



**SEVENTH FRAMEWORK PROGRAMME**



**THEME [7]**

**Theme Title:** Transport (including Aeronautics)

**SuperGreen**

**SUPPORTING EU'S FREIGHT TRANSPORT LOGISTICS ACTION  
PLAN ON GREEN CORRIDORS ISSUES**

**Grant agreement for:** <Coordination and Support Actions (coordination)>

**Grant agreement no.:** TREN/FP7TR/233573/"SUPERGREEN"

**SuperGreen Knowledge Base**

**User Manual**

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## 0 Preliminary Actions

The Supergreen Knowledge Base home page (<http://10.10.2.201/SuperGreen/Login.aspx>) contains:

- “User Registration” link;
- Login form;
- “Log Out” link;
- Five section tab-sheets (“Home”, “Corridors”, “Technologies”, “Applicability” and “Questionnaire”); if you have not logged in, these five sections have the same content (Figure 1).

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**Login**  
Please, insert your login data or click on the User Registration link below.

User Id  Required  
Password  Required

The *SuperGreen Knowledge Base* is currently available for a restricted group of users and registration is necessary.  
If you are not registered, please click on the user registration link below.  
[User Registration](#)

Figure 1: Web-Tool Home Page

## 0.1 User Registration

To access the customized services of the Supergreen Knowledge Base you must register as follows:

- Click on “User Registration” sign and read the disclaimer of the project (Figure 2);

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### User registration

**Welcome to the SuperGreen Knowledge Base**

SuperGreen is a Coordinated Action supported by the European Commission (DG-TREN) in the context of the 7th Framework Programme.

The objectives of the SuperGreen project concern supporting the development of sustainable transport networks by fulfilling requirements covering environmental, technical, economic, social and spatial planning aspects.

The SuperGreen Knowledge Base is currently available for a restricted group of users and registration is necessary.

The information stored in the SuperGreen Knowledge Base have been collected by the SuperGreen Consortium through questionnaires, interviews, workshops and web sites. The content of the pages of this website is for your general information and use only. Use of any knowledge, information or data contained in this document shall be at the users sole risk. Neither the SuperGreen Consortium nor any of its members, their officers, employees or agents shall be liable or responsible, in negligence or otherwise, for any loss, damage or expense sustained by any person as a result of the use, in any manner or form, of any knowledge, information or data contained in this document, or due to any inaccuracy, omission or error contained herein.

The European Commission shall not in any way be liable or responsible for the use of any such knowledge, information or data, or of the consequences thereof. The selection of the corridors identified in this document was made only for the purposes of the SuperGreen project and by no means implies any endorsement, direct or indirect, either by the SuperGreen Consortium or by the European Commission, of these corridors vis-à-vis any other corridor, with respect to any criteria, environmental, economic, or other.

If you continue to browse and use this website, you are agreeing to comply with and be bound by the above terms and conditions of use.

I accept Term and Condition of the SuperGreen Knowledge Base  
 I do not accept Term and Condition of the SuperGreen Knowledge Base

Figure 2: User Registration - Disclaimer

- Insert your credentials (user name, first name, surname, company and email) in the specific boxes of User Registration form) (Figure 3);
- Click on “Register” button (Figure 3);

Please, insert your credentials in the boxes below.  
You will receive a confirm email with your new username and password for future access.

User Name:

First Name:

Surname:

Company:

Email:

Disclaimer: Any information provided during the registration procedure will not be used for any commercial purpose or communicated to external parties. The data inserted will be used uniquely for the purposes of the SuperGreen Knowledge Base.

**Figure 3: User Registration Form**

- You will receive a confirmation email with your username and password for access; the password is a random alphanumeric string generated by the system administrator (Figure 4).

*Hi (name) (surname),  
thank you for your registration!*

*These are your registration data:*

*Name: (name)  
Surname: (surname)  
Company: (company name)  
Email: account@provider.com*

*and your login parameters are:*

*UserId: (username)  
Password: (random alphanumeric string)*

**Figure 4: Example of Confirmation Email**

## 0.2 User Login

- For access to customised Web-Tool, in the home page insert your login parameters in the specific boxes (User Id and Password) (Figure 5);
- Click on “Login” button.

**Login**  
Please, insert your login data or click on the User Registration link below.

User Id  Required

Password  Required

**Figure 5: Login Form**

The home page (Figure 6) contains the logos of project partners and is structured in 5 sections:

- “Home”,
- “Technologies”,

- “Corridors”,
- “Applicability”
- and “Questionnaire”.

Each section is selectable clicking on the gray tab-sheet.

In the next chapters, each section is described.

