



EN

Horizon 2020
Work Programme 2016 - 2017

11. Smart, green and integrated transport

Important notice on the second Horizon 2020 Work Programme

This Work Programme covers 2016 and 2017. The parts of the Work Programme that relate to 2017 are provided at this stage on an indicative basis. Such Work Programme parts will be decided during 2016.

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Table of contents

| | |
|--|-----------|
| Introduction | 6 |
| Call - 2016-2017 Mobility for Growth..... | 10 |
| 1. AVIATION | 11 |
| MG-1.1-2016: Reducing energy consumption and environmental impact of aviation..... | 12 |
| MG-1.2-2017: Reducing aviation noise | 13 |
| MG-1.3-2017: Maintaining industrial leadership in aeronautics | 15 |
| MG-1.4-2016-2017: Breakthrough innovation | 17 |
| MG-1.5-2016-2017: Identification of gaps, barriers and needs in the aviation research..... | 18 |
| 2. WATERBORNE..... | 19 |
| MG-2.1-2017: Innovations for energy efficiency and emission control in waterborne transport..... | 20 |
| MG-2.2-2016: Development, production and use of high performance and lightweight materials for vessels and equipment..... | 21 |
| MG-2.3-2016: New and improved transport concepts in waterborne transport | 22 |
| MG-2.4-2017: Complex and value-added specialised vessels..... | 23 |
| 3. SAFETY | 24 |
| MG-3.1-2016: Addressing aviation safety challenges | 25 |
| MG-3.2-2017: Protection of all road users in crashes..... | 26 |
| MG-3.3-2016: Safer waterborne transport and maritime operations | 28 |
| MG-3.4-2016: Transport infrastructure innovation to increase the transport system safety at modal and intermodal level (including nodes and interchanges)..... | 29 |
| MG-3.5-2016: Behavioural aspects for safer transport | 31 |
| MG-3.6-2016: Euro-African initiative on road safety and traffic management | 32 |
| 4. URBAN MOBILITY | 34 |
| MG-4.1-2017: Increasing the take up and scale-up of innovative solutions to achieve sustainable mobility in urban areas | 35 |
| MG-4.2-2017: Supporting 'smart electric mobility' in cities..... | 36 |
| MG-4.3-2017: Innovative approaches for integrating urban nodes in the TEN-T core network corridors | 38 |
| MG-4.4-2016: Facilitating public procurement of innovative sustainable transport and mobility solutions in urban areas | 39 |
| MG-4.5-2016: New ways of supporting development and implementation of neighbourhood-level and urban-district-level transport innovations | 40 |
| 5. LOGISTICS..... | 42 |
| MG-5.1-2016: Networked and efficient logistics clusters | 42 |

| | |
|---|-----------|
| MG-5.2-2017: Innovative ICT solutions for future logistics operations | 43 |
| MG-5.3-2016: Promoting the deployment of green transport, towards Eco-labels for logistics..... | 45 |
| MG-5.4-2017: Potential of the Physical Internet | 47 |
| 6. INTELLIGENT TRANSPORT SYSTEMS..... | 49 |
| MG-6.1-2016: Innovative concepts, systems and services towards 'mobility as a service' . | 49 |
| MG-6.2-2016: Large-scale demonstration(s) of cooperative ITS | 51 |
| MG-6.3-2016: Roadmap, new business models, awareness raising, support and incentives for the roll-out of ITS | 53 |
| 7. INFRASTRUCTURE..... | 54 |
| MG-7.1-2017: Resilience to extreme (natural and man-made) events | 55 |
| MG-7.2-2017: Optimisation of transport infrastructure including terminals..... | 56 |
| MG-7.3-2017: The Port of the future | 57 |
| 8. SOCIO-ECONOMIC AND BEHAVIOURAL RESEARCH AND FORWARD LOOKING ACTIVITIES FOR POLICY MAKING | 59 |
| MG-8.1-2016: Research, technology development and market trends for the European transport manufacturing industries..... | 59 |
| MG-8.2-2017: Big data in Transport: Research opportunities, challenges and limitations . | 61 |
| MG-8.3-2016: Assessing future requirements for skills and jobs across transport modes and systems | 62 |
| MG-8.4-2017: Improving accessibility, inclusive mobility and equity: new tools and business models for public transport in prioritised areas | 64 |
| MG-8.5-2017: Shifting paradigms: Exploring the dynamics of individual preferences, behaviours and lifestyles influencing travel and mobility choices | 65 |
| MG-8.6-2016: Innovation awards for students and researchers in the context of the Transport Research Arena conference - TRA 2018 | 68 |
| Conditions for the Call - 2016-2017 Mobility for Growth..... | 69 |
| Call - 2016-2017 Automated Road Transport | 73 |
| ART-01-2017: ICT infrastructure to enable the transition towards road transport automation..... | 74 |
| ART-02-2016: Automation pilots for passenger cars | 76 |
| ART-03-2017: Multi-Brand platooning in real traffic conditions | 78 |
| ART-04-2016: Safety and end-user acceptance aspects of road automation in the transition period..... | 79 |
| ART-05-2016: Road infrastructure to support the transition to automation and the coexistence of conventional and automated vehicles on the same network | 81 |
| ART-06-2016: Coordination of activities in support of road automation..... | 82 |
| ART-07-2017: Full-scale demonstration of urban road transport automation..... | 84 |

| | |
|--|------------|
| Conditions for the Call - 2016-2017 Automated Road Transport | 86 |
| Call - 2016-2017 Green Vehicles | 88 |
| GV-01-2017: Optimisation of heavy duty vehicles for alternative fuels use..... | 88 |
| GV-02-2016: Technologies for low emission light duty powertrains..... | 90 |
| GV-03-2016: System and cost optimised hybridisation of road vehicles | 92 |
| GV-04-2017: Next generation electric drivetrains for fully electric vehicles, focusing on high efficiency and low cost..... | 93 |
| GV-05-2017: Electric vehicle user-centric design for optimised energy efficiency..... | 94 |
| GV-06-2017: Physical integration of hybrid and electric vehicle batteries at pack level aiming at increased energy density and efficiency..... | 95 |
| GV-07-2017: Multi-level modelling and testing of electric vehicles and their components | 96 |
| GV-08-2017: Electrified urban commercial vehicles integration with fast charging infrastructure | 98 |
| GV-09-2017: Aerodynamic and flexible trucks..... | 100 |
| GV-10-2017: Demonstration (pilots) for integration of electrified L-category vehicles in the urban transport system | 101 |
| GV-11-2016: Stimulating European research and development for the implementation of future road transport technologies..... | 103 |
| GV-12-2016: ERA-NET Co-fund on electromobility | 104 |
| Conditions for the Call - 2016-2017 Green Vehicles | 107 |
| SME INSTRUMENT | 109 |
| FAST TRACK TO INNOVATION PILOT..... | 110 |
| Other actions..... | 111 |
| 1. Horizon prize for the cleanest engine retrofit..... | 111 |
| 2. Horizon prize for the cleanest engine of the future | 113 |
| 3. External expertise for monitoring | 116 |
| 4. External expertise to advise on EU research and innovation policy | 116 |
| 5. Sustainable infrastructure charging..... | 117 |
| 6. ELTIS: supporting exchange of knowledge, information and experiences in the field of urban mobility | 117 |
| 7. The role of urban mobility in supporting the 2011 White Paper objectives - data collection | 118 |
| 8. Establishment of Transport Research and Innovation Monitoring and Information System (Part A - Administrative arrangement with JRC)..... | 118 |
| 9. Establishment of Transport Research and Innovation Monitoring and Information System (Part B - Public Procurement) | 119 |
| 10. Dissemination and exploitation of results | 120 |

