EUROPEAN CITIES AND REGIONS NETWORKING
FOR INNOVATIVE TRANSPORT SOLUTIONS

European funding opportunities

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Current and Upcoming Funding Opportunities

- **LIFE**
- **ERANET Transport Sustainable logistics and supply chains**
- **INTERREG EUROPE**
- **H2020**
  - Mobility for Growth 2016-2017
  - Green Vehicles 2016-2017

LIFE 2014 - 2020

- **Pilot and demonstration projects to develop, test and demonstrate policy or management approaches, best practices and solutions, including development and demonstration of innovative technologies, to environmental challenges, suitable for being replicated, transferred or mainstreamed**
- **Call opened on 1 June**
  - Deadline 15 September; 1/7 October 2015 (depending on grant type and priority area)
  - 60% funding
- **More information: http://ec.europa.eu/environment/life/index.htm**

LIFE

- **Priority area "Environment and Resource Efficiency“, includes:**
  - **Noise**:
    - permanent noise Low Emission Zones (LEZ) schemes in urban areas, by allowing only electrically powered vehicles or applying other equally effective noise LEZ approaches;
    - reducing noise from roads and other transport infrastructures by means of using low noise surfaces having life cycle costs comparable to those of standard surfaces while achieving a substantial noise reduction.
  - **Air quality legislation and the NEC directive**:
    - Sustainable mobility projects for those components that are essential for meeting air quality standards focussing on cleaner real world driving, electric or super low emission vehicles, clean alternative fuels, innovative retrofit programmes for public service vehicles, alternative drive train technology like electro-mobility and hydrogen-based mobility, high-impact LEZ and road pricing, innovative logistic platforms for last mile delivery of goods.
- **Priority area "Environmental Governance and Information" includes**
  - exchange of knowledge and good practice on green public procurement (GPP) between public authorities

ERANET Transport Sustainable Logistics and Supply Chain call

- **Open from 1st April 2015 to 2nd October 2015**
- **5 call domains:**
  - Cross-border freight transport corridors
  - Hub development
  - Urban / last mile logistics
  - Organisational innovations and new business models in logistics
  - Information infrastructure and services for logistics
- **Proposals that deliver operational strategies, applicable results and/or deployable products/services for improving effectiveness, efficiency and sustainability of logistics in Europe**
- **Participating countries and regions: Austria, Basque Country, Belarus, Catalonia, Flanders, The Netherlands , Nord Pas de Calais , Norway, Poland, Sweden and Turkey**
- **Project duration not more than 24 months**
- **No single country/region may represent more than 70% of the total eligible costs in the project.**
- **Eligible type of research and funding rates can vary depending on the respective funding organisation and will be determined by the rules of the participating national/regional funding programmes and agencies.**
- **http://transport-era.net/research-calls/sustainable/**

INTERREG EUROPE

- **Interregional cooperation**
- **Sharing solutions for better regional policies**
  - Transnational best practice exchange, capacity building, capitalisation & dissemination
- **First call open from 22 June until 31 July 2015**
- **75-85 % cofinancing**
- **http://www.interreg4c.eu/interregeurope/callforproposals/**

Four topics:

INTERREG EUROPE

- **Priority axis "Supporting the shift towards a low-carbon economy in all sectors":**
  - policies that facilitate the move to more sustainable, low-carbon alternatives for transport and mobility by introducing cleaner transport modes and systems, and by promoting alternative mobility behaviour
  - reduction of energy consumption by businesses and households
  - introduction of ICT-based solutions in regional low-carbon strategies, for instance in relation to reducing the need for physical mobility
  - facilitate the development of low-carbon innovations and speed up their application through green public procurement, regional pilots and investment schemes

INTERREG EUROPE

Points of attention:

