive with the retrieval of data available under the EMCIP and MARINFO data bases and the correlation with the IMO GISIS database. Due to the potential sensitive nature of sharing such data, a limited amount of MAAG representatives have been able to share data from their national casualty database.

Furthermore, there was a request from Work Package (WP) 04 leader on 24th June 2020 for the MOAG ship end-user members to provide lane metre (LM) data for their whole fleet of vessels. This was used in a fleet analysis to calculate the exposure time of their fleet in terms of LM in closed/open ro-ro/weather deck. A template was provided which was returned by August providing fleet data as requested for more than 240 vessels.

4.4.3 Review, collation and co-operation of external developments and projects

LASH FIRE also aims to develop a dialogue with policy makers, Flag States and other international stakeholders who actively participate in the definition of rules and legislation in this field. In order to achieve this, several channels of communication have been and will be initiated during the Project to facilitate the adoption of the developments and breakthroughs of LASH FIRE by these entities. Thus, more than impacting these players via public events and general awareness activities within the Project, it is important to engage them by constantly sharing information, results and outputs of LASH FIRE directly, making the most of the broad existing network that the Consortium have, but also the structure set up by the Project itself, such as the Advisory Groups and activities that involve external players..

The necessity of establishing this constant communication cannot be understated – it is paramount that the main international decision makers of this sector are aware of the developments and results of LASH FIRE, and what it intends to do. So, when ultimately the policy recommendations, guidelines proposals, methods and techniques developed and tools created are ready to be put in place, there is no growing pains or any other barrier for them to be incorporated into the normal procedures for which all these players are responsible.

What is more, this approach means the Project will help improve cooperation between sub-sectors, authorities and active players, which was identified as an issue within the current context and indeed one of the reasons why some of these actions were foreseen: by setting up this dialogue with these entities in a multilateral fashion, LASH FIRE will also increase their awareness for these horizontal issues, making them more involved and engaged with these matters.

So far, and despite 2020 not having been the most conducive time to engage in direct, personal communication with these contacts, the actions taken by LASH FIRE have aimed to start that

conversation, by making policy makers aware of the objectives of the Project and the early developments of the actions already underway.

In addition to the public availability of project results, the publication of LASH FIRE-related content in various sectoral publications, the continuous dissemination of activities through communication LASH FIRE organizations responsible for policy-making, in terms of more concrete planned actions, there are two public conferences (at mid-term and at the end of the project). To this end, there is still the Exploitation Plan, which will help to understand in detail how LASH FIRE will ensure its intended impact with policymakers. These barriers will be reduced and removed for the application of its results.

4.5 Exploitation and Implementation

The development and update of the exploitation plan of the project will be published with the deliverable D03.9 *Final exploitation plan* presenting how to initiate, facilitate, monitor and report dissemination activities and to elaborate the exploitation plan, relying on the technical input from all partners and work packages.

The LASH FIRE report D04.8 on the *Impact on regulations by new solutions and consolidation of new proposals for regulations* will provide an assessment of the cost-effective technical and operational solutions against the current status of the regulations to identify any potential conflicting regulations or barriers to their implementation. The specific regulatory proposals will be developed in a way to be presentable to the relevant decision makers in an auditable and traceable manner.

Whilst the amendment opportunities are coming to an end and concern the output on the revision of SOLAS Chapter II-2 and associated codes to minimize the incidence and consequences of fire in ro-ro spaces and special category spaces of new and existing Ro-ro passenger ships, LASH FIRE can provide some input in the current IMO process. However, any other recommendations related to Ro-ro cargo and Vehicle carriers could be communicated to IMO for future work. Concrete proposals for amendments to IMO regulations will be provided in LASH FIRE Report D04.8 on the *Impact on regulations by new solutions and consolidation of new proposals for regulations,* after the results from the cost-effectiveness assessment and the screening of impact on regulations.

Moreover, the LASH FIRE findings related to Alternative Powered Vehicles will be supported the IMO new output on '*Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles'*.

Finally, LASH FIRE results might be subject to recommendations for additional IMO guidance involving classification societies/P&I or for request for new outputs in the context of SOLAS 2028. Outside of IMO framework, the LASH FIRE outcome may serve as a basis for stand-alone P&I Clubs or classification societies to issue guidelines (input on revision of class notations), or national/EU regulations.

5 Monitoring and evaluation of activities

Main author of the chapter: Grit Ladage, CMT

All activities, which are assigned to the field of Dissemination and Communication, are regularly reported by the partners in a prepared Excel table.