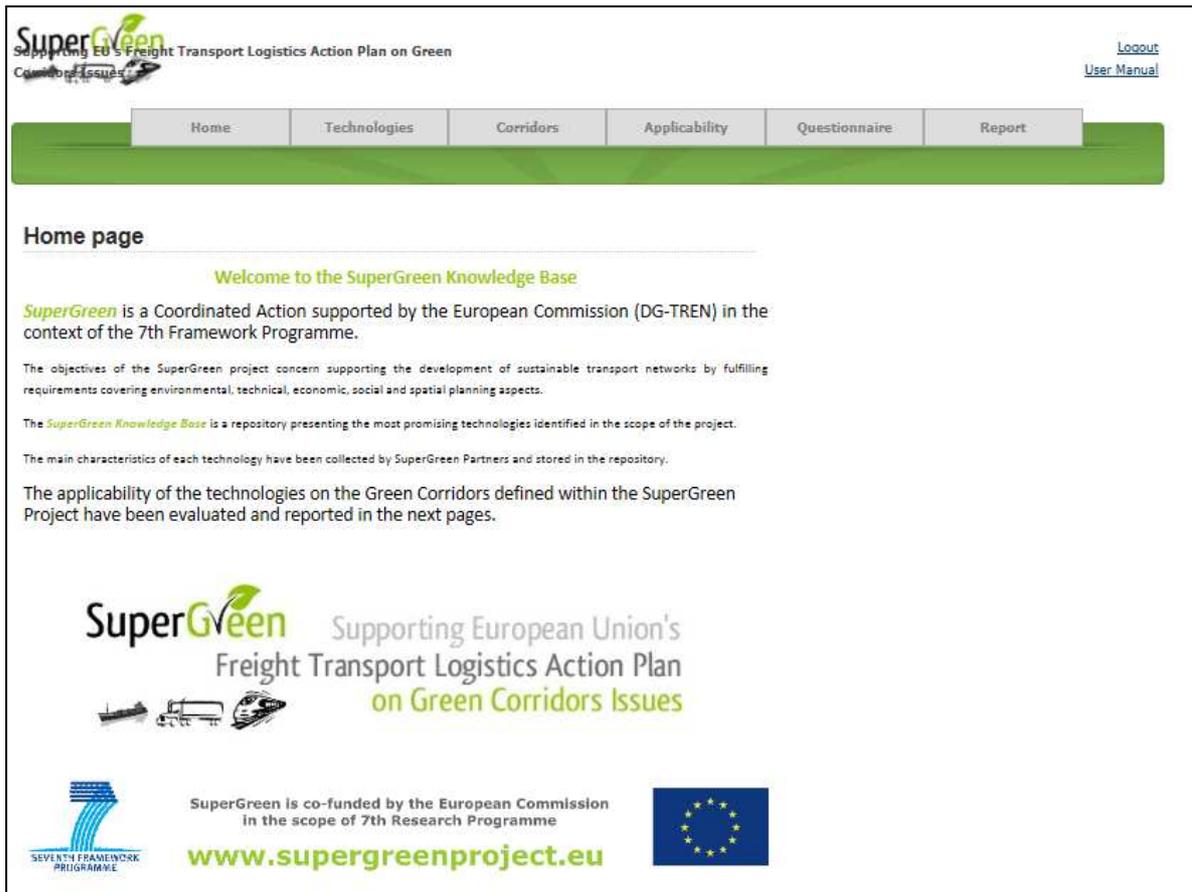


Figure 6: Web-Tool Login Page

### 0.3 User Logout

For exit from private session of the Knowledge Base, click on “Log Out” sign.

# 1 “Technologies” section

In this section, the SuperGreen Knowledge Base shows a table per each technology with all the data and characteristics collected by the SuperGreen Consortium. The data are available after selecting one or more modes of transport and then the technology category (Figure 7 and Figure 8).

