Dear participant,

On behalf of the SIA and the organization committee, it is my pleasure and privilege to welcome to Rouen all participants to the 2016 SIA Powertrain conference. The numerous workshop sessions will highlight topics that focus on powertrain business growth and will widen our automotive industry expertise. This conference edition includes new themes on engines for on-and off-highway commercial vehicles which will give to powertrain developers and researchers an overall picture of state-of-the-art technologies.

We are all convinced that the Diesel engine will remain a cost-effective and popular solution for many vehicle owners and will be a key contributor to further reducing CO₂ emissions beyond 2020. This unique worldwide event focused on diesel engine technology and the potential development synergies between passenger cars and commercial vehicle powertrain technologies will provide you with opportunities for discussions with experts and leaders across this area.

I hope that you will enjoy the scientific programme composed of 59 presentations split in four parallel sessions; the new conference opening plenary discussions; the panel session with high level management participants from various vehicle manufacturers and automotive suppliers; the vehicle technology demonstrators and the growing student forum. There will also be more than 30 exhibitors including tier 1 automotive suppliers showcasing their new products and services and ready to discuss their capabilities and opportunities with attendees.

I look forward to interesting discussions and debates.

Yours sincerely,

Dr Noureddine GUERRASSI,
Chief Engineer Advanced Injection & Combustion Engineering, Delphi Automotive
ORGANISING AND SCIENTIFIC COMMITTEES

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NOUREDDINE GUERRASSI - DELPHI AUTOMOTIVE

CHAIRMEN
MANOLIS GAVAISES - CITY UNIVERSITY LONDON
FEDERICO MILLO - POLITECNICO DI TORINO
AMIN VELJI - KARLSRUHE INSTITUTE OF TECHNOLOGY

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PIERRE DURET - IFP SCHOOL
PIERRE-YVES GEELS - AVL-LMM
OMAR HADDED - DRIVE SYSTEM DESIGN
EMMANUEL JEAN - FAURECIA
JEAN-CHRISTOPHE LAMODIERE - KISTLER
GEOFFROY MARTIN - MOV’EO
SYLVAIN MICHON - VOLVO
JEAN-JACQUES MILESI - DYNERGIA
GAËTAN MONNIER - IFPEN
SÉBASTIEN POTTEAU - VALEO
ERWANN SAMSON - GROUPE PSA
REMYSCHMITT - ROBERT BOSCH

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JUERGEN MANNS - IAV
NICOLAS MARIE - JOHN DEERE
KYOUNGDUG MIN - SEOUL NATIONAL UNIVERSITY
ALI MOHAMMADI - TOYOTA MOTOR EUROPE
VIRGINIE MOREL - ARAMCO
JÉRÔME MORTAL - JAGUAR LAND ROVER
PHILIPPE PELLETIER - RENAULT
JEAN-CHARLES RICAUD - ARTS ET MÉTIERS PARISTECH
DANIEL ROETTGER - FORD RESEARCH CENTRE AACHEN
VINCENT ROSENSTIEHL - AVL-LMM
JEAN-SÉBASTIEN ROUX - HONEYWELL
BIANCA MARIA VAGLIECO - ISTITUTO MOTORI - CNR
MICHAEL WEISSBÄCK - AVL

PANEL SESSION

Christian Chapelle
Head of Drivetrains and Chassis,
Groupe PSA

Olivier Ferlin
Vice President, Powertrain Engineering Lyon,
Volvo

Alain Raposo
Alliance Global Vice President, Powertrain & EV Engineering,
Alliance Renault Nissan

Andreas Schamel
Director of Global Powertrain, Research & Advanced Engineering,
Ford

Terutoshi Tomoda
General Manager - Advance Powertrain Development,
Toyota

Martin Verschoor
Vice President Engineering, Powertrain Systems,
Delphi Automotive

Thomas Wintrich
Senior Vice President Engineering - Diesel Systems Business Unit
Passenger Cars,
Robert Bosch
Car park available in front of the INSA de Rouen at the « UFR de Sciences »