11. Support to the development, implementation, monitoring and evaluation of transport research and innovation policy activities 120

Budget..... 122

Introduction

The Transport Challenge ‘Smart, green and integrated transport’ is aimed at achieving a European transport system that is resilient, resource-efficient, climate- and environmentally-friendly, safe and seamless for the benefit of all citizens, the economy and society.

Funding priorities will be geared towards the present and future needs of citizens, businesses and EU markets, and strive to maximise value for the transport sector, the wider economy and ultimately, the people. These priorities are aimed at creating new opportunities for sustainable growth and employment.

The Specific Programme is structured in four broad lines of activities aiming at:

a) Resource efficient transport that respects the environment. The aim is to minimise transport's systems' impact on climate and the environment (including noise and air pollution) by improving its efficiency in the use of natural resources, and by reducing its dependence on fossil fuels and energy imports.

b) Better mobility, less congestion, more safety and security. The aim is to reconcile the growing mobility needs with improved transport fluidity, through innovative solutions for seamless, inclusive, affordable, safe, secure and robust transport systems that make full use of modern ICT capabilities.

c) Global leadership for the European transport industry. The aim is to reinforce the competitiveness and performance of European transport manufacturing industries and related services on global markets including logistic processes and retain areas of European leadership (e.g. such as aeronautics).

d) Socio-economic and behavioural research and forward looking activities for policy making. The aim is to support improved policy making which is necessary to promote innovation and meet the challenges raised by transport, including the internalisation of external costs, and the societal needs related to it. Socio-economic research is also an important instrument for reaching the objectives under this programme.

These activities are addressed in this Work Programme by three Calls for proposals:

1) Mobility for Growth

2) Automated Road Transport

3) European Green Vehicles Initiative

In addition to the three Calls for proposals, Transport Challenge contributes to the following Calls on cross-cutting focus areas: **Blue Growth** and **Energy Efficiency (through the**

ELENA Facility¹). Also, it contributes to the **SME instrument** and the **Fast Track to Innovation Pilot** Calls. Other actions will be implemented by public procurement or by other instruments (see section '**Other actions**'). These actions are part of the Transport Challenge envelope and complement the content of the Calls.

Thorough and mature research and innovation agendas for the three Calls have been defined taking into account the 'Clean Sky 2', 'SESAR', 'Shift2Rail' and 'Fuel Cells and Hydrogen 2' Joint Undertakings. In addition, European GNSS will provide new opportunities for the localisation and the guidance of vehicles. Synergies will be pursued with all these initiatives as well as with other parts of Horizon 2020, namely 'Information and Communication Technologies' (ICT), 'Nanotechnologies, advanced materials, biotechnology and advanced manufacturing and processing' (NMBP), 'Space', 'Secure, clean and efficient energy', 'Climate action, environment, resource efficiency and raw materials' and 'Secure societies'.

Particular attention will be paid in this Work Programme to the following major transport research challenges:

—Improving energy/resource efficiency including though innovative powertrains and propulsion systems, reducing transport's dependence on fossil fuels and scarce resources, take-up of alternative fuels, and achieving the required level of mitigation of climate change, pollution, noise and adverse health effects in the transport sector.

—Supporting the development of automation in road transport, in view of optimising its contribution to the ambitious EU policy goals in terms of road safety, reduced congestion, energy efficiency and air quality as well as ensuring the leading role of European industry in the global market to boost sustainable growth and create jobs.

—Paving the way for the deployment of innovative mobility solutions, including through the use of ICT and satellite navigation technologies, for example in connected and automated vehicles, personalised/smart services, overcoming fragmentation through the bundling of existing services via open interfaces, and optimising the role of data and connectivity (e.g. internet of things) as driving factors.

—Modernising infrastructure for Europe-wide mobility demands and for reducing social and territorial inequalities in access to mobility, introducing new materials and processes, smart transport systems and new charging and refuelling options, and making infrastructure more safe, adaptable, resilient and responsive to evolving weather conditions and disruptive events.

—Assessing the impacts and cost-effectiveness of new solutions to address the mobility challenges in urban areas, exploring new opportunities to support take-up of innovative solutions, including through procurement.

¹ The use of the ELENA Facility in the field of transport is a pilot. Possible continuation and adjustments in 2017 will take into account lessons learnt in 2016.

—Optimising the use of the infrastructure and redistributing passenger and freight traffic between transport modes, as a way to mitigate environmental problems and ease traffic congestion, also by providing more efficient and sustainable transport solutions.

—Optimising the efficiency and interoperability of transport systems and operations through new approaches to target setting and performance review.

—Making quantum improvements in safety levels across the transport system, reducing the associated costs for the users, the providers and the public sector.

—Anticipating technological developments that have the potential to be transformational, both internal to transport and in other activities that are likely to impact on transport and the competitiveness of the European transport industry, while promoting the use of common standards and procedures across transport modes.

—Understanding and managing the impact of demographic trends recognising and supporting new societal developments.

—Assessing future requirements for skills and jobs across transport sectors and systems.

All these priorities are related to one or more of the above-mentioned four broad lines of activities defined in the Specific Programme. They have a two-fold aim: addressing key challenges that Europe faces, and making our industry more competitive and cooperative through transferring these solutions and standards worldwide, as other regions are confronted with similar challenges.

In addition, the societal trend towards service-orientation is also visible in the transport sector. Resources are scarce and decreasing while needs and expectations are growing. Hence, there is a need to design, organise and manage transport and mobility in a smarter way. Horizon 2020 is the right tool to explore how these challenges can be addressed in an integrated way.

It is in particular necessary to identify, design and test comprehensive, intermodal and appropriate systemic solutions, taking account of economic, social and environmental aspects.

Outputs from actions meeting these priorities will have tangible impacts in the form of new implementable technologies, information systems, and business practices. Some of these impacts will be evolutionary, representing refinements to existing technologies, systems and practices, while others will be more revolutionary, in offering a step-change in performance or innovative solutions. Outputs will also have impacts on the demand-side of European transport, including people's behaviour and company logistics. Overall, they will make the European transport system more efficient, sustainable, safe, resilient and competitive, and they will place it on a trajectory to meet the 2030 and 2050 targets set out in the Transport White Paper as well as those of other policy initiatives.