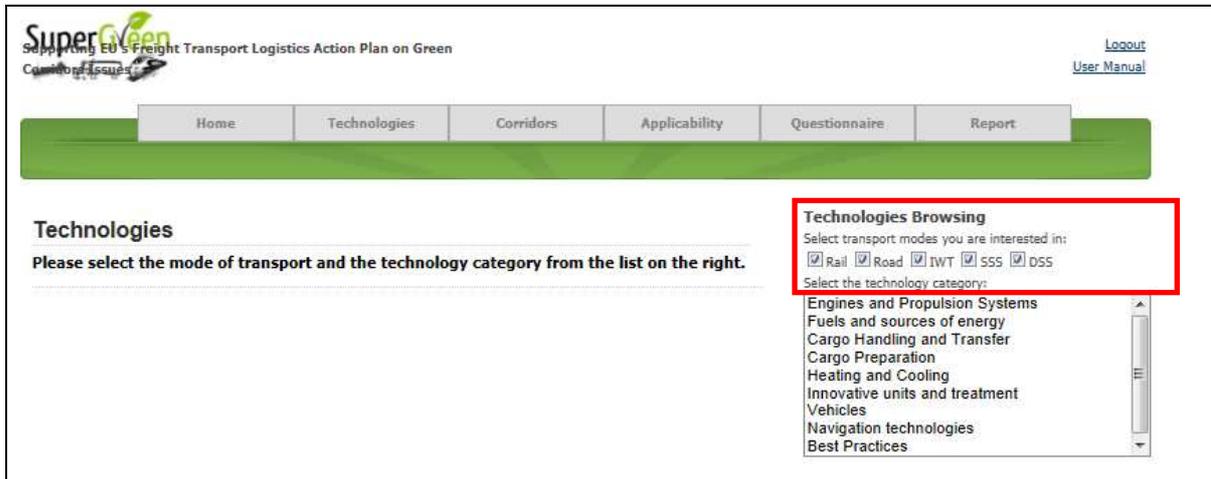


Figure 7: Section of the Mode of Transport

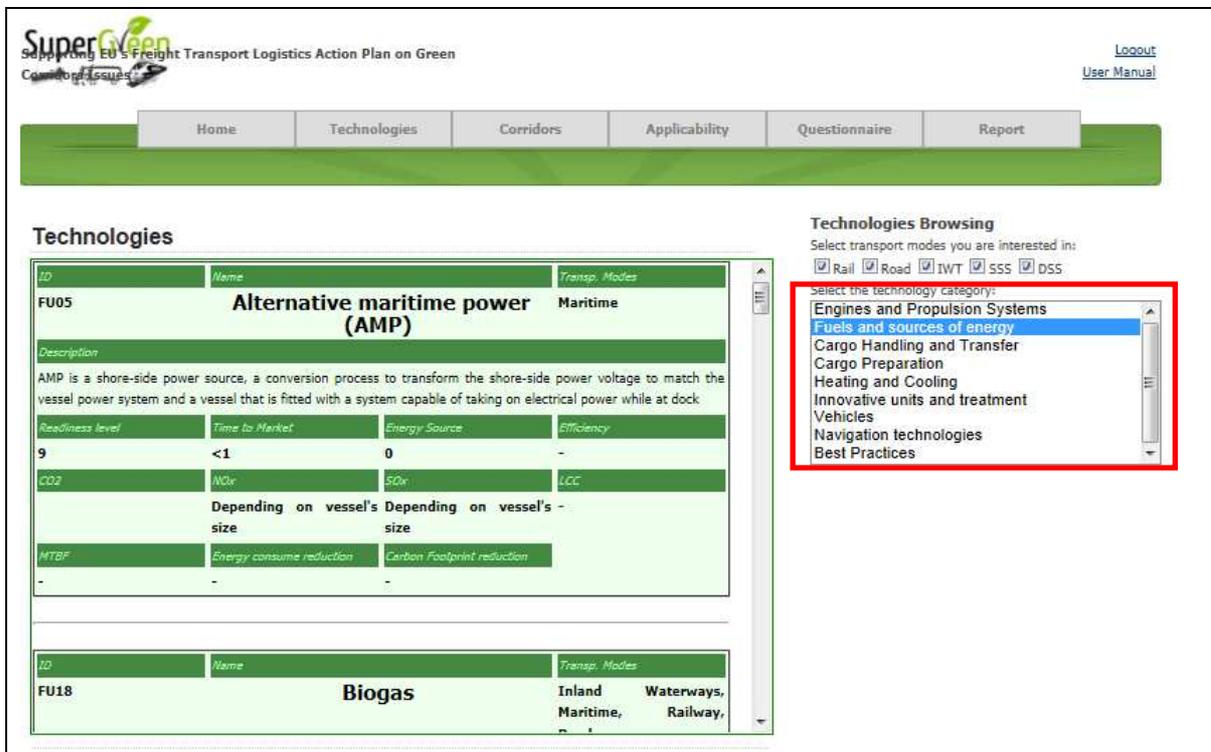


Figure 8: Selection of the Technology Category

The data available per each technology applicable on the selected modes of transport and belonging to the selected category are (Figure 12):

- Brief description of the technology,
- Readiness level,
- Time to market,
- Energy source,
- Efficiency,
- CO2 emissions,
- NOx emissions,
- SOx emissions,
- Life Cicle Cost,
- Mean Time Between Failure,
- Energy Consume reduction,
- Carbon Footprint reduction.

<i>ID</i>	<i>Name</i>	<i>Transp. Modes</i>	
<b>EN16</b>	<b>Full/parallel hybrid</b>	<b>Road</b>	
<i>Description</i>			
Electrical support of engine power by saving and re-use of break-energy; combination of 6 cylinder engine plus electrical engine			
<i>Readiness level</i>	<i>Time to Market</i>	<i>Energy Source</i>	<i>Efficiency</i>
<b>9</b>	<b>3</b>	<b>electricity</b>	<b>same as Diesel engine</b>
<i>CO2</i>	<i>NOx</i>	<i>SOx</i>	<i>LCC</i>
<b>ca. 25% less than Diesel</b>	<b>ca. 25% less than Diesel</b>	<b>ca. 25% less than Diesel</b>	<b>ca. +50% more than Diesel engine</b>
<i>MTBF</i>	<i>Energy consume reduction</i>	<i>Carbon Footprint reduction</i>	
<b>0</b>	<b>-</b>	<b>-</b>	

Figure 9: Technology Characteristics

## 2 “Corridor” section

The default screen contains the European map (Figure 10), which shows all the corridors and all transport modes analyzed in the project.

It is possible to move the map in direction north, south, east or west using the buttons located at the top, bottom, left or right of the map. You can also change the display scale, zooming out and zooming in with the buttons placed in the upper and lower right side.