Follow the carpet path to go the 4 conference rooms:

Conference Room “Diesel”
Conference Room “Einstein”
Conference Room “Curie”
Conference Room “Ampère”
07:30  
ATTENDEES REGISTRATION & WELCOME BREAKFAST

08:30  
Opening Address / **Noureddine Guerrassi**, Conference Chair

08:45  
European Regulation Update and Measurement Procedures
**Laurent Benoît**, President, Groupe UTAC CERAM

09:00  

09:15  
Powertrain Technology and High Efficiency Vehicles
**Ron Lee**, Powertrain Director - Jaguar Land Rover

09:30  
Heading towards Higher Diesel Powertrain Efficiencies – Tailored Electrification and Hybridization
**Stefan Pischinger**, President - FEV

09:45  
Diesel Engine Technologies and Calibration Methods to fulfill Future Legislation Demands
**Gerhard Buschmann**, EVP, IAV

10:00  
Panel discussion with the keynote speakers

10:30  
COFFEE BREAK

11:00  
**DIESEL**

Future Light Duty Powertrain
- P. Pelletier, Renault
- P. Duret, IFP School

Combustion System Design and Development Process for Modern Automotive Diesel Engines
**A. Vassallo**, General Motors

11:30  
Ingenium: all New 4-Cylinder Diesel Engine
**H. Busch**, Jaguar Land Rover

Emissions Optimization of a Light Duty Hybrid Diesel Vehicle through the Use of Innovative Energy Management Strategies
**L. Thibault**, IFP Energies Nouvelles

VCR for Modern Diesel Engines – Enabler for Extended Freedom in the Demanding Trade-Off between Emission and CO₂ Norms
**T. Körfer**, FEV

12:00  
Reducing NOx Emissions from Diesel Engines & improving CO₂ Emissions with the Support of Electrified Components in 12 and 48V
**T. Coppin**, Valeo

Hello, Virtual World! Will the Combustion-System Sensor Network Revolutionize In-The-Loop Testing of Engines and Powertrains?
**F. Pfister**, AVL

Increasing the NO2/NOX Ratio in Diesel Engines to enhance Exhaust Aftertreatment
**M. Rössler**, KIT

Fuel Injection Systems to Power the Next Generation of CV Engines
**R. Williams**, Delphi Automotive

Model Based Approach of Combustion Development for Commercial Vehicle Engine
**L. Fornari**, FPT Industrial
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<tr>
<td>12:30</td>
<td><strong>LUNCH BREAK</strong></td>
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<tr>
<td>13:30</td>
<td><strong>DIESEL</strong></td>
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<tr>
<td></td>
<td>Fuel Injection Systems</td>
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<tr>
<td></td>
<td>V. Rosensthiel, AVL-LMM</td>
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<td>G. de Paola, IFP Energies Nouvelles</td>
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<tr>
<td>14:00</td>
<td>Clean Diesel Approach for future Requirements</td>
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<td><strong>T. Wintrich</strong>, Robert Bosch</td>
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<td>14:30</td>
<td>New Piezo PCRs5</td>
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<td></td>
<td>Common Rail System for Efficient and Clean Diesel Engines</td>
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<td><strong>V. Dian</strong>, Continental Automotive</td>
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<td>15:00</td>
<td>Gain scheduling State Feedback Controller Synthesis of an Electrical</td>
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<td>EGR Valve Actuator</td>
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<td><strong>A. Achir</strong>, Groupe PSA</td>
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<td>15:30</td>
<td><strong>COFFEE BREAK</strong></td>
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<td>16:00</td>
<td><strong>DIESEL</strong></td>
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<td></td>
<td><strong>PANEL SESSION</strong> (Moderator: Laurent Meillaud)</td>
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<td>Engineering - Ford</td>
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<td>Terutoshi Tomoda, General Manager - Advanced Powertrain Development</td>
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<td>Martin Verschoor, Vice President Engineering, Powertrain Systems -</td>
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<td></td>
<td>Delphi Automotive</td>
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<td>Thomas Wintrich, Senior Vice President Engineering Diesel Systems -</td>
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<td>BU Passenger Cars - Robert Bosch</td>
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<td>18:00</td>
<td><strong>COCKTAIL IN THE EXHIBITION</strong></td>
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<td>19:00</td>
<td>SHUTTLE SERVICE - From the INSA de Rouen to Gala Dinner</td>
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<td>20:00</td>
<td>Gala Dinner</td>
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<td>23:00</td>
<td>SHUTTLE SERVICE - From Gala Dinner to the hotels</td>
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## Programme // 2 June