Partners are requested and reminded to report latest activities through the monthly newsletters and project internal meetings, e.g. WP03 or CMG meeting addressing all the work package leaders but also the General Assemblies addressing all partners. The table is monitored on a regular base.

5.1 Management of communication and dissemination activities

The table for reporting on communication and dissemination activities is based on the queries of the ECAS - Participant portal, the official platform to update the assigned project officer at the European Commission on the latest developments and outcomes of the project. The reporting table is divided into three tabs. The first tab is for reporting any activity without scientific and peer-reviewed requirements. This includes their general communication activities, as there are interviews and articles in scientific journals, organisations of participations in conferences and workshops, and media campaigns amongst others. The second tab concerns scientific and peer-reviewed papers. These are subject to a publication obligation towards the EC, the so-called open access, and are reported separately. Scientific papers can be student master theses or diploma theses but also scientific contributions which are presented at congresses.

Each partner is requested to enter its activities in the reporting table immediately, i.e. already at the idea stage but at the latest after implementation. During the General Assemblies the project partners are regularly reminded to use this table and asked to add outstanding entries.

The third tab contains information on the individual queries and thus serves as an aid to the partners in reporting the activities. This ensures consistent and nearly complete reporting.

The current status amounts to 115 communication activities in various fields as well as 4 entries on scientific papers.

In addition, every two weeks, RISE, MAG and CMT as partners mainly involved in Task T03.5 convened to coordinate upcoming communication and dissemination activities.

5.2 Open Access for scientific publication and research data

"Open Access" (OA) stands for the practice of online access to scientific information that is publicly available, free of charge and re-usable. Following a pilot action in the Seventh Framework Program for Research and Technological Development (FP7), OA was enshrined as a general principle in the current EU Framework Program for Research and Innovation Horizon 2020. It states that:

"Each beneficiary must ensure open access (free of charge, online access for any user) to all peer-reviewed scientific publications relating to its results." - Annotated Model Grant Agreement Art. 29.2

This means that, in principle, scientific publications under a Horizon 2020 funded project must be made available online free of charge and in the public domain. With respect to research and innovation, "scientific information" includes:

1. peer-reviewed scientific research articles (published in academic journals), and

2. research data (data on which publications are based, curated data, raw data).

In practice, the transition to open access as a publication standard involves two steps: storing publications in repositories/online archives and providing open access to these data. Open access can be provided via two strategies:

- 'gold' open access (open access publication):

First publication of articles, monographs, edited volumes, etc. in an OA journal or with an OA publisher. Gold Open Access publications usually incur publication fees.

- Green" Open Access (self-archiving):

Simultaneous or subsequent archiving of the published article or final peer-reviewed manuscript in an online repository (institutional or subject-specific). There is usually no direct cost to the author. For the LASH FIRE project, the Zenodo platform is the main repository for the publication of research data and scientific publications. Zenodo is the general Open Access repository developed under the European OpenAIRE program and operated by CERN. Since no deliverable in the project is subject to confidentiality but all are public, the Zenodo platform is used to publish not only the scientific papers but also the project deliverables there, thus granting open access.

6 Project internal communication

Main authors of the chapter: Grit Ladage, CMT

WP03 also monitors and manages the internal communication flows of the project consortium. Support and guidelines to inform the partners about the communication possibilities and rules are necessary to assure that certain requirements set by the European Commission are fulfilled, but also to prevent confidential information from leaking to the outside.

6.1 Templates and guidelines

In the LASH FIRE project, a guideline for dissemination and communication activities was developed and uploaded to the common project management platform TEAMS to ensure access to the partners. It contains, among other things, instructions for the use of the funding reference or the procedures for the approval process of scientific publications. In addition, a wide variety of templates have been created for communication purposes to ensure a uniform presentation when disseminating information. For example, there are templates for internal and external reports, Word templates or PowerPoint templates for presentations within the project (e.g. for the general assemblies) or for external events that require the funding reference. In addition, a clear and comprehensive PowerPoint presentation template is available to the partners, which depicts the project in its entirety. If required, the respective partner can use the relevant slides and incorporate them into his own presentation. Finally, a narrow version was also created, which summarizes the project on two PowerPoint slides as can be used for short mentions in the course of a presentation.

7 Conclusion

Main author of the chapter: Grit Ladage, CMT

This report outlines the communication strategy, reports on the current status and the measures already taken or in planning. In addition, an updated version of the Preliminary Plan of Dissemination activities is included in this report. This plan will be updated periodically in accordance with project progress and partner interests. As identified in this plan, although some key undertakings have already been carried out, there are still several important avenues to be exploited in the dissemination chapter, and we will ensure that we reach the largest number of people to help us achieve our goals and participate in the project's progress in a supportive and unaided manner. We further continue to rely on and further promote the constant and committed cooperation of all consortium members in order to communicate their involvement and to promote their work within the project in order to assure the greatest possible reach and thus an optimized influence, finally paving the way for the adaptation of the existing fire safety regulations to significantly improve fire safety for ferries. In addition, the project collation on external research and innovation activities can be found in the annex.