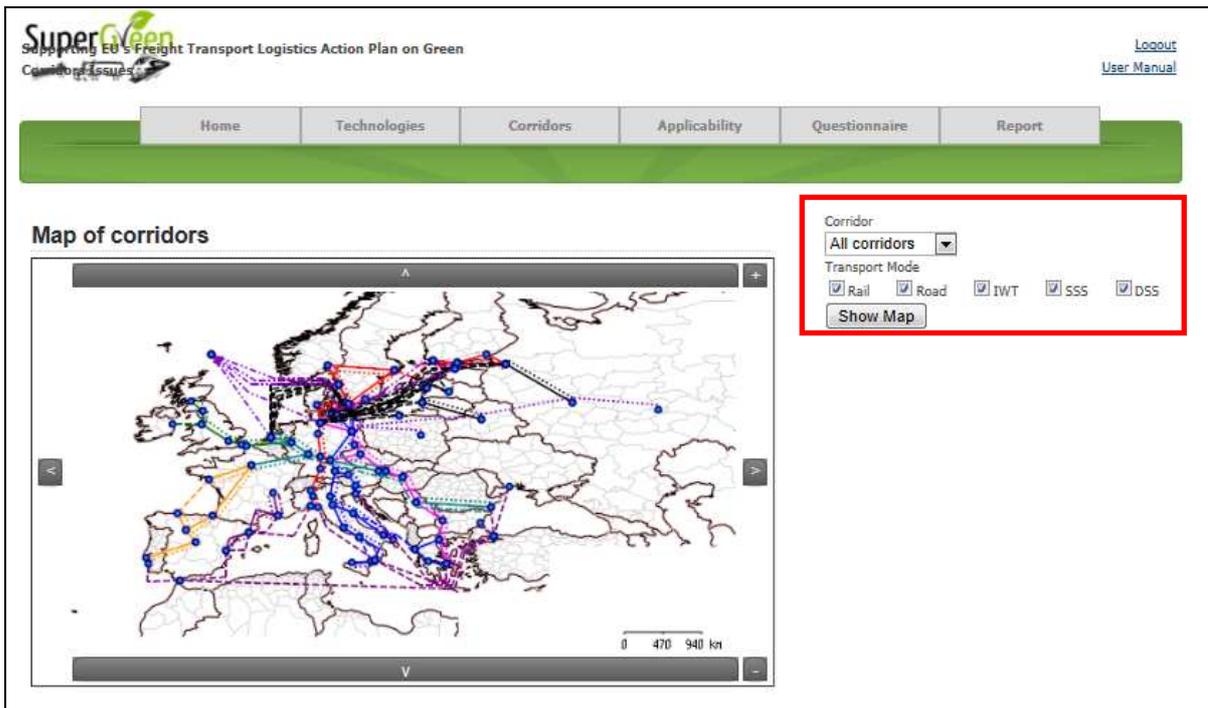


Figure 10: Corridors Section Default Screen

The map can be customized selecting one or more of the following elements (Figure 10):

- Corridors (one at a time, clicking on the combobox “corridor”),
- Transport mode (one or more at the same time, checking the specific checkbox of “Transport mode” list),

and clicking on the “Show Map” button.

When a corridor is selected, the map is automatically scaled to show the entire corridor, and the tool displays four tables:

- The first one (on the right of map) contains the corridor node list (Figure 11), each one is identified by 3 fields (id, node, select); if it is checked, the “selected” field allows putting in evidence the selected node; it is possible to select one or more nodes and correspondingly they are displayed in yellow colour on the map (Figure 12);

- The second one (on the right of the first table) contains the corridor link list (Figure 11), each one is identified by 4 fields (id, origin, destination, select); if it is checked, the “selected” field allows putting in evidence the selected link; it is possible to select one or more links and correspondingly they are displayed in yellow colour on the map (Figure 12);
- The third one (reported below the map) shows - per each selected transport node and per each selected link - the applicable technologies referred to transport mode and technology category (Figure 13);
- The fourth one (reported below the third table) shows - for each transport mode and for each node that are selected - the technology categories and technologies that are applicable (Figure 13).

Corridor  
Brenner

Transport Mode  
 Rail  Road  IWT  SSS  DSS

Node	Select	Origin	Destination	Select
Ancona	<input type="checkbox"/>	Malmö	Trelleborg	<input type="checkbox"/>
Athens	<input type="checkbox"/>	Trelleborg	Sassnitz	<input type="checkbox"/>
Bari	<input type="checkbox"/>	Trelleborg	Rostock	<input type="checkbox"/>
Berlin	<input type="checkbox"/>	Sassnitz	Berlin	<input type="checkbox"/>
Bologna	<input type="checkbox"/>	Rostock	Berlin	<input type="checkbox"/>
Brindisi	<input type="checkbox"/>	Berlin	Nürnberg	<input type="checkbox"/>
Igoumenitsa	<input type="checkbox"/>	Nürnberg	München	<input type="checkbox"/>
Malmö	<input type="checkbox"/>	München	Salzburg	<input type="checkbox"/>
Messina	<input type="checkbox"/>	Salzburg	Villach	<input type="checkbox"/>
München	<input type="checkbox"/>	Villach	Trieste	<input type="checkbox"/>