- **Target policy improvements & specific policy instruments in each participating territory**
  - a strategy, law, plan, financing scheme, ….
- **Involve policy makers as partners (together with technical non-profit partners)**
- **At least half of the policy instruments addressed by the EU regions / territorial bodies participating in the project have to be linked to Structural Funds programmes**
  - Programmes of the EU cohesion policy that are financed by the ERDF and ESF and include both the Investment for Growth and Jobs programmes and the European Territorial Cooperation programmes.
  - Compared to INTERREG4C, INTERREG Europe has specific focus on improving use of ERDF and ESF
- **Try to involve managing authorities of Structural Funds at regional and national level or bodies institutionally managing these funds on their behalf**
- **Core indicators in application form include:**
  - Number of Growth & Jobs and/or ETC programmes where measures inspired by the cooperation were implemented in the field tackled by the project.
  - Amount (EUR) of Structural Funds (from Growth & Jobs and/ or ETC) influenced by the project in the field tackled by the project.

H2020 Mobility for Growth 2016-2017

- **Unofficial internal draft**
- **2016 call likely to open in September and close in January (stage 1/single stage)**
- **Urban mobility:**
  - MG-4.1-2017. Increasing the take up and scale-up of innovative solutions to achieve sustainable mobility in urban areas (4.1+4.2 22 m€, 2 stage)
  - MG-4.2-2017. Supporting 'smart electric mobility' in cities (4.1+4.2 22 m€, 2 stage)
  - MG-4.3-2017. Innovative approaches for integrating urban nodes in the TEN-T core network corridors (2 m€, single stage)
  - MG-4.4-2016. Facilitating public procurement of innovative sustainable transport and mobility solutions in urban areas (2 m€, single stage)
  - MG-4.5-2016. New ways of supporting development and implementation of neighbourhood-level and urban-district–level transport innovations (10 m€, 2 stage)

MG-4.1-2017 Increasing the take up and scale-up of innovative solutions to achieve sustainable mobility in urban areas

Specific challenge: Many innovative solutions for sustainable urban mobility were locally developed or developed as self-standing projects in a variety of social, economic and geographical contexts.

- **The specific challenge is to increase the take up of innovative solutions by transferring them to new contexts and studying and comparing the impacts. Special attention should be paid to social issues and implications.**

Scope: Proposals should address one or several of the following domains:

- **Traffic and travel avoidance (…)**
- **Optimising the use of existing infrastructure and vehicles: (…) increasing load factors and making the last mile more efficient in urban freight transport; integration between urban freight and passengers transport networks within appropriate city and transport planning governance; innovative use of passenger transport means; (…)**
- **Optimising design and use of multi-modals hubs and terminals for passengers and freight (…).**
- **(…)**
- **New governance models for freight and passenger transport: better coordination and cooperation; synergies between passenger and freight transport; stakeholder engagement; public consultation and participation; education and training, policy transfer.**
- **Contribution from the EU of between EUR 2 to 5 million each**

Expected impact:

- **Actions should demonstrate successfully transfer a single solution/approach or limited package of mutually reinforcing solutions/approaches from a small number of locations in Europe (indicatively not more than five) to at least ten new locations in Europe.**
- **Building on clear commitments from action participants for a further Europe-wide take-up and rollout of results during and following the actions, they will result in new insights into the practical transferability of innovative solutions/approaches.**
- **Actions will demonstrate how their activities will lead to faster, more cost-effective and larger scale deployment of a range of innovative (technological and non-technological) solutions/approaches to achieve sustainable mobility in urban areas. Possible (technological and non-technological) barriers and ways to overcome them should be identified and addressed by actions.**
- **Type of action: Innovation Actions**

MG-4.2-2017 Supporting 'smart electric mobility' in cities

Specific challenge: In order to integrate electromobility in their Sustainable Mobility Plans, European cities need to equip themselves with a network of electric recharging stations for electric cars and L-category vehicles. This will help the market to grow, as potentially interested consumers tend not to buy electric vehicles because they are not confident enough about the opportunities to recharge them. However, the real business models do not yet exist. The establishment of recharging infrastructure for electric vehicles is expensive and, without additional financial support and/or new approaches, there is a first-mover disadvantage until there are enough vehicles to make the investments profitable.

Scope: Proposals should focus on the development of integrated approaches and testing of "business" models for the local production and distribution of electricity together with electric vehicles fleet, to create the conditions for market take up in urban and sub-urban areas.