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## Programme // 2 June

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<tr>
<td><strong>DEISEL</strong></td>
<td><strong>AIR QUALITY &amp; EMISSIONS REDUCTION</strong></td>
</tr>
<tr>
<td>N. Marie, John Deere T. Koch, KIT</td>
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</tr>
<tr>
<td><strong>CURIE</strong></td>
<td><strong>FUEL ATOMISATION &amp; SPRAYS</strong></td>
</tr>
<tr>
<td>M. Gavaises, City University London O. Haddad, Drive System Design</td>
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<tr>
<td><strong>EINSTEIN</strong></td>
<td><strong>ADVANCED ENGINE CONTROL</strong></td>
</tr>
<tr>
<td>D. Roettger, Ford P-Y. Geels, AVL-LMM</td>
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<tr>
<td><strong>AMPERE</strong></td>
<td><strong>INNOVATIVE ENGINE DESIGN</strong></td>
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<tr>
<td>J. Manns, IAV V. Morel, Aramco</td>
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<tr>
<th>Programme</th>
<th><strong>EVALUATION OF NOX-FORMATION OF MODERN DIESEL ENGINES, CURRENT LEGISLATION AND EMISSION IMPACT ON ENVIRONMENT AND HUMAN HEALTH</strong></th>
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<td>T. Koch, KIT</td>
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<tr>
<td><strong>DEISEL</strong></td>
<td><strong>THE POTENTIAL OF COST EFFECTIVE LNT-BASED DIESEL NOx AFTERTREATMENT FOR REAL DRIVING EMISSIONS</strong></td>
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<tr>
<td>C. Downes, Ricardo</td>
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<tr>
<td><strong>CURIE</strong></td>
<td><strong>DIESEL SPRAY AND COMBUSTION DEVELOPMENT USING NOZZLE FLOW VISUALIZATION, SPRAY AND COMBUSTION ANALYSES</strong></td>
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<tr>
<td>M. Ikemoto, Toyota</td>
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<tr>
<td><strong>EINSTEIN</strong></td>
<td><strong>ENGINE MANAGEMENT SYSTEM FOR DIESEL ENGINE APPLICATIONS TOWARD 2020</strong></td>
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<td>S. Visser, DENSO</td>
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<tr>
<td><strong>AMPERE</strong></td>
<td><strong>AIR PATH CONCEPT FOR LOW NOX EMISSIONS</strong></td>
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<td>C. Vigild, Ford</td>
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<tr>
<td><strong>DEISEL</strong></td>
<td><strong>OPTIMIZED NOX TRAP FOR COMBINATION WITH AN ACTIVE SCR APPLICATION</strong></td>
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<tr>
<td>C. Lahousse, Umicore</td>
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<tr>
<td><strong>CURIE</strong></td>
<td><strong>DIESEL INJECTOR REAL GEOMETRY ACQUIRED BY X-RAY MICRO-TOMOGRAPHY FOR DETAILED IN-NOZZLE CFD SIMULATIONS</strong></td>
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<tr>
<td>A. Theodorakakos, City University London</td>
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<tr>
<td><strong>EINSTEIN</strong></td>
<td><strong>ICPS BASED COMBUSTION CONTROL: AN EFFICIENT WAY TO REDUCE ENGINEERING MARGIN FOR DIESEL ENGINES</strong></td>
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<tr>
<td>B. Varouje, Continental Automotive</td>
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<tr>
<td><strong>AMPERE</strong></td>
<td><strong>A STUDY ON THE INTAKE LINE LENGTH IN AUTOMOTIVE DIESEL ENGINE TRANSIENT CONDITIONS: WAVE PROPAGATION VERSUS LP-EGR TRANSPORT TRADE-OFF</strong></td>
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<tr>
<td>H. Climent, Universitat Politècnica de Valencia - CMT</td>
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<thead>
<tr>
<th>Programme</th>
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<tbody>
<tr>
<td>J. Michelin, Faurecia</td>
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<tr>
<td><strong>DEISEL</strong></td>
<td><strong>INVESTIGATIONS OF THE SPRAY STRUCTURE OF SMALL DIESEL INJECTIONS USING SPRAY MOMENTUM MEASUREMENTS AND THEIR LINK TO INJECTOR PERFORMANCE</strong></td>
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<tr>
<td>G. Dober, Delphi Automotive</td>
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<td><strong>CURIE</strong></td>
<td><strong>CONTROL-ORIENTED NOX PREDICTION METHOD IN LIGHT-DUTY DIESEL ENGINE</strong></td>
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<tr>
<td>S. Lee, Seoul National University</td>
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<thead>
<tr>
<th>Programme</th>
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<tr>
<td><strong>DEISEL</strong></td>
<td><strong>CLOSING PLENARY SESSION - G. Martin, Mov’eo - G. Monnier, IFPEN</strong></td>
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<tr>
<td>Jean-Luc Moullet, Research Funding - Commissariat Général à l’Investissement</td>
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<tr>
<th>Programme</th>
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<tr>
<td><strong>DEISEL</strong></td>
<td><strong>MICHAEL WEISSBäCK, AVL</strong></td>
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<td><strong>DEISEL</strong></td>
<td><strong>CONCLUSION - N. Guerrassi</strong></td>
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<td><strong>DEISEL</strong></td>
<td><strong>END OF THE CONFERENCE</strong></td>
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<td>16:15</td>
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VEHICLE TECHNOLOGY DEMONSTRATORS