1 2 3      1 2 3

Figure 11: Tables showing the Node and Link Lists

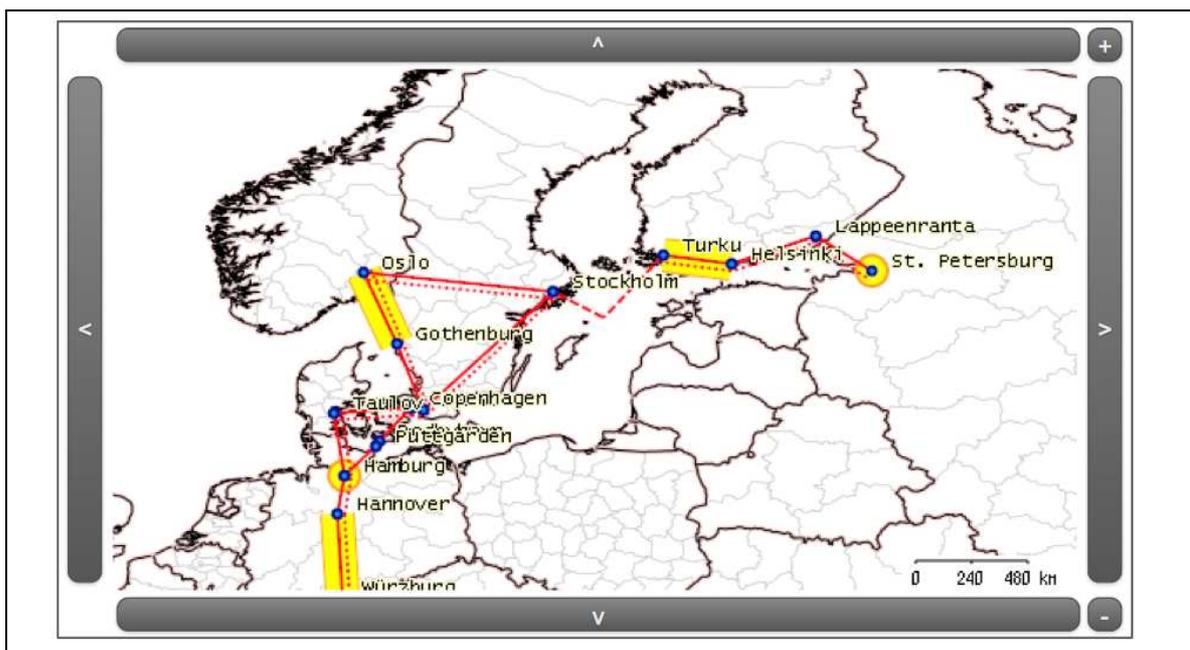


Figure 12: Map of Selected Nodes and Links of a Corridor

Applicable Technologies to Selected Arcs				
Origin	Destination	Mode	Technology Category	Applicable Technology
Helsinki	Turku	Railway	Best Practices	Carbon-free rail freight transport
				TDS
				Traffic Flow Management
				Traffic Management System
			Engines and Propulsion Systems	LPG Engine for Diesel Locomotives
			Fuels and sources of energy	Electricity
				Fuel cell hybrid system
			Innovative units and treatment	APU (Auxiliary Power Unit)
				Braking energy recovery
				Onboard energy storage systems
			Navigation technologies	Global Navigation Satellite Systems or GNSS
				Train Control System
		WiMax - Worldwide Interoperability for Microwave Access		
		Vehicles	Brake energy recovery system	
			Electric Locomotive	
			Hybrid Locomotive	
		Road	Engines and Propulsion Systems	Diesel turbo compound
				Full/parallel hybrid
			Fuels and sources of energy	Electricity
				Ethanol and bio-diesel
				Fuel cell hybrid system
				HFO (Reference)
				Hydrogen
				Ultra-low sulphur diesel
Navigation technologies	Global Navigation Satellite Systems or GNSS			
	Predictive cruise control (PCC)			
	WiMax - Worldwide Interoperability for Microwave Access			
Vehicles	Aerodynamic drag improvements			
	Electric vehicles			
	Euro VI vehicles			
	Hybrid Truck			
				Low rolling resistance tires

Figure 13: List of Technologies Applicable on Selected Links

### 3 “Applicability” section

In the “Applicability” selection, the SuperGreen Knowledge Base shows the applicability of the technology on a pre-selected corridor.

The procedure for the selection of technology is:

- Selection of one mode of transport

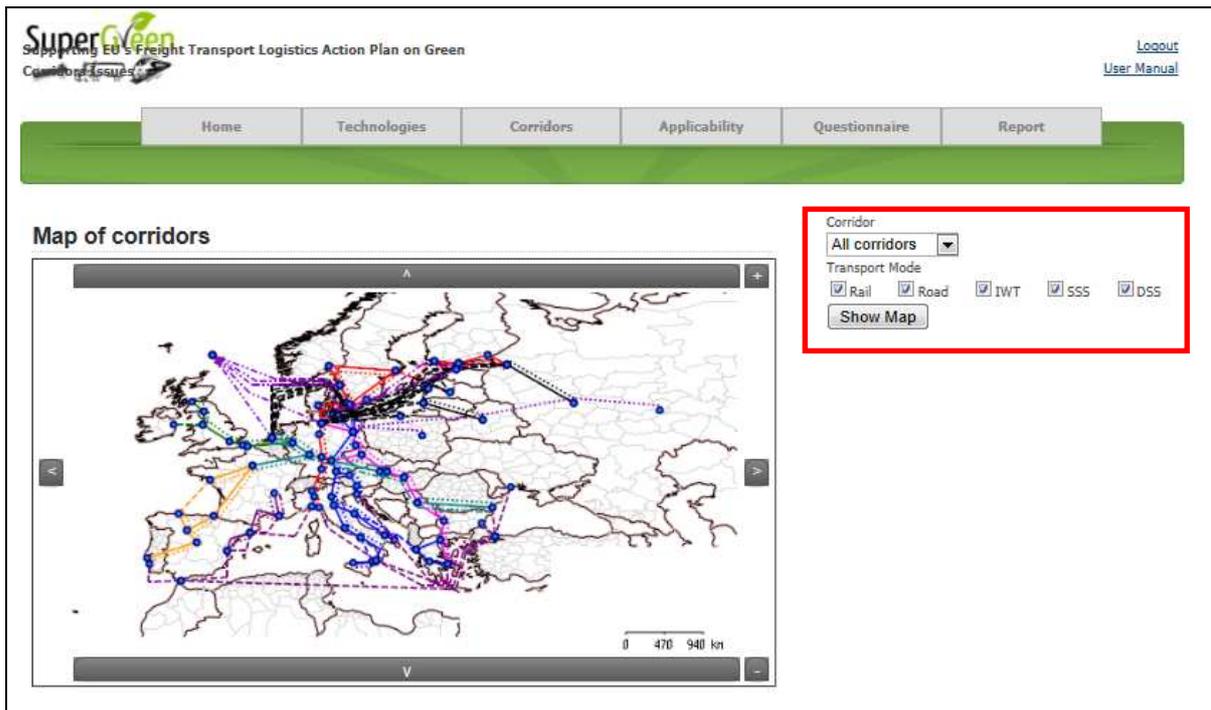


Figure 14: Selection of the transport mode

- Selection of the technology category:

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**Technologies Applicability**  
Please select the technology category on the panel on the right.