- **This could include private and public recharging stations. Approaches could include e.g. charging at work places, private parking places, homes, public spaces, transport intermodal hubs, system integration of large fleets of electric vehicles (BEVs and PHEVs), multimodal platforms, etc.**
- **Specific tests and pilots focussing on the integration of solutions into transport system, in combination with a cross-site evaluation, could be carried out. Possible barriers and ways to overcome these barriers to deploy integrated solutions and business models for electric recharging should be identified.**
- **Contribution from the EU of between EUR 4 to 5 million each**
  - In order to maximise the deployment of vehicles and infrastructure in this topic, the eligible cost is limited to 50% of the additional cost of purchasing clean vehicles (in comparison with conventional vehicles) and their appropriate infrastructure, taking into account normal accounting practices for depreciation.

MG-4.2-2017 Supporting 'smart electric mobility' in cities

Expected impact:

- **Tested and validated business models for electromobility solutions regarding:**
  - Large scale, sustainable and decentralised energy production and distribution (also from transport infrastructure itself) in balance with local use.
  - Simple, interoperable, convenient and intelligent billing systems ensuring at the same time a safe and reliable data exchange in cities. This includes integrated energy infrastructure systems, bringing together technologies from the energy, infrastructure and transport domains.
  - Emergent integrated approaches and business models for recharging, looking – among others – at consumer acceptance, value models and ownership.
- **Projects should bring innovative tools and recommendations to integrate electromobility in SUMPs (for example, planning policies and use of urban space), as well as recommendations for common standards of ultra-low emissions urban areas.**
- **On the basis of clear commitments from participants for a further Europe-wide take-up and rollout of results during and following the project are expected.**
- **The project proposal should include an estimation of CO2 savings obtained through the sustainable urban mobility solutions deployed in the project, on the basis of CO2 intensity of the European electricity grid of 540 g CO2/kW-h . It should also provide information on how this estimate is calculated, for example on the basis of the size of the entire vehicle fleet powered by electricity that will be deployed in the project, and/or on the number of the recharging in the infrastructure that will be deployed in the project.**

Type of action: Innovation Actions.

MG-4.3-2017 Innovative approaches for integrating urban nodes in the TEN-T core network corridors

- **Specific challenge: Better and more effective integration of urban nodes into TEN-T corridors could address issues around integration of efficient and sustainable (e.g. using alternative fuel vehicles) solutions for 'last mile' delivery; greater use of intermodal urban freight logistics, and approaches for linking long-distance with last-mile freight delivery in urban areas. The efficient and effective integration of urban nodes into TEN-T corridors requires further research and innovation efforts for the development and related recommendations for deployment of innovative solutions in urban areas.**
- **Scope: One or two expert networks should be set up that develop current practices and opportunities, and produce recommendations. These expert networks could focus on how to deploy novel combinations of existing technologies/ services and involve new combinations of different stakeholder groupings, for example from research and innovation programmes, from urban planning, from infrastructure constructors and operators and from financiers, with a great emphasis on creating synergies between results of Horizon 2020 funded projects and CEF funding.**
- **This activity directly aimed at supporting the development and implementation of evidence base for R&I policies and supporting various groups of stakeholders is excluded from the delegation to the Innovation and Networks Executive Agency (INEA) and will be implemented by the Commission services.**

MG-4.3-2017 Innovative approaches for integrating urban nodes in the TEN-T core network corridors

- **EU contribution of between EUR 1 and 2 million each**

Expected impact:

- **validated recommendations for wide-scale deployment of research and innovation solutions in some (if justified, a selection could be made) or all urban nodes along the TEN-T corridors**
  - define funding needs and instruments for creating synergies, and promoting exploitation of results, between Horizon 2020 (and previous Framework Programmes) and Connecting Europe Facility (CEF) (e.g. by scaling up R&I results). T
  - EN-T policy, both through "non-financial" action of the European Coordinators and funding under CEF can pick up these concepts and recommendations and potentially fund implementation-related studies, pilot action and works.
  - recommendations should also take into account socio-economic aspects of deployment of innovations.