International cooperation will have a key role to play. Global challenges such as CO₂ and polluting emissions, oil dependency, transport safety and security, noise pollution, and standardisation of many services, products and procedures will benefit from global solutions.

Other aspects that are more local in nature such as traffic congestion, land use planning, behavioural issues could profit from the exchange of best practice identified in effective international collaborations. Activities at the international level are important to enhance the competitiveness of world leading European industries by promoting the take-up and trade of novel technologies, in particular where the applicable regulatory regime is international and can thus result in barriers to the market introduction of innovative solutions coming from EU actors. Demand for high-end European produced vehicles as well as for European know-how is very strong in the emerging markets. With most of future transport growth occurring outside Europe, access to knowledge and to new markets will become increasingly important. Potential areas for mutually beneficial cooperation with the US include road transport automation, green vehicles, safety, infrastructure, and climate change mitigation and adaptation. Cooperation with China, Brazil and other countries will focus on green vehicles and safety. Transport safety will be a priority for a Euro-African science diplomacy partnership. Multilateral exchanges on transport R&I strategies and investment priorities could be pursued with the major international partner countries.

A novelty in Horizon 2020 is the Open Research Data Pilot which aims to improve and maximise access to and re-use of research data generated by projects. While certain Horizon 2020 Work Programme parts and areas have been explicitly identified as participating in the Pilot on Open Research Data, individual actions funded under the other Horizon 2020 parts and areas can choose to participate in the Pilot on a voluntary basis. In the case of the Transport work programme, participants are encouraged to take part in the Open Research Data Pilot, especially in the cases of demonstration activities and field operational tests. The use of a Data Management Plan is required for projects participating in the Open Research Data Pilot.

Further guidance on the Pilot on [Open Research Data](#) and [Data Management](#) is available on the Participant Portal.

Call - 2016-2017 Mobility for Growth

H2020-MG-2016-2017

Transport is on the brink of a new era of "smart mobility" where infrastructure, transport means, travellers and goods will be increasingly interconnected to achieve optimised door-to-door mobility, higher safety, less environmental impact and lower operational costs. In order to achieve efficiency at system-level, targeted efforts are needed to develop and validate new solutions that can be rapidly deployed, notably on corridors and in urban areas. They will address transport means and infrastructure and integrate them into a user friendly European transport system of smart connected mobility and logistics. Research and innovation on equipment and systems for vehicles, aircraft and vessels will make them smarter, more automated, cleaner and quieter, while reducing the use of fossil fuels. Research and innovation on smart infrastructure solutions is necessary to deploy innovative traffic management and information systems, advanced traveller services, efficient logistics, construction and maintenance technologies.

As indicated in the Specific Programme, the "activities will be organised in such a way as to allow for an integrated and mode-specific approach as appropriate". Therefore, the contents of the 'Mobility for Growth' call have been structured as follows:

A) Areas addressing mode-specific challenges (technical and socio-economic)

1. Aviation

2. Waterborne

B) Areas addressing cross-modal and/or transport integration specific challenges (technical and socio-economic)

3. Safety

4. Urban

5. Logistics

6. Intelligent Transport Systems

7. Infrastructure

C) Cross-cutting issues

8. Socio-economic and behavioural research and forward looking activities for policy making

In addition to the topics of this call, transport-related actions are also included in other parts of Horizon 2020 Work Programme 2016-2017, particularly in the LEIT/NMBP call

'Nanotechnologies, Advanced Materials, Biotechnology and Production'; LEIT/Space call 'Applications in Satellite Navigation – Galileo'; and SC/Energy calls 'Competitive Low-Carbon Energy' and 'Smart Cities and Communities'.

1. AVIATION

Aviation is vital for our society and economy. It provides mobility to citizens and freight, amongst the regions of Europe and beyond, whilst being an engine for economic growth and jobs. It is also a high-tech sector where Europe has a recognised worldwide leadership, both in terms of products and services. The forecasted market growth opens whole new opportunities for European aviation. The world air transport is expected to continue growing by 4 to 5% every year. However, in order to be successful and reap the awards of such growth, the European aviation sector has to sustain its leadership which is facing challenges from international competition. Aviation is also a sector with small but growing adverse impact on the environment and on the well-being of citizens due to emissions and noise respectively that can potentially curtail its growth.

It is therefore pivotal that growth is achieved in a sustainable manner, taking into consideration safety and security concerns as well as adverse environmental effects. In parallel, the wider expectations from users – citizens and business alike – regarding the quality and responsiveness of transportation services, will also require the air transport system to reach higher levels of integration with other transport modes.

Overall, the scope and magnitude of the ambitious European aviation goals to be achieved are set out in 'Flightpath 2050'. At EU level, aviation research includes public-private partnerships such as Clean Sky 2 and SESAR 2020 complemented by Research and Innovation Actions as well as other actions, which are the subject of this Work Programme. The Clean Sky 2 programme targets primarily the reduction of the environmental impact through integration and validation of existing technologies up to Technology Readiness Level 6. The SESAR 2020 develops solutions for a seamless, efficient and cost effective management of air traffic, including services of European GNSS and covers the full range of TRL from 1 to 6.

This Work Programme addresses mainly medium to long term research and innovation actions with a bottom-up approach for innovative technologies that will complement Clean Sky 2 and are outside the scope of SESAR.

The proposed topics are in-line with the Horizon 2020 Specific Programme, the challenges defined by the Advisory Council for Aviation Research and Innovation in Europe (ACARE) in its vision 'Flightpath 2050' and its Strategic Research and Innovation Agenda (SRIA):

- Meeting societal and market needs
- Maintaining and extending industrial leadership

- Protecting the environment and the energy supply
- Ensuring safety and security
- Prioritising research, testing capabilities and education

The aviation part of this Work Programme focuses on reduction of energy consumption and environmental impact, reduction of noise, maintaining industrial leadership and breakthrough technologies. In addition, it calls for a coordinated action identifying the gaps, barriers and needs in the aviation research. The actions related to seamless and safe mobility are addressed under the other parts of the Mobility for Growth call allowing tackling the air mobility in a cross-modal way. A number of actions related to the production of alternative fuels for aviation will be funded under the ‘Secure, clean and efficient energy’ challenge, the actions related to cyber-security and to critical infrastructure will be found under the ‘Secure societies’ challenge.

Aviation has inherently an international dimension. Globalisation poses additional challenges and opportunities for European aviation production and operation, notably in relation to global aviation markets, regulations and standards, covering issues such as interoperability, safety, security, environment and energy. In order to leverage resources, mitigate risks and effectively contribute to Flightpath 2050 goals, international cooperation is encouraged in certain topics of the work programme, e.g. related to noise and mobility. Further international cooperation can be targeted in 2017 and/or in the public-private partnerships based on the outcome of the ongoing coordinated calls with Japan, China and Canada and ongoing initiatives with United States, Russia, Brazil and Australia.