Select the transport mode  
 Rail  Road  IWT  SSS  DSS

Select the Technology category

- Engines and Propulsion Systems
- Fuels and sources of energy
- Cargo Handling and Transfer
- Cargo Preparation
- Heating and Cooling

Select the Technology

Select the corridor

Figure 15: Selection of Technology Category

- Selection of the technology:

SuperGreen  
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**Technologies Applicability**  
Please select the technology on the panel on the right.

Select the transport mode  
 Rail  Road  IWT  SSS  DSS

Select the Technology category

- Fuels and sources of energy
- Cargo Handling and Transfer
- Cargo Preparation
- Heating and Cooling
- Innovative units and treatment

Select the Technology

- Ethanol and bio-diesel
- CGN ( compressed natural gas)
- LNG
- Biogas
- Electricity

Select the corridor

Figure 16: Selection of the Technology

- Selection of the corridor:

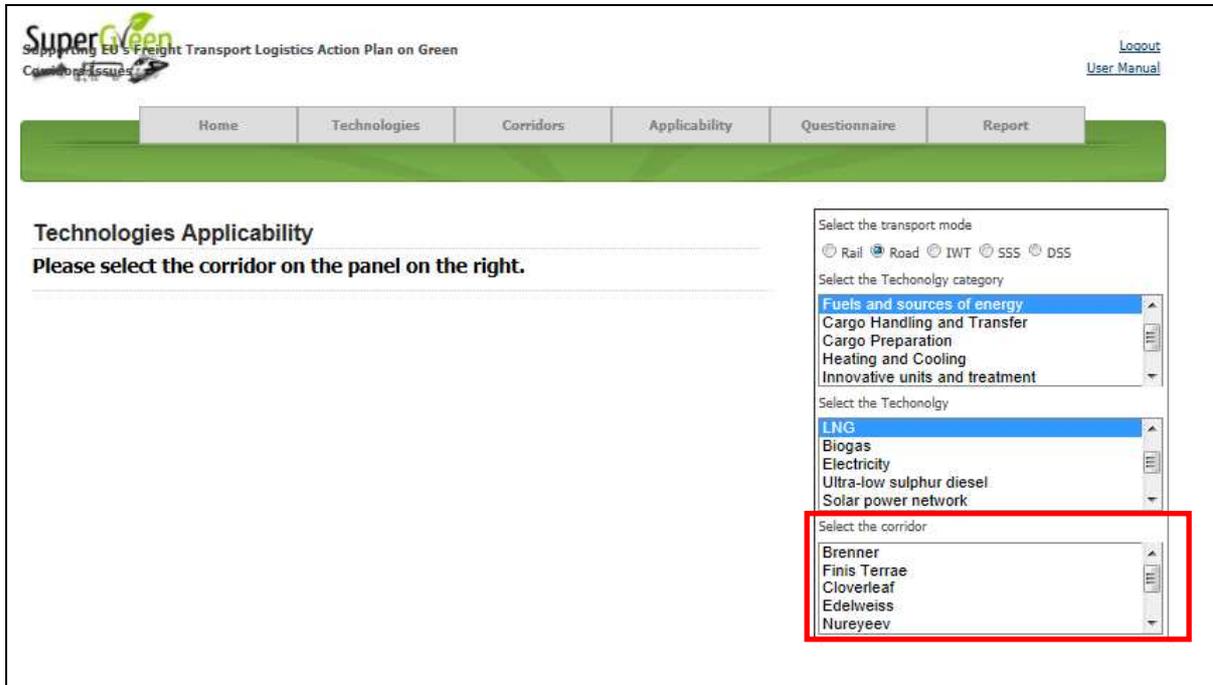


Figure 17: Selection of the Corridor

After the four selections, the SuperGreen Knowledge Bases offers automatically the map of Europe with the possible corridor highlighted in green and a table that reports the selections made. Farther, it is reported the list of nodes and links

**Technologies Applicability**

Select the transport mode  
 Rail  Road  IWT  SSS  DSS

Select the Technology category  
 Cargo Handling and Transfer  
 Cargo Preparation  
**Heating and Cooling**  
 Innovative units and treatment  
 Vehicles

Select the Technology  
**Intelligent temperature unit**  
 Temperature control units  
 RFID tag antenna with temperature alarm ser  
 Natural refrigerants  
 Systems to Reduce Heating Costs in Cold Cli

Select the corridor  
**Cloverleaf**  
 Edelweiss  
 Nureyev  
 Strauss  
 Twin Seas

**Tecnology Applicability**

Node	Mode	Applicable	Arc	Mode	Applicable
Calais	road	<input checked="" type="checkbox"/>	Glasgow <-> Carlisle	road	<input type="checkbox"/>
Carlisle	road	<input checked="" type="checkbox"/>	Carlisle <-> Liverpool	road	<input type="checkbox"/>
Dover	road	<input checked="" type="checkbox"/>	Liverpool <-> London	road	<input type="checkbox"/>
Duisburg	road	<input checked="" type="checkbox"/>	London <-> Dover	road	<input type="checkbox"/>
Glasgow	road	<input checked="" type="checkbox"/>	Calais <-> Duisburg	road	<input type="checkbox"/>
Liverpool	road	<input checked="" type="checkbox"/>			
London	road	<input checked="" type="checkbox"/>			

Figure 18) highlighted in different colours:

- *Green*: the SuperGreen Consortium considers the technology as applicable on the nodes/links;
- *Red*: the SuperGreen Consortium considers the technology as not applicable on the nodes/links.