Type of action: Coordination and Support Actions (single stage)

MG-4.4-2016. Facilitating public procurement of innovative sustainable transport and mobility solutions in urban areas

Specific challenge: Market demand for sustainable urban mobility solutions can be boosted by increasing purchaser (and indirectly end-user) awareness about technologies and processes used in implementing sustainable urban solutions. Urban areas concentrate demand for sustainable transport and mobility solutions (such as alternatively fuelled vehicles and supporting (refuelling) infrastructure) by public procurers. The procurement of innovation can support the broad market take-up of innovative solutions through the jointly planning (across borders) demand created by public procurers.

Scope:

- **Under this topic, support should be provided for the establishment of a number of cross-border networking activities that plan future public procurements of innovation (PPI) and/or pre-commercial procurements (PCP) of solutions that result in sustainable urban mobility, including vehicles corresponding to alternative fuels infrastructure as legislated in Directive 2014/94. Also actions funded here could complement those funded in the ELENA instrument in two ways: the preparatory public procurement activities funded in this topic could lead to ELENA applications, or the implementation of an ELENA action could be supported as part of the actions funded in this topic.**
  - Public procurement of innovative solutions means procurement where contracting authorities act as a launch customer for innovative goods or services which are not yet available on a large-scale commercial basis, and may include conformance testing.
  - Pre-commercial procurement means procurement of R&D services involving risk-benefit sharing under market conditions, and competitive development in phases, where there is a separation of the research and development phase from the deployment of commercial volumes of end-products.
- **Proposals should be driven by clearly identified needs of the procurers, including life-cycle and cost-benefit assessments. It is envisaged that there will be a fairly small (about 5-10 organisations) consortium of public procurers that organises dissemination activities for a larger group of public procurers. Clear commitments from participants for a further Europe-wide take-up and rollout of results during and following the project are expected. Proposals could include new approaches for market consultations with suppliers, paying special attention to SME suppliers. Proposals should consider where possible strategies to plan and implement joint, cross-border procurement of solutions that are not yet available on a large-scale commercial basis and which entail a higher risk than purchasing products that are already commercially widely available.**

MG-4.4-2016. Facilitating public procurement of innovative sustainable transport and mobility solutions in urban areas

- **Consortia should consist of be public procurers or a group or multiple groups thereof, i.e. contracting authorities in the meaning of the public procurement Directives at all levels (local, regional, national and supra-national) that plan to establish implementation plans for improving the quality and efficiency of their public service offering by procurement of innovative solutions for use in cities and communities. This includes both contracting authorities in the meaning of the public procurement directive for public authorities (2004/18/EC) and utilities (2004/17/EC), for example public transport operators, relevant ministries, utilities, communes and cities, police or fire brigades, e-government administrations, etc.**
- **The activities funded by the topic do not finance the actual procurement(s) made by project consortia or their members.**
- **Contribution from the EU of between EUR 0.6 to 1 million each**

Expected impact: Actions will lead to:

- **An executed plan over the project lifetime that contains at least the following:1) better harmonised (between the various procurers) and articulated technical specifications; and 2) new, joint approaches for doing the competitive dialogue and defining award criteria in the specific area(s) of common purchasing needs.**
- **Setting up 'buyers groups' of public procurers that undertake joint, cross-border or coordinated procurements.**
- **Exchanging experience in procurement practices and strategies (organising trainings and other information exchange tools) in the specific area(s) of common purchasing needs.**
- **A set of well-documented practices available for replication**
- **Increased awareness, capacity building and a demonstrated, increased public purchasing of innovative urban mobility solutions.**

Type of action: Coordination and Support Actions (single stage!)

MG-4.5-2016 New ways of supporting development and implementation of neighbourhood-level and urban-district–level transport innovations

Specific challenge: People oriented transport and mobility encompasses both new ways of translating people's (both passenger and freight) needs into mobility solutions and new ways of delivering (co-creating) these solutions. Despite the huge diversity in cultural backgrounds, demographic developments, economic potential and social conditions, neighbourhoods and urban districts could be an appropriate scale to pilot mobility innovations that address some common sustainable urban mobility issues. These could include improving access to mobility solutions, to healthcare, education, jobs and for businesses and sustainable lifestyles; behaviours, reducing greenhouse emissions from mobility, reducing noise, increasing the use of alternative fuelled vehicles and public/shared transport and safety issues. Also, new uses of public space for different mobility users could be developed and tested at neighbourhood level.