Ricardo Adept concept combines low-cost 48V mild-hybrid technologies to reduce 1.5L Diesel C-segment class-leading CO₂ emissions by a further 15-20%, showing the path to 70g/km CO₂. 48V technologies include 12.5kW belt starter generator, low-cost advanced lead-carbon battery pack, electric ancillaries and electric turbine-generator for exhaust heat recovery.

AVL
12V e-SC for 75g CO₂ RSA Megane Gen2
- Efficiency Engine Concept (1.5L)
- 12V e-SC as enabler for downsizing
- for cost & CO₂ sensitive market segments
- global concept
- well prepared for RDE
- developed up to demo-vehicle

V-Motech has set-up a specific competence cluster dedicated in exhaust measurement and analysis to perform RDE LDV tests. V-Motech’s technical skills completes the PEMS technology which allows the concentration measurement of five gases while adding and Exhaust Flow Meter (Pitot tube device) and an ODB system to obtain the vehicle diagnostics.

The Delphi 48-Volt demo car combines a 1.6 L diesel engine with an electrical supercharger and 48V mild hybrid components to deliver both fuel consumption and performance benefits. The 48V belt-driven starter generator (12 kW) incorporates start-stop and regenerative braking energy recovery expected to deliver 10 percent CO₂ reduction. The e-charger, used as a second compression stage, compensates for the turbo-lag inherent to mechanical turbo-compressors. This enables substantial vehicle transient response and NOx emissions control benefits. Delphi technologies fitted in the vehicle include power electronics components, powertrain control, 48V power-distribution, wiring harnesses and connectors.

Robert Bosch
For about ten years Bosch Diesel Systems has preferably used internal demonstrator platforms to build up and test newly developed systems. The third demonstrator platform currently in use is based on a compact class car equipped with a 1.7 l engine, optimized combustion system and an application of high-pressure and low-pressure EGR which was extended to almost the entire characteristic map. The nominal power is 110 kW, the torque is 340 Nm. In addition, a mild-hybrid concept can be integrated in order to reduce both, fuel consumption as well as emissions.