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### Technologies Applicability



Select the transport mode

Rail  Road  IWT  SSS  DSS

Select the Technology category

- Cargo Handling and Transfer
- Cargo Preparation
- Heating and Cooling
- Innovative units and treatment
- Vehicles

Select the Technology

- Intelligent temprature unit
- Temperature control units
- RFID tag antenna with temperature alarm ser
- Natural refrigerants
- Systems to Reduce Heating Costs in Cold Cli

Select the corridor

- Cloverleaf
- Edelweiss
- Nureyev
- Strauss
- Twin Seas

#### Tecnology Applicability

Node	Mode	Applicable	Arc	Mode	Applicable
Calais	road	<input checked="" type="checkbox"/>	Glasgow <-> Carlisle	road	<input type="checkbox"/>
Carlisle	road	<input checked="" type="checkbox"/>	Carlisle <-> Liverpool	road	<input type="checkbox"/>
Dover	road	<input checked="" type="checkbox"/>	Liverpool <-> London	road	<input type="checkbox"/>
Duisburg	road	<input checked="" type="checkbox"/>	London <-> Dover	road	<input type="checkbox"/>
Glasgow	road	<input checked="" type="checkbox"/>	Calais <-> Duisburg	road	<input type="checkbox"/>
Liverpool	road	<input checked="" type="checkbox"/>			
London	road	<input checked="" type="checkbox"/>			

Figure 18: Map of the Technology Applicability

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## 4 “Questionnaire” section

In this section it is possible to express our feedback on a technology, on its influence on the KPIs defined in the scope of the project and on its applicability on the corridors (nodes + links).

The needed steps to fill in the questionnaire are (Figure 19):

- Selection of the transport mode,
- Selection of the technology category,
- Selection of the technology.

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### Questionnaire

Questionnaire Choice

Please select the transport mode:  
 Rail  Road  IWT  SSS  DSS

Please select the category of technology:  
Engines and Propulsion Systems

Please select the technology:  
LPG Engine for Diesel Locomotives

Start Questionnaire

Figure 19: Default Screen of the “Questionnaire” section

The highlighted area reports the list of questionnaires already completed by the user.

The questionnaire section is composed of one page dedicated to the evaluation of the influence on KPIs and then one page to express the feedback on the applicability of technology on each selected corridor.

In the right part of the default screen a table provides data relative to the technology characteristics (Figure 20).

In the left part, few indications on the questionnaire are reported.

**Questionnaire**

**Introduction**

Welcome, and thank you to compile this questionnaire.

We ask for your comments and opinion about technology application KPI and applicability to corridors.

You can stop and restart questionnaire compilation at will, simply restart the questionnaire for the same technology and the same transport mode, and you will find all your previous answers, that you can change.

<b>Name</b>	
<b>Full/parallel hybrid</b>	
<b>ID</b>	<b>Transp. Modes</b>
Road	
<b>Description</b>	
Electrical support of engine power by saving and re-use of break-energy; combination of 6 cylinder engine plus electrical engine	
<b>Readiness level</b>	<b>Time to Market</b>
9	3
<b>Energy Source</b>	<b>Efficiency</b>
electricity	same as Diesel engine
<b>CO2</b>	<b>NOx</b>
ca. 25% less than Diesel	ca. 25% less than Diesel
<b>SOx</b>	<b>LCC</b>
ca. 25% less than Diesel	ca. +50% more than Diesel engine
<b>MTBF</b>	<b>Energy consume reduction</b>
0	-
<b>Carbon Footprint reduction</b>	
-	

Figure 20: Introduction to the Questionnaire

In the second page of the questionnaire (Figure 21), on the table in the right part of the screen shows the data of the technology (these data are reported in each of the following pages).

In the left part, it is possible to write a comment on the technology and the express a feedback on the technology influence on a selection of KPIs.

The available opinions are (Figure 21):

- *Unknown*: the influence of the technology on that KPI is not known,
- *Pejorative*: the influence is negative,
- *Unchanged*: no influence,
- *Better*: the influence is positive,
- *Very high*: the influence is very positive.

The screenshot shows the 'Questionnaire' page for the 'Full/parallel hybrid' technology. The interface includes a navigation bar with 'Questionnaire' selected, a 'Comments and KPI' section with a text input field, and a table for providing opinions on technology impact for road transport mode on various KPIs. A red box highlights this table, where 'better' is selected for 'Fuel savings' and 'unchanged' is selected for all other KPIs. To the right, a detailed table lists technical specifications for the technology.