Proposals are invited against the following topic(s):

MG-1.1-2016: Reducing energy consumption and environmental impact of aviation

Specific Challenge: The reduction of energy consumption in aviation leads to high social, environmental and economic benefits and will ensure its sustainability. It leads to improved resource efficiency, reduction of CO₂ and NO_x emissions as well as decrease of the particulate matter. If no actions would be undertaken, the adverse impact of aviation on environment would significantly grow due to the expected increase of air transport traffic by 5% every year. Improvement of the environmental impact of the aircraft can be achieved for instance through better engine efficiency and advanced combustion technologies, improved aerodynamics or reduction of the weight of an aircraft.

Scope: Actions will address aircraft technologies that have high potential towards improving resource efficiency, including those related to small aircraft. For this purpose the actions should address one or several of the following areas:

- Development of novel technologies contributing to more electric aircraft, including new power electronic devices, low energy systems, advanced power generators and actuation systems as well as innovative power and power management concepts.

—Advancements in core engine technologies to develop new innovative concepts towards improving thermal efficiency by increasing the Operational Pressure Ratio.

—Development and demonstration of integrated aero-structures with self-sensing, morphing or multi-functional capabilities towards reduced weight and better aerodynamic performance as well as decreased manufacturing and operational cost.

—Development of screening and optimisation tools aiming at quantifying the added value of alternative fuels from the jet fuel as well as development of design tools aiming at assessing the impact of different fuel compositions on engine components and fuel systems.

Proposals should provide quantified assessment of the expected progress in terms of reducing energy consumption and environmental impact. Analysis of regulatory and standardisation issues should be provided and certification/qualification issues addressed.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 and 9 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: As mentioned in the specific challenge, reduction of energy consumption leads to improved resource efficiency, reduction of CO₂ and NO_x emissions as well as decrease of the particulate matter. Actions will contribute towards greening the aviation through increased energy efficiency of the aircraft and wider use of alternative fuels. They will mature technologies capable of:

—Bringing measurable reduction of environmental impact towards the long-term goals of reducing CO₂ by 75% and NO_x by 90% (per passenger and per kilometre) by 2050 (baseline year 2000).

—Facilitating the introduction of alternative fuels in aviation towards the long-term goal of 40% biofuels share in aviation fuels by 2050.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-1.2-2017: Reducing aviation noise

Specific Challenge: Exposure to aircraft noise has an adverse effect on population. High levels of perceived noise have also an important impact on future extensions of airports which are reaching their capacity limits. Despite significant progress on noise reduction at source and on noise abatement procedures, aircraft noise continues to cause adverse effects on quality of life and on public health, notably in the neighbourhood of major airports. Ensuring that airports will have the capability to respond to the growing traffic demand requires more systematic approaches to aviation noise management bringing together technological,

operational and planning solutions. To address these challenges, stronger coordination between national, international and EU research activities is necessary.

Scope: Actions should address the development of new technologies and methodologies to enable 24/7 operations, including new methods for assessing, monitoring and managing the impact of aviation noise. They should also support the coordination of national and EU research activities related to aviation noise and consider possibilities for international cooperation. The actions should address one or several of the following areas:

- Development of new aircraft/engine technologies for noise reduction at the source.
- Novel approaches for assessing and managing the impact of aviation noise, including aspects such as new airport noise reduction strategies, novel cost-effective solutions for the monitoring of noise footprints and health impacts.
- Integration of aviation-related environmental assessment approaches in land-use planning practices and tools with the aim of enabling a higher level of effectiveness in scenario-analysis and decision-support capability whilst allowing heightened proficiency for use by non-specialists.
- Better understanding and testing of new emerging noise issues (e.g. sonic boom) towards international regulation.

Particular emphasis should be given to innovative approaches towards reducing noise at the source and for mitigating the noise impact of air traffic operations. The development of well-reasoned and scientifically-rooted decision-making approaches for purposes of deploying the latter should be stressed, notably ensuring a level of end-user friendliness compatible with their utilisation by non-experts – such as land-use and regional development planners.

The actions should support the coordination of national and EU research activities related to aviation noise, notably towards establishing a common strategic research roadmap for aviation noise reduction.

The promotion of synergies with other industrial sectors which are confronted with similar noise-related problems is encouraged.

In line with the strategy for EU international cooperation in research and innovation², international cooperation is encouraged, in particular in relation to sonic boom, in order to contribute to the regulatory discussions at United Nations' International Civil Aviation Organisation.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 to 9 million would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

² COM(2012)497

Expected Impact: Actions will lead to new and more holistic approaches for aviation noise reduction, coupling innovative airframe/engine technologies with operational aspects, airport infrastructure and connectivity, and land-use planning solutions. They will also lead to easy-to-use decision support systems for purposes of elaborating sustainable airport development plans fit for use. It is also expected that the proposals will gather critical mass on a pan-European scale, overcoming gaps, duplication and fragmentation, create a leverage effect, enhance coherence and efficiency of noise research in Europe, and underpin the development of future noise related regulations, operations, and technology. By doing so, actions are expected to contribute to the improvement of health conditions of the population particularly in areas near airports and air corridors, as well as to economic activities linked to sustainable airport development plans.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-1.3-2017: Maintaining industrial leadership in aeronautics

Specific Challenge: European aeronautics has never been stronger, however new opportunities and challenges lie towards 2020 and beyond. Research and innovation is the main response towards maintaining the competitiveness throughout the whole supply chain. While a number of technologies are already addressed under the Clean Sky 2 Public-Private Partnership, there are other promising ones at low maturity levels that need to be further advanced. Primes, suppliers including SMEs, research laboratories and academia should collaborate in an efficient and timely manner to bring these innovative technologies to higher maturity levels for these advanced and cost-efficient products and services.

Scope: Proposed actions should address one or several of the following priority areas:

—Condition-based health management, replacing scheduled inspections and thus decreasing maintenance costs and increasing safety and aircraft availability through accelerating the integration of innovative and existing sensor technologies, advancing data analysis methods and promoting standards for health sensing across dissimilar systems and structures, developing and validating multiple sensor technologies on systems and structures, and addressing relevant regulatory barriers.

—Advancements in composite aero-structures that have the potential to offer alternative competitive technologies and methodologies and are presently at low Technology Readiness Levels (e.g. new generation materials and composite structures, validation of new simulation and design methodologies, advanced manufacturing methods, including out-of-autoclave, joining between composites similar or dissimilar media fatigue and damage tolerance behaviour and the related structural health monitoring and repair methodologies, long term behaviour and degradation of eco-efficient surface protection).

—Internal and external Electromagnetic Environment technologies addressing at large electromagnetic immunity problems stemming from the increasing complexity of on-board systems in a composite aero-structures and smart materials environment. Analysis of regulatory and standardisation issues should be provided and certification/qualification issues addressed.