Scope: Actions should include the development, testing and comparison of initial results of sustainable mobility solutions that are targeted to at least five European neighbourhoods or urban districts. The neighbourhoods could be located in urban areas of different densities and sizes, such as in small towns, peri-urban areas or scarcely populated urban neighbourhoods. In order to meet this challenge, proposals should include all the following types of innovative approaches:

MG-4.5-2016 New ways of supporting development and implementation of neighbourhood-level and urban-district–level transport innovations

- **New approaches to involve end-users, consumers and citizens to validate the needs of the neighbourhoods involved, to assess the potential impact of the solutions, and to better understand the needs and preferences of the end-users whose problems are meant to be solved in the project.**
- **New types of innovations (technological and non-technological) such as: social innovation, workplace innovation, design, creativity, public sector innovation, open innovation or co-creation or gamification processes.**
- **New forms of tools and approaches for measuring take-up, support, and impact of the innovative approaches so that results can be scaled up and disseminated to address common issues in neighbourhoods located in other EU countries.**
- **contribution from the EU of between EUR 2 to 4 million each**

Expected impact:

- **Actions will lead to new innovation processes, new organisational and governance concepts, changes in planning processes, that result in new forms of urban mobility solutions at neighbourhood or urban district level.**
- **Actions will implement a strategy to create scale and visibility, and to measure impacts of the innovative approaches, and how these can be embedded and mainstreamed in practice amongst providers, funders and policy-makers across Europe.**

Type of action: Research and Innovation Actions

H2020 European Green Vehicles Initiative

- Call publication end of September, closing on 26 January – single stage

- GV-01-2017. Optimisation of heavy duty vehicles for alternative fuels use (IA)
- GV-02-2016. Technologies for low emission light duty powertrains (RIA)
- GV-04-2017. Next generation electric drivetrains for fully electric vehicles, focusing on high efficiency and low cost (RIA)
- GV-05-2017. Electric vehicle user-centric design for optimised energy efficiency (RIA)
- GV-06-2017. Physical integration of hybrid and electric vehicle batteries at pack level aiming at increased energy density and efficiency (IA)
- GV-07-2017. Multi-level modelling and testing of electric vehicles and their components (RIA)
- GV-08-2017. Electrified urban commercial vehicles integration with fast charging infrastructure (IA)
- GV-09-2017. Aerodynamic and flexible trucks (IA)
- GV-10-2017. Demonstration (pilots) for integration of electrified L-category vehicles in the urban transport system (IA)
- GV-11-2016. Stimulating European research and development for the implementation of future road transport technologies (CSA)
- GV-12-2016. ERA-NET Co-fund on electromobility

GV-08-2017. Electrified urban commercial vehicles integration with fast charging infrastructure

Specific challenge: Electrification of different types of transportation and delivery typically in urban and suburban areas (including buses, vans, medium trucks, and specialist vehicles such as trucks for refuse collection) is a privileged path to reduce their energy consumption and emissions. At the same time, achieving the same range capabilities using large over-night charged batteries would undermine their payload capacity and vehicle performance (e.g. acceleration and hill climbing ability). It is therefore necessary to integrate either a range extender or solutions for the fast transfer of significant energy volumes, be it at terminals, loading/de-loading stops or in-route. However, large magnitude power transfer directly from the grid can be costly and introduce disturbances into the grid. Furthermore, large power flows in relation to the total energy capacity of the involved energy storage systems may be harmful to the energy storage systems. Therefore, the different options of rapid charging at stops and terminus need to be assessed and compared with respect to cost and their impact on the power grid. The overall challenge is to design integrated, energy efficient low emission vehicles taking into account the powertrain, energy storage and the charging infrastructure needed to cover the intended missions, without compromising on vehicle performance or comfort and safety of the vehicle driver and occupants or increasing the final costs to the users/customers.