Name: Full/parallel hybrid	
ID	Transp. Modes
Road	
Description	
Electrical support of engine power by saving and re-use of break-energy; combination of 6 cylinder engine plus electrical engine	
Readiness level	Time to Market
9	3
Energy Source	Efficiency
electricity	same as Diesel engine
CO2	NOx
ca. 25% less than Diesel	ca. 25% less than Diesel
SOx	LCC
ca. 25% less than Diesel	ca. +50% more than Diesel engine
MTBF	Energy consume reduction
0	-
Carbon Footprint reduction	
-	

KPI	Opinion
Fuel savings	<input type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input checked="" type="radio"/> better <input type="radio"/> very high
Cost savings	<input checked="" type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Resources savings	<input type="radio"/> unknown <input type="radio"/> pejorative <input checked="" type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Emission of CO2 savings	<input checked="" type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Emission of SOx savings	<input checked="" type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Average speed of the service increase	<input checked="" type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Frequency of the service	<input checked="" type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Reliability of the service	<input type="radio"/> unknown <input type="radio"/> pejorative <input checked="" type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Operational/infrastructural delays	<input checked="" type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high
Accidents probability	<input checked="" type="radio"/> unknown <input type="radio"/> pejorative <input type="radio"/> unchanged <input type="radio"/> better <input type="radio"/> very high

Figure 21: Feedback on the Technology Influence on KPIs

From the third page on, the technology applicability on each corridor is reported to let the user express a feedback on that (Figure 22).

Below the map, two tables are reported, respectively one with the list of nodes and the other with the list of links. The intent of this tables is to insert your opinion on technology applicability.

The list of nodes and links are highlighted in:

- *Green*: the SuperGreen Consortium considers the technology as applicable on the nodes/links;
- *Red*: the SuperGreen Consortium considers the technology as not applicable on the nodes/links.

The available opinions are (Figure 22):

- *No opinion*: the user does not have an opinion on the technology applicability,
- *Is applicable*: the technology is applicable on node/link,
- *Is not applicable*: the technology is not applicable on node/link.

It is moreover select the following option referred to all the links/nodes of the corridor:

- *The technology is applicable* on all the nodes/links,
- *The technology is not applicable* on all the nodes/links.

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## Questionnaire

### Technology Applicability

Please modify applicability to links and node of the corridor **Finis Terrae** :



**Intelligent temperature unit**

Themp. Media	
ID	Inland Waterways, Maritime, Railway, Road
Description	
Current refrigerated boxcars will be built with energy efficient cooling systems, GPS (Global Positioning System) tracking, fresh air exchange and the ability to remote monitoring the systems, sometimes from thousands of km away on a network. RFID (Radio Frequency Identification) for tracking services are the main support in management systems of perishable goods.	
Roadhouse level	Type de Media
0	0
Energy Source	efficiency
-	0
CO2	WCR
0	0
SDr	LDC
0	0
WTRP	Energy consume reduction
-	-
Carbon footprint reduction	-
-	-

Node	Mode	Opinion to the technology applicability
Lisbon	road	No opinion
Irún	road	No opinion
Lisboa	road	No opinion
Madrid	road	No opinion
Paris	road	No opinion
St. Nazaire	road	No opinion
Valladolid	road	No opinion

Link	Mode	Opinion to the technology applicability
Paris <-> St. Nazaire	road	No opinion
Paris <-> Irún	road	No opinion
Irún <-> Valladolid	road	No opinion
Lisbon <-> Valladolid	road	No opinion
Valladolid <-> Madrid	road	No opinion
Madrid <-> Lisboa	road	No opinion

Set all nodes as 'No opinion'
Set all links as 'No opinion'

Set all nodes as 'Is Applicable'
Set all links as 'Is Applicable'

Set all nodes as 'Is not Applicable'
Set all links as 'Is not Applicable'

<< PREV
Cancel
Next >>

Figure 22: Opinion on technology applicability.

## 5 “Report” section

In this section it is possible to create and download a pdf file reporting all the data collected on a selection of technologies and also results of the benchmarking activities.

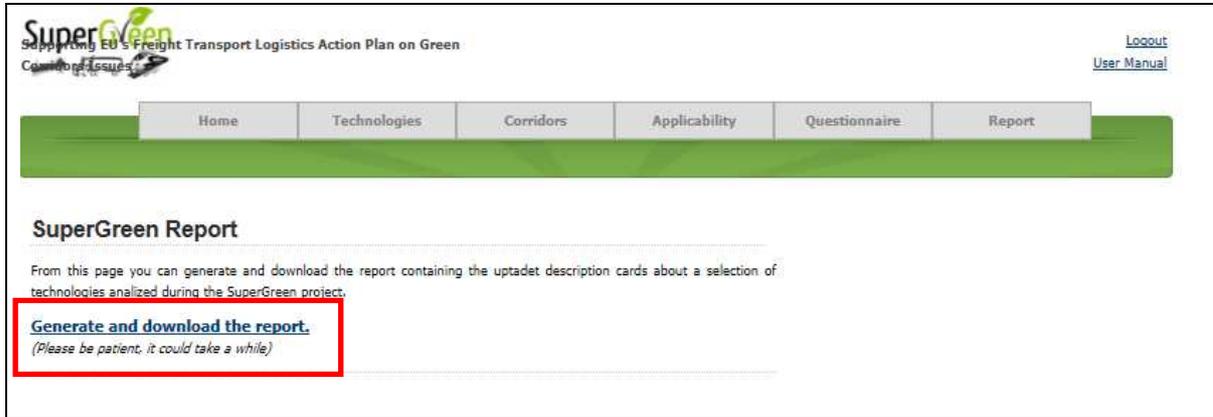


Figure 23: Default Screen of the “Report” section.