—Development and validation of multi-disciplinary design tools that address key isolated or clustered industrial problems with low degree of confidence that need presently extensive experimental verification. Activities may contribute to advancing further physical understanding of multi-physics phenomena, simulation of manufacturing processes and design of experiments, uncertainty quantification, cross-cutting computational procedures as well as preparatory work for transition to high-performance computing.

Given the strong involvement of SMEs in the supply chain, this topic is particularly relevant for SME participation.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 and 9 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: The actions will contribute towards maintaining the leadership of the European aeronautics industry through increased availability of new innovative design tools, materials, manufacturing and service processes:

—For the condition-based health management, the actions will quantitatively demonstrate potential improvements towards weight benefits, systems complexity and reduced maintenance costs and demonstrate that European primes and suppliers have an agreed common roadmap towards potential exploitation of the results.

—For the novel composite aero-structures, the actions will demonstrate their capability to drive costs down and production rates up using new generation composites as well as nonconventional manufacturing methods.

—For the internal and external electromagnetic environment technologies, the actions will demonstrate that an increase up to 60% of the confidence in the electromagnetic assessment process is feasible. The proposals will also demonstrate that the proposed concepts and development of tools will contribute to substantial reduction of cost (including qualification and certification) and time-to-market.

—For the development and validation of multi-disciplinary design tools, the actions will develop computing solutions for key industrial problems to facilitate the introduction of innovative products and services.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-1.4-2016-2017: Breakthrough innovation

Specific Challenge: Very ambitious long-term goals are addressed by Europe's vision for aviation Flightpath 2050, in particular for maintaining and extending industrial leadership and for protecting the environment. As many evolutionary technologies are mature near to their maximum potential, new disruptive breakthrough technologies are needed to reach these ambitious goals.

Scope: The aim is to develop exploitable breakthrough technologies and concepts for the medium term that are not currently used or that have not yet being put in combination for civil aviation. The actions should target technologies and concepts that are at low Technology Readiness Level today (up to TRL 3) and can potentially achieve Technology Readiness Level 6 by 2030-2035. The actions should focus to airframe, propulsion and on-board systems & equipment, including their integration and may challenge established practices. The proposals may also include the advancement of numerical and experimental methods towards validating the proposed concepts. The actions should address one or several of the following areas:

- Innovative aircraft configurations and airframes (e.g. short take-off and landing, long wing span; personal vehicles).
- Propulsion systems (e.g. partially or fully embedded within the airframe; distributed propulsion technologies and revolutionary engine cycles; high-speed propulsion).
- Novel and integrated multifunctional systems.
- Autonomous, intelligent and evolving systems (e.g. Remotely Piloted Aircraft Systems).

The proposals should include a quantitative preliminary assessment against the relevant criteria (for example, economic viability, time efficiency, safety, potential to cope with evolutions of regulations, human factor considerations such as passenger friendliness, social acceptance, etc.). They should also assess the potential of the technologies to be developed further and identify regulatory, technological and socio-economic barriers that could prevent such developments.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 4 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions will propose new or develop further highly innovative and exploitable breakthrough technologies for the medium term that will make feasible a substantial decrease of the environmental impact of air vehicles and/or enhance the competitiveness of the European aviation industry and the safety of civil aviation. They

should demonstrate the proof of concept and consider integration issues without assuming fundamental changes at airport level. Proposals are also expected to demonstrate the validity of the technologies and concepts following a sound technical and scientific approach as well as significant decrease in the environmental impact and/or high potential for new market opportunities for the European aviation industry.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-1.5-2016-2017: Identification of gaps, barriers and needs in the aviation research

Specific Challenge: The Advisory Council for Aviation Research and Innovation in Europe (ACARE) has developed in 2012 a new Strategic Research and Innovation Agenda that describes the actions needed to meet the highly ambitious goals set by Flightpath 2050. In order to ensure the achievement of these goals, regular assessment of progress, gaps and barriers is necessary and strong collaboration between all European stakeholders is required.

Scope: In 2016, the actions should address one the following areas:

—Identification of barriers for increased collaboration in aviation research at EU level involving countries and regions with lower participation in the EU Framework Programmes and recently Associated Countries such as Ukraine. The action should stimulate cooperation by creating and enhancing the links between the stakeholders of these countries and other aviation research intensive regions. Win-win situations and solutions for improved cooperation should be identified.

—Identification and assessment of the needs, gaps and overlaps for strategic aviation research infrastructures in Europe. The actions should establish an overview of the existing situation taking into account the results of previous actions on this issue. They should involve analysis on the potential sustainable business models and funding schemes to maintain existing or to develop new aviation research infrastructures.

In 2017, the actions should provide on an annual basis a review of the state of the art of research and innovation including international benchmarking, identify gaps in the research landscape, bottlenecks to innovation (regulation, financing) and formulate recommendations to address those. The actions should address one or several of the following research domains of the ACARE Strategic Research and Innovation Agenda:

—Mobility

—Competitiveness

—Environment and energy

—Safety and security

A close cooperation with the relevant ACARE Working Groups and involvement of all main relevant stakeholders should be ensured. The actions should take into consideration R&D synergies with other sectors (e.g. batteries, composites, product lifecycle management). Special attention should be paid on the economic, environmental and mobility aspects of the long distance traveling.

The Commission considers that proposals requesting a contribution from the EU of between EUR 1 to 2 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: The actions will support to reach the goals set by the aviation sector in a more efficient and optimal way thorough assessment of the progress towards Flightpath 2050 goals³, identification of future needs, gaps and barriers, and make recommendations for further actions. The actions will result also in providing solutions for improved research infrastructure for the European aviation sector adapted to the needs for achieving the long term goals. The actions will support also a more efficient use of the available research capabilities in Europe through creating new links between the stakeholders of EU Member States and Associated Countries, stimulating the creation of transnational cooperation mechanisms in the aviation research.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

2. WATERBORNE

Sustainability in all of its three dimensions (economic, environmental and social) remains a key challenge for waterborne transport. Equally important is a continued focus on improving maritime safety.

Bringing it to full bearing as Europe's commercial link to the rest of the world is as important as making it an efficient and essential part of exchange and transport processes in the European internal market in all of its dimensions from goods to people to energy. Therefore, attention should be given to enabling a modern, resource efficient, inter-connected, safe, secure and resilient waterborne transport system, encompassing deep sea shipping, coastal shipping around Europe, domestic and international ferry connections, the use of the internal waterways, including in the urban environment, and ports.

Significant quantifiable efficiency gains, a much improved use of energy sources (including alternative fuels) and the minimisation of environmental impacts, in particular with regard to pollutant and greenhouse gas emissions and to noise and discharges, are still possible and

³ <http://www.acare4europe.org/sria/flightpath-2050-goals>

desirable. The waterborne sector continues to lag behind in these respects as compared with other transport modes.