Valeo
The AVL 48V Diesel mild hybrid democar comprises Valeo’s electric supercharger and belt-driven starter-generator, coupled to a lead-acid battery. The system allows a 20% power increase and a 15% CO₂ emissions reduction.
EXHIBITION AND SPONSORING

SPONSORS

Delphi
Innovation for the Real World

AVL

Faurecia

FEV
Automotive Engineering

IAV

Ricardo

Valeo

Aramco

BorgWarner

Bosch

Miba

Sonceboz

Ramax Technology

EXHIBITORS

Delphi
Innovation for the Real World

Bosch

Ifp Training

Ifp School

Hidra

Gamma Technologies

FEV

Faurecia

DSM

Certam

Cambustion

Aramco

Adaccess

Ricardo

HORIBA

Automotive Test Systems
WELCOME TO STUDENTS!

One of the key roles of SIA is to promote the automotive industry as a career of choice for young engineers. SIA has invited students to present their work - results from projects carried out at school/university or during internships - on posters that are displayed in the exhibition area. Come and meet the students who will be glad to discuss their work with you!

PRESENTED POSTERS IN THE EXHIBITION

- Towards a real-time tractor model for engine in the loop
- Optimization of fuel consumption for a series electric hybrid vehicle
- Urban vehicle energetic system
- Hybrid car without gearbox
- Car hybridation using CAN protocol
- SzEngine 4th generation race engine
- Energy efficiency comparison between electric HEV and hydraulic HHV
- Energetic analysis and sizing of 4WD Hybrid SUV
- A direct injection 2-stroke in-line twin cylinder spark ignition engine for a motorcycle application
- A design of experiment method for B10 transition
- Study of a DI 2 stroke engine as a range extender for a Euro 6d urban sport vehicle
- Mild-hybrid modeling and optimization for a heavy duty truck application
- Storage of animal fats and used cooking oil biodiesel under oxidative and low temperature conditions
- Influence of using AFME in a B10 biodiesel on pollutant emissions
- And if our food consumption could have an effect on our diesel...
- Additivation of UCOME and AFME for diesel engines
- Transforming waste cooking oil and chicken fat into biodiesel
- Sizing a downsized engine for range extender: computer simulation modeling & analysis
- Hybridization of parcel delivery vehicle
- Achieve new European diesel regulation by using animal fat
- Additive manufacturing for a new cylinder head design
- Comparative study of energy consumption and costs using the integration of multi-speed transmissions for battery electric vehicles
- Engine mapping and comparison of the injection duration with simulations

2 JUNE

During the afternoon, exhibiting companies will welcome the students to their booth, to discuss automotive industry’s career opportunities.
EXAMPLES OF HOTELS

BEST WESTERN - HOTEL DU VIEUX MARCHÉ
HÔTEL D'ANGELETERRE
SUITE NOVOTEL ROUEN NORMANDIE
HÔTEL IBIS CENTRE RIVE DROITE
MERCURE ROUEN CENTRE CATHÉDRALE
CŒUR DE CITY ROUEN CATHÉDRALE

June 1
Departure: 7:00 am

June 2
Departure: 7:30 am

Hôtel Mercure Champ de Mars
June 1
Departure: 7:15 am
June 2
Departure: 7:45 am

Bus Stop
Hotel Mercure Champ de Mars

* Some of them are closed to each other. Bus driver can decide to drop off attendees at only one stop.
* Because of narrow streets in Rouen city centre, some buses will not have the possibility to drop off attendees in front of their hotel.

GALA DINNER – 1 JUNE, FROM 20:00
All hotels of the above list are served by bus after the dinner + Novotel Rouen Sud + IBIS Rouen parc expo + Campanile Rouen Sud Zénith + INSA car park.

PUBLIC TRANSPORTATION
METRO Stop at “Technopôle” (30 minutes from the city centre).
Ask for free tickets at the welcome desk of the congress.

TAXIS JAUNES
Tel: +33 (0)2 35 88 50 50