Scope: Actions should address the development of vehicle drive train concepts and energy storage (battery and super-capacitor) which can deliver the required vehicle performance and are able to operate in a pure electric mode with high energy recovery capacity. This will ensure zero emissions and low noise pollution either on the whole mission or in designated low-emission zones, while permitting in the second case highly efficient, low environmental impact internal combustion engine operation without range restrictions in other areas. Such technologies can be applied to one or both of the following vehicle types:

- **Electrified medium duty trucks for urban and peri-urban applications (freight delivery, refuse collection, etc.) capable of time efficient operation.**
- **Electrified high capacity (at least 12 m) buses for urban use, capable of following normal timetables and when needed to effectively charge and drive at bus stops with multiple bus lines.**
- **For both above applications, where appropriate, development and integration in the vehicles, of power transfer solutions for ultrafast (< 30 seconds), superfast (< 5 minutes) and/or fast (< 30-50 minutes) wireless and contact-based electric energy transfer technologies, demonstrating how the system level efficiency and economic impacts can be achieved, including amortisation of infrastructure.**
- **To ensure the acceptability of such systems into the market, negative effects on battery life and the grid, and measures to mitigate them should also be developed and integrated in the global system, as well as standardisation and health and safety implications.**
- **Extension of these concepts to lighter vehicles should be taken into account wherever appropriate to enhance opportunities for exploitation.**

GV-08-2017 Electrified urban commercial vehicles integration with fast charging infrastructure

- **An interaction with interested European cities to provide input on needs and implementation plans will be performed targeting market readiness by 2023.**
- **Proposals could foresee cooperation with entities participating in projects funded by Japan and US to exchange knowledge and experience and exploit synergies in the field of fast charging and its impact on infrastructure in view of establishing future international standards.**
- **Contribution from the EU of between EUR 5 and 15 million each depending on the number of developed vehicles and charging technologies**

Expected impact: contribute to climate action and sustainable development objectives by achieving the following targets.

- **For electrified medium duty trucks for urban use:**
  - Energy efficiency improvements up to 70% in comparison with equivalent category conventional vehicles are targeted, with full electric driving ranges of at least 50 km (including energy recuperation and superfast charging at delivery stops).
  - Low noise operation (<72 dB) allowing e.g. off peak delivery.
  - Polluting emissions below Euro VI with a Conformity Factor of 1.2 in real driving when in range extended mode.
- **For electrified high capacity buses for urban use:**
  - Bus energy efficiency improvements similar to dual mode medium duty trucks, with an average speed compatible with normal bus operation, depending on whether charging take place only at end terminals or at bus stops.
  - Polluting emissions below Euro VI with a Conformity Factor of 1.2 in real driving when in range extended mode.
  - Reduced operating costs competitive with conventional low emissions buses or trucks.
- **For fast charging infrastructure:**
  - Power transfer capability above 100kW
  - Transfer efficiencies above 90% for static contactless systems

Type of action: Innovation Actions

GV-10-2017. Demonstration (pilots) for integration of electrified L-category vehicles in the urban transport system

Specific challenge: Growing urbanisation in Europe is generating increased traffic congestion, greenhouse gas emissions, and air pollution. Economic development requires an efficient and sustainable mobility system and European citizens need affordable and adaptable transport options through synergies between different modes. L-category vehicles, for individual passenger transport and for small logistics, are an effective solution to address the growing problems of traffic congestion in towns and cities across the EU. Smaller, lighter and more specialised than other vehicles, their use produces economic savings in terms of time gained, energy consumption and space required for moving and parking. Electrified L-category vehicles (EL-Vs) are a further step towards an even more sustainable urban mobility but they are still a niche market, mainly due to cost, lack of public information and limited direct user experience. However, last generation EL-Vs, and those currently under development, could meet mainstream customer expectations and contribute to urban quality of life.