Europe remains a world leader in the design, production and operation of waterborne assets (in particular marine equipment), but its industry is facing ever fiercer global competition, also in the production of smaller and specialised vessels that require advanced engineering concepts and solutions, new materials and adapted production methods for faster delivery. To stay ahead, the entire value chain needs an accelerated creation and deployment of research and innovation solutions that have tangible cost benefits whilst at the same time there is a need to explore new frontiers in terms of vessel concepts, operational paradigms and the sustainable use of ocean resources.

For all of this the social dimension in terms of new skills required and human-centred operational approaches needs to be taken into account. Proposals should take into consideration and coordinate with, where appropriate, relevant EU and national initiatives in the field⁴.

The topics in this chapter reflect an assessment of research needs which takes into account the current priorities of the stakeholders and in particular those within the 'Vessels for the future' partnership initiative. This does not prejudice the future position of the Commission regarding a possible PPP in this domain.

Proposals are invited against the following topic(s):

MG-2.1-2017: Innovations for energy efficiency and emission control in waterborne transport

Specific Challenge: Waterborne transport still has huge potential in terms of energy use reduction and emission control, also and in particular with regard to existing ships. The specific challenges are to defend the lead in world markets and introduce a step change in energy efficiency and emission reductions; to explore alternative fuels through real world demonstrators; to prepare the ground for vessel electrification where sailing distances and infrastructures permit it; and to optimise the basic performance of vessels.

Scope: In order to meet these challenges, proposals should address one or several of the following aspects:

- Safe, economical, environmentally sound and practical usage of improved, alternative, low carbon and renewable fuels in waterborne transport, in particular LNG and methanol.
- Advanced energy storage and DC energy systems on-board for full and partial vessel electrification, including hybridisation.
- Development, demonstration and evaluation of innovative pollution reduction and control technologies, including solutions for remote sensing and monitoring of emissions, aspects of

⁴ e.g. those supported in the context of Erasmus+

human behaviour and training, decision support systems, and modelling and simulation of solutions with full scale verification.

—Reduction of frictional resistance through e.g. new hull coatings, boundary-layer control devices, and air lubrication, including the development of computational and experimental techniques to demonstrate the efficiency gain.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 to 9 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Activities will contribute to a more energy efficient and less polluting waterborne transport in Europe in a tangible and quantifiable way through the demonstration of significant improvements in fuel efficiency (+15% compared to Best Available Technique), the demonstration of significant reductions in emissions through a variety of measures and their combinations (-80% for pollutants, -50% for greenhouse gases), and the proof of the full economic and operational feasibility of alternative fuels. Energy use reduction, in addition to its positive environmental impact, will contribute to the significant reduction of operational costs and therefore lead also to positive economic impact.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-2.2-2016: Development, production and use of high performance and lightweight materials for vessels and equipment

Specific Challenge: New lightweight materials and related construction principles can provide a step change in vessel efficiency, both in terms of energy use and maintenance costs. European technology leadership in this field (often held by innovative SMEs whose effective integration in the value chain is essential) needs to be translated into market demand in current and future markets, also beyond the maritime transport sector. The specific challenges are to research the functional characteristics of new lightweight and high performance materials for waterborne usages (vessels and components); to develop the most appropriate design, construction and production principles for small, medium sized and large vessels and for components (also by learning from applications in other transport modes); and to influence the regulatory environment in order to eliminate existing barriers and facilitate market take-up in the waterborne sector.

Scope: In order to meet these challenges, proposals should address all the following aspects:

—Conception, production and use of advanced composites (including those that are bio-based or using renewable resources) and other high-performance materials, including multi-materials construction and joining / bonding.

—Comprehensive performance analysis and simulation for new advanced materials and entire constructions (including characteristics such as durability, resistance to corrosion and fouling), full life cycle costs analysis, and technology transfer from other transport applications for lightweight materials where feasible.

—Assessing risks and enhancing fire resistance properties and thermal and noise insulation qualities.

The Commission considers that proposals requesting a contribution from the EU of between EUR 7 to 9 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Activities will introduce new lightweight and high performance materials in waterborne applications through the demonstration of full feasibility of the use of such advanced materials, including design and production of vessels and components; through proving significantly lower maintenance and life cycle costs (at least -30% compared to conventional materials and processes); through the development of clear performance indicators (especially with regard to economic and environmental impacts) covering the entire life cycle; and through demonstrators (full scale where feasible) for clearly identified maritime applications. Inputs to pertinent regulatory regimes should be developed where applicable and necessary.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-2.3-2016: New and improved transport concepts in waterborne transport

Specific Challenge: Bringing waterborne much deeper into multi-modal transport concepts, in particular to the benefit of domestic shipping and inland navigation in the EU is a necessity. The specific challenges are to overcome the traditional barriers between transport modes; to work on the greening, expansion and optimisation of the entire (waterborne) transport chain, including in the urban environment; and to contribute to the EU's energy union through new energy transportation concepts for natural gas (in particular in short sea trades), including discharging and safety considerations. Short sea, river and canal transport can offer particular opportunities for automation (in terms of operations as well as maintenance) that can improve safety and address current employment challenges and the competitiveness of SMEs in the sector. European GNSS services can play an important role in this.

Scope: In order to meet these challenges, proposals should address one or several of the following aspects:

—New or much improved systems for waterborne operations, feeding and short sea vessels, addressing one or several of the following issues: smart connections to deep sea shipping and

inland waterways transport, new unitised multi-modal cargo concepts, and reliable transport services even in extreme seasonal weather conditions.

—New cost-efficient vessel concepts for the transport and distribution of natural gas, including safe discharging.

—Automation in all waterborne operations, including in short sea trades and in inland navigation (with a view to bringing about a Digital Inland Waterway Transport Area) and in the urban environment; this may include remotely controlled and autonomous vessels and docking systems and the regulatory developments necessary to implement joint operations of conventional and unmanned vessels.

The Commission considers that proposals requesting a contribution from the EU of between EUR 6 to 12 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: The outcome of activities will yield measurable contributions to a more efficient waterborne transport, fully integrated into multimodal transport or energy supply chains in Europe, through the proof of concept for new and significantly improved transport systems including a full cost-benefit analysis and a quantitative and qualitative comparison to current systems. Concepts for the automation of waterborne transport operations will be proven, including an assessment of cost-benefits and the impact on the waterborne work environment and the skills requirements. Where feasible solutions will be made available directly to operators, in particular SMEs

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-2.4-2017: Complex and value-added specialised vessels

Specific Challenge: European yards and marine equipment manufacturers, often consisting of SMEs, are world leaders in the construction of complex vessels, in small and medium-sized, value-added vessels and in highly specialised vessels. In addition to making the production and use of existing vessel concepts more efficient, new waterborne business cases require more specialised and customised vessels. The specific challenge is to explore the best design concepts and construction and production principles for complex, one off and small series vessels, and for modular standardised vessels, also in terms of marketability (technology push) and future skills requirements along the value chain (especially as regards SMEs active in this area).