8 Indexes

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9 Annexes

9.1 Annex A: List of external developments and projects resulting from the structuring process

Table 1 - Template for input gathering from partners in structuring phase

Name of Technology	Link	Related Work Package	Related Action	Related Partner
Acoustic wave for fire suppression system	Webpage	WP10	10-A	RISE
Electronically activated sprinkler system	PDF-File	WP10	7-B, 10-A	NSR, RISE
Vision based fire detection system	PDF-File	WP09	9-C	FRN
Interface fire detection and voice alarm	PDF-File	WP09	7-A, 9-C	NSR, FRN
Laser-based sensor for fire detection	PDF-File	WP07, WP09	7-A, 9-C	NSR, FRN
Using BIM for simulating fire growth and evacuation performance	PDF-File	WP11	11-B	LUL
AR technology to facilitate Fire Safety Equipment (FSE) inspection and maintenance		WP06	6-A	SAS
Adaptive escape routing signage	PDF-File	WP11	11-B	LUL
Smoke and fire curtains for fire containment	PDF-File	WP11	11-A	LUL
Intelligent Fire Monitor for Fire Robot Based on Infrared Image Feedback Control	PDF-File	WP06, WP07, WP08	8-A, 7-A. 6-A	SAS, NSR, CIM
Rapid Early Fire Smoke Detection System Using Slope Fitting in Video Image Histogram	PDF-File	WP09	7-A, 9-C	NSR, FRN
DIFFS nozzles (pop-up or non pop-up)	PDF-File	WP10	10-B	RISE
HydroPenTM system	Webpage	WP10	10-B	RISE
TWIN Fire detection system	Webpage	WP09	9-B, 9-C	FRN
CNG vehicle cylinders exposed to local fire	Online-Report	WP11		LUL
ElideFire®	Webpage	WP10	10-A	RISE
Real-time video-based smoke detection with high accuracy and efficiency	PDF-File	WP09	9-B, 9-C	FRN
DryFlow drencher testing system	Webpage	WP10	10-B	RISE
DAFO CO gas detector		WP09	9-B, 9-C	FRN
Consilium - Smart detection system		WP09	9-B, 9-C	FRN
DBI Digital Emergency Planning	Webpage	WP05	5-D	ULJ
DBI Digital Self-Check & Control (conformity assessment)	Webpage	WP09	9-B	FRN
DBI Projects	Webpage	WP05	5-D	ULJ
UPTEKO	Webpage	WP05	5-B	ULJ
Ultrafog	Webpage	WP10	10-C	RISE
SafePASS - Next generation of life Saving appliances and systems for saFE and swift evacuation operations on high capacity PASSenger ships in extreme scenarios and conditions	Webpage	WP05, WP09	5-B, 9-B, 9-C	ULJ, FRN
SAFEMODE - Strengthening synergies between Aviation and maritime in the area of human Factors towards achieving more Efficient and resilient MODE of transportation	Webpage	WP05	5-B	ULJ

PALAEMON - A holistic passenger ship evacuation and rescue ecosystem	Webpage	WP06	6-D	SAS
Albero - Transport alternativ betriebener Fahrzeuge auf RoRo-Fährschiffen	Webpage	WP05, WP08, WP09	5-B, 8-B, 9-B	ULJ, CIM, FRN
Lion Fire II	Webpage	WP10	10-B	RISE
PFAS Free firefighting agents	Webpage	WP10	10-B	RISE
Lagging fires	Webpage	WP09, WP11	9-B, 11-C	FRN, LUL
CONTAIN – Fire Safety Strategies for Container Ships (DBI)	Webpage	WP09, WP11	9-B, 11-B	FRN, LUL
FIRST – Fire Strategies for Unmanned Island Ferries (DBI)	Webpage	WP09, WP10	9-B, 10-B	FRN, RISE
ReliS - Reliable Sprinkler		WP10	10-B	RISE
Protective clothing during fires and thermal rush in Li-ion batteries in e-vehicles	PDF-file	WP06, WP07	6-D, 7-A	SAS, NSR
Zoning for rescue operations against vehicles with alternative fuels	PDF-file	WP06, WP07	6-C, 6-D	SAS