Scope: Proposals should focus on the demonstration of the potential market penetration of EL-Vs in different European cities. It should enable EL-V manufacturers to make vehicles more attractive to the general public, support a mind-shift and encourage the uptake of EL-Vs (in particular two/three wheelers and light quadricycles). The demonstration of EL-Vs as private, shared, or service vehicles will make the public more familiar with easy to operate EL-Vs and allow overcoming issues such as range anxiety. Enabling users to experience the wide range of EL-Vs as part of their daily personal mobility, will make them more aware of their real mobility needs and allow the integration of EL-Vs with other private and public modes of transport. Surveys among private and professional users should measure in how far the demonstration projects provide attractive services and match market demands.

GV-10-2017. Demonstration (pilots) for integration of electrified L-category vehicles in the urban transport system

- The scope includes deployment of ICT tools for driver support and services such as communication with back-office, booking, route scheduling, real time monitoring of vehicle performance to enhance eco-driving and for integrating EL-Vs into the urban transport. The scope also includes the compatibility of EL-Vs with other vehicles' charging stations and with cheaper charging devices, such as home chargers.
- Compatibilities and potential incompatibilities between different categories of vehicles (L, M, N) should be identified and documented, suitable to serve as a basis for creating or adapting street rules, type approval regulations, standards and policy measures for the deployment of an effective charging infrastructure.
- The consortium should have at least two cities as beneficiaries. In order to maximise the deployment of vehicles and infrastructure in this topic, the eligible cost is limited to 50% of the additional cost of purchasing clean vehicles (in comparison with conventional vehicles) and their appropriate infrastructure, taking into account normal accounting practices for depreciation.
- This topic is particularly relevant for SME participation.
- Contribution from the EU of between EUR 7 to 10 million each

GV-10-2017. Demonstration (pilots) for integration of electrified L-category vehicles in the urban transport system

Expected impact: The demonstration will contribute to assess the potential market penetration of EL-Vs and consumers' needs and expectations.

- **Actions are expected to give details on their contribution to speed up the penetration of EL-Vs into the market and will supply the manufacturer with crucial information for the development and the engineering work of the next generation of EL-Vs.**
- **The work on deployment of ICT tools for driver support and services is expected to give the vehicle manufacturers and mobility service providers the necessary information to develop successful business models.**
- **Actions will demonstrate how the proposed innovation will contribute to quality of life in urban environments (including commuting), and will provide recommendations for effective policy measures supporting the deployment of EVs, as well as for an optimised grid and charging infrastructure, able to guarantee compatibility among different type of EVs.**
- **In addition, the demonstration will provide data on real driving conditions useful to design policy measures (i.e. optimal amount and distribution of public charging points, identification and possible areas accessible only to electrical L vehicles, interaction with other means of transport and vulnerable road users).**
- **Project results will also contribute to climate action and sustainable development objectives.**

Type of action: Innovation Actions

GV-10-2017 Demonstration (pilots) for integration of electrified L-category vehicles in the urban transport system

Invitation to cooperate from ACEM, the European association of the motorcycle industry:

- **At least 4 PTW European Manufacturers interested to set up project proposal to demonstrate and test activities of electrified L-vehicles**
- **ACEM will support the project, taking an active role**
- **OEMs provide different vehicles to be tested and demonstrated in the cities, under different schemes in line with related Urban Mobility plans**
- **Vehicles could be made available either for professional users related to public services (traffic and road maintenance operators, car park attendants, mail services, city police, rescue teams..) and for sharing (i.e. tourist, commuters,…) as well as long-term rental or facilitated purchase by private users.**
- **Looking for at least four leading cities that have been committed to electromobility in past years**
- **Details (minimum number and type of vehicles for each city, service/use to be demonstrated, demonstration timeframe, expected results) to be agreed with each city to match the offer of the OEMs and the needs and expectations of the cities.**
- **As a rough number, at least 20 vehicles for each city should be demonstrated for at least one-year period.**
- **The motorcycle Industry foresees to gain the following benefits from the project:**
  - Getting data from vehicles in real riding conditions
  - Assessing user acceptance through use experience
  - Liaison with municipalities for incentive schemes and adoption of legislation to facilitate and boost the use/purchase of electric L-vehicles
- **Furthermore ICT services represent an enabling item to make electric urban mobility effective and reliable. In such a view a significant part of demonstration L-vehicles fleet should be not only electric/electrified but also ready for the grid. Data exchange while recharging through intelligent interfaces and vehicle status in riding conditions (position, status of charge, expected time of arrival, vehicle next availability in vehicle sharing schemes,…) will enhance the integration of such vehicles even in multimodal urban transport system (i.e. public/private, collective/individual use, last-mile and/or limited traffic zone access)**
- **Key project components:**
  - project design (cities needs, demo target)
  - demonstration (pilot)
  - results analysis
  - Identification of best practice
  - dissemination