Scope: In order to meet this challenge, proposals should address one or several of the following aspects:

—Develop and validate advanced ferry concepts for European waters (urban, inland waterways and short sea), covering hull designs, equipment and operations, including optimised land-side interfaces.

—Explore and validate low impact cruise and passenger ship designs and operations (noise, discharges, ballast water management), in particular for all seasons operations and challenging environments.

—Develop and validate modular standardised workboat concepts.

—Develop and validate vessel concepts and designs for new waterborne transport and transport support operations, including low-viscous resistance frames and where appropriate novel and more efficient ice-breaking technologies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 8 to 12 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: The outcome of activities will contribute to the competitiveness of the sector by bringing forward innovative solutions that build on the current and future technological capacities and human resources of European companies: proof of concept up to the level of demonstrators including the assessment of cost-benefits (ferries/passenger vessels), development of standardisation approaches and modular production methods including demonstrators (workboats); market/marketability analysis and preliminary proof of concept (entirely new vessel concepts and ice breaking technologies). The exploitation of results for the benefit of engineering and manufacturing SMEs will be facilitated.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

3. SAFETY

Safety is of primary concern for any transport system. In the last ten years, safety has increased across all modes. The EU set ambitious targets in its 2011 Transport White Paper, e.g. moving close to zero fatalities in road transport by 2050, halving road casualties by 2020 and ensuring that the EU remains a world leader in the safety of all modes of transport, while optimising modal split for sustainability.

Research and innovation can play a major role to optimise the safety and efficiency of the transport system. Acting on transport safety means saving thousands of lives. In order to help achieve the policy objectives, Transport safety research aims at ‘reducing accident rates, fatalities and casualties’ in each mode and in the whole transport system by furthering

knowledge and awareness, and by developing technologies, products, services and solutions that reconcile safety with efficiency and user-friendliness.

This chapter will address research priorities for all transport modes, covering actions in the field of transport infrastructure and vehicle/vessel design, traffic management and crash safety.

Another focus will be on research related to human behaviour aspects as a major cause for accidents including the assessment of changes of user behaviour as a consequence of health and demographic issues and the introduction of new transport technologies and advanced driver assistance systems which could have unintended impacts, such as distraction and cognitive overload.

Proposals are invited against the following topic(s):

MG-3.1-2016: Addressing aviation safety challenges

Specific Challenge: Safety is embedded in aircraft design and operations, making air transport one of the safest transport modes. EU-funded research has substantially contributed to this outcome. Nevertheless, new risks must be pro-actively identified and mitigated in continuous efforts to maintain the excellent records Europe has achieved over the last decades. This requires introduction of whole range of new system concepts, products and operational practices bringing significant new challenges for the stakeholders and for the European Aviation Safety Agency.

Scope: The research actions under this topic should support the implementation of the European Aviation Safety Plan by promoting a culture of safety in aviation, by developing and enhancing safety-related products and processes, and notably novel pathways to deliver the safety enhancements in a more cost-effective manner. Proposals should address one or several of the following areas:

—More robust, cost-efficient solutions for the whole life-cycle, based on novel methodologies and technologies towards improving the safety of the air transport system.

—Novel systematic identification of hazards and handling of data and processes tailored to the requirements of aviation that are efficient, effective and acceptable by all the relevant parties in the aviation value-chain.

—An improved understanding of environmental phenomena, their detection and the protection of aircraft in order to increase safety and reliability of operation.

—Performance of studies and research activities towards reinforcing old and developing new EASA capabilities that will contribute to its performance-based regulatory and certification mission. Proposals may address research areas linked to implementation and monitoring of safety rules, type-certification of aircraft and components and approval of organisations involved in the design, manufacture and maintenance of aeronautical products.

The proposals should be consistent with the European Aviation Safety Plan and should include the explicit commitment from the European Aviation Safety Agency to assist or to participate in the actions.

When applicable, the proposed actions should consider the mutual implications of safety and security, they should take into account ACARE's Strategic Research and Innovation Agenda and they should complement past and on-going EU-cofunded research. The increased coordination of national and EU research activities is encouraged.

In line with the strategy for EU international cooperation in research and innovation⁵, international cooperation is encouraged, in particular in order to contribute to common regulations, standards and certification rules, among others at United Nations' International Civil Aviation Organisation.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 and 9 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: The actions will contribute to enhanced level of safety to sustain public's trustworthiness of aviation services. They will bring measurable contribution to reach the objective of having less than one accident per 10 million commercial aircraft flights by 2050. They deliver more holistic approaches to aviation safety that enables higher performance, better regulation and higher resilience with lower levels of complexity and costs.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-3.2-2017: Protection of all road users in crashes

Specific Challenge: The continued introduction of active safety systems has the potential to reduce accidents. Nevertheless, the risk of collision and particular crash situations will still remain. An approach will be needed that will ensure improved crash safety in those circumstances. A number of societal trends add to this challenge such as the ageing population, an increase in the number of powered and non-powered two-wheelers and the introduction of green, light, sub-compact cars.

An important step forward will be to develop fully integrated safety systems and deploy them so that they provide better protection for all road users. Emerging new vehicle types and the possible use of Cooperative Intelligent Transport Systems (C-ITS) would need to be considered. The application of advanced safety features and the development of personal safety equipment can also be seen as ways to reduce fatalities and injuries to pedestrians,

⁵ COM(2012)497

cyclists and riders of Powered Two Wheelers (PTWs). In addition, simulation tools (including new virtual human body models) will need to be developed to assess new safety systems and determine their effectiveness and potential impact.

With respect to competitiveness, user protection has been an area where European industry has exhibited technology leadership, but this is now being increasingly challenged worldwide.

Scope: Proposals should focus on one or several of the following aspects:

—Vehicle based systems such as: solutions for improved crash compatibility; optimisation of restraint systems by including pre-crash information; and methods and requirements to assess safety performance in traffic of extremely low-mass vehicles.

—Personal protection such as: development and testing of focused personal safety equipment for various road user categories, to warn them adequately and/or protect them in the most safety critical situations; and integrated assessment methods for the overall safety of road users and solutions that enhance their protection.

—Crash simulation such as: computationally efficient and robust crash simulation tools; implementation of virtual testing; and development of virtual human body models of road users and situations not currently available.

Proposed actions should focus on fully integrated safety systems.

Consideration should be taken of gender aspects such as body structure and stature and other demographic factors such as the disabled (persons of reduced mobility), ageing, obesity, etc.

Participation of SMEs with proven experience in these areas is encouraged.

Links with Member State initiatives in this area are encouraged.

In line with the strategy for EU international cooperation in research and innovation⁶, international cooperation is encouraged, in particular with industrialised countries (i.e. US, Japan, Canada, Australia) and emerging economies (primarily China, India, Brazil). Proposals should foresee twinning with entities participating in projects funded by US DOT⁷ to exchange knowledge and experience and exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 4 and 9 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: By providing an integrated approach to safety systems, actions are expected to make a direct contribution to the reduction of fatalities and severity of injuries, as well as the number of injured persons. They will deliver measures that will make the 'triangle' of

⁶ COM(2012)497

⁷ United States Department of Transportation (<http://www.dot.gov/>).