GV-12-2016 ERA-NET Co-fund on electromobility

Specific Challenge: At present, the first generation of electric vehicles have proven their potential although there is still scope for future improvement. So while research and the development of electric vehicle technology has progressed well, the integration of new technologies in the existing transport system still requires substantial effort, mainly in urban areas. The sound deployment of electric mobility in European cities and the realisation of a certain degree of alignment require the involvement of stakeholders at national, regional and even local authority level, who are in charge of the legislative and regulatory framework. Integrated with, but not overlapping, the European Green Vehicles Initiative, the ERA-NET Cofund represents a new dimension of Public Private Partnership. It ensures that the complementary approaches and means of national and regional authorities are appropriately included and receptive to research achievement from the industrial sector.

A European approach is essential to realise the ambition of effectively bringing electric mobility to the market: it allows key players to come together on a transnational scale; it helps to identify and to tackle the barriers holding back the introduction of innovative urban electrification products and services in the single market. Implementation of electrification needs to be increasingly based on partnerships that build the necessary scale and scope, and achieve greater impact from scarce public and private resources.

GV-12-2016 ERA-NET Co-fund on electromobility

Scope: The proposed scope of the ERA-NET Cofund on Electric Urban Mobility reflects the progress that was made in previous years and consequently sets a specific focus on urban areas, where the next important steps in the innovation cycle will take place. Proposals will aim at the innovation and deployment needs for 2020 and the years after. Activities should focus on demonstrating and validating solutions that have already reached sufficient maturity for deployment. These should be complementary to, and not duplicate the scope of, the other projects of the European Green Car and European Green Vehicle Initiatives. Appropriate user and general public acceptance, regulatory, market up-take, social, environmental and resource efficiency aspects should be included. In principle all modes of surface transport are relevant. Urban freight and logistics is in scope (e.g. smart urban delivery fleets), but the focus will rather be on passenger transport (e.g. car sharing with EVs).

- **The proposals should pool the necessary financial resources from the participating national and regional research programmes with a view to implementing a joint call for proposals resulting in grants to third parties with EU co-funding in this area. Proposers are encouraged to include other joint activities including additional joint calls without EU co-funding. Call content should take into account the European Green Vehicles Initiative to ensure no duplication of funding.**
- **Participation of legal entities from international partner countries is encouraged in the joint call as well as in other joint activities. Participants from countries which are not automatically eligible for funding may nonetheless request a Union contribution to cover the coordination costs of additional activities on the basis of the ERA-NET unit cost.**

GV-12-2016 ERA-NET Co-fund on electromobility

Expected impact: This action will result in:

- **Acceleration of the time to market of affordable, cost-effective and socially acceptable solutions to integrate electric mobility in Europe's urban transport systems.**
- **Reduction of the environmental footprint and the energy payback time.**
- **Strengthening the industrial technology base, thereby creating growth and jobs in Europe.**
- **Tangible and practical guidance to the decision makers in the relevant authorities and support industry as well as the service sector to provide suitable and feasible solutions for electric mobility in European urban areas.**
- **Contribution to climate action and sustainable development objectives.**

Type of action: ERA-NET Cofund

- **To adequately address this specific challenge and generate a substantial impact, a call volume of EUR 30 million is considered to be appropriate (including a contribution from the EU of up to EUR 10 million).**
- **Nota bene: Budgets should be determined in consultation with the respective initiatives to balance ambition in achieving critical mass and absorption capacity as well as aligning financial planning between MS and the EU.**

More information

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