European road users, vehicles and infrastructure safer. In this way, actions are expected to contribute to important savings in the health system linked with the reduction of accidents and injuries.

Proposers are expected to demonstrate how the project results will have a significant impact on road safety casualties and injuries and how they will make an effective contribution to the standardisation of products and testing techniques.

A credible strategy is expected to demonstrate the future full scale manufacturing of critical products developed in the project in Europe.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-3.3-2016: Safer waterborne transport and maritime operations

Specific Challenge: More intense and more diverse waterborne traffic, also in areas so far underused, needs specific operational knowledge and information management, technology support as well as advanced vessel and equipment designs that are intrinsically safer and address safety issues holistically and based on goals (which ideally cover the entire life-cycle). The specific challenge is to build the enabling knowledge, develop designs, technologies, and operational procedures and test them in a real world environment with the aim of guaranteeing safe and environmentally sound waterborne operations, also taking into account the increasing use of low flash point fuels.

Scope: In order to meet this challenge, proposals should address one or several of the following aspects:

—Waterborne transport operations (including offshore operations), in complex traffic fairways and in extreme environments, simulation modelling and real time information management including big data.

—New and improved vessel and equipment design concepts that offer a clear risk reduction and intrinsic risk mitigation (including human machine interfaces), resilience, integrity, fire resistance and improved survivability in extreme conditions, cargo control including numerical simulations, and cost efficiency considerations, and better salvage and evacuation options.

—A comprehensive safety assessment for low flash point and volatile fuels, covering on-board use and installations as well as the shore side supply interfaces.

In line with the strategy for EU international cooperation in research and innovation⁸, international cooperation is encouraged.

⁸ COM(2012)497

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 to 7 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Activities will improve waterborne safety through proof of concept for new operational and traffic management approaches (including those in extreme environments); through workable goal-based approaches to risk and impact minimisation covering the design and the entire life cycle of vessels and suitable as formal inputs to international regulatory regimes; and through a validated safety analysis for fuels with higher intrinsic risks which can be applied in practice. Improved safety is expected to reduce risks for environmental damages linked to accidents in waterborne transport.

It is considered that the expected impacts can be leveraged through international co-operation, in particular where the objective of inputs to the international regulatory regimes is pursued.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-3.4-2016: Transport infrastructure innovation to increase the transport system safety at modal and intermodal level (including nodes and interchanges)

Specific Challenge: Infrastructure plays a vital role in increasing transport safety levels, in particular in road transport. In the last years the resources available to maintain and upgrade transport infrastructure have been declining, a phenomenon that is expected to be aggravated by an increase in extreme weather events due to climate change. As a result, many elements of the surface transport infrastructure are in a deteriorating condition, facilities are ageing, and some are stressed more heavily than ever expected. Vehicle and vessels development and the introduction of connected systems represent new challenges to be met by infrastructure performances never considered in the past. Failure to meet infrastructure needs will have drastic consequences for the required functions of a modern network, and will negatively impact on the safety level of the whole European transport system.

Scope: In order to meet these challenges, proposals should address several of the following aspects:

—Infrastructure safety improvement by design and upgrading; new design methods and re-engineering to make infrastructure self-explaining and forgiving, including issues related to vulnerable users.

—Efficient maintenance methods to ensure continuity of high safety performance while allowing longer life-cycles of the infrastructure; development of embedded monitoring systems aimed at the implementation of predictive maintenance methods.

—Elaboration and implementation of the concept of transport infrastructure maintenance cycle, optimising all stages of maintenance, including design, monitoring, planning, as well as approaches to take account of other productive or leisure activities using the same infrastructure (e.g. inland waterways) and supporting decision-making between maintenance and structural interventions.

—Adaptation of the infrastructure to new vehicles characteristics, including V2I/I2V systems and information sharing.

—Improved safety in work zones and in links and interchanges at risk.

Particular attention to links and interfaces between modes and integrated safety management systems is encouraged. Multimodal safety management criteria for emergency management in case of critical events can be included.

SME active participation is strongly encouraged.

In line with the Union's strategy for international cooperation in research and innovation⁹, international cooperation is encouraged. In particular, proposals should foresee twinning with entities participating in projects funded by US DOT¹⁰ to exchange knowledge and experience and exploit synergies.

Proposals should also foresee twinning with projects funded by CEDR's Transnational Research Programme¹¹, to exchange knowledge and experience and to exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions will contribute to near eradication of infrastructure-caused accidents increased readability and forgiveness of the transport infrastructure; they will prove the effectiveness of long-term, predictive maintenance systems; outcome could include guidelines for infrastructure responsiveness to connectivity and novel vehicle characteristics and safe coexistence of transport and other activities using the same infrastructure. The increase of infrastructure safety performance will also contribute to the achievement of sustainable development in the sector and will minimise effects on climate change via the improvement of traffic smoothness.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

⁹ COM(2012)497

¹⁰ United States Department of Transportation (<http://www.dot.gov/>).

¹¹ <http://www.cedr.fr/home/index.php?id=260>

MG-3.5-2016: Behavioural aspects for safer transport

Specific Challenge: To make all transport modes safer (roads, rail, waterborne and aviation), an increased understanding is needed of the behaviour of individual users (in this case drivers, riders, pilots, cyclists, pedestrians and other transport users), and of their interaction with their associated safety-related systems and services (such as on-board technologies, mobile devices and infrastructure).

The challenge is to study those key factors that influence safe transport user behaviour, both individually and collectively, taking into account demographic factors (gender, age, socio-cultural aspects, etc.) and societal framework conditions (changing living conditions etc.). Using the knowledge gained on the interacting parameters that define user behaviour and their combined effects, appropriate measures and systems should be developed and assessed to ensure safe user performance, to pro-actively anticipate user response and reduce the number of errors and potential accidents in the transport system.

Scope: Proposals should address the following aspects:

—Distraction and health related factors such as: studying the parameters that influence user condition (fatigue, illness, use of drugs, medicines, alcohol, etc.); distraction caused by using on-board and mobile devices; behaviour causing unsafe conditions (e.g. switching off safety functions, extreme emotions) affecting response in pre-crash situations; assessment of the psychological condition of those in charge of vehicles/vessels; and identification and development of suitable mitigation measures.

—Social and demographic factors such as: variations in safety behaviour, socio-cultural issues, gender, age and disability and their impact on risk assessment and exposure of each individual or group; and identification and development of measures to address these factors and reduce their impact.

—Risk appraisal such as: development of analysis and assessment methods for factors affecting the level of risk users are willing to take, e.g. the ability to judge and manage conditions like weather, infrastructure condition and traffic levels; and development of means to reduce hazardous risk taking.

—Measures to modify transport user behaviour such as: novel enforcement and incentive schemes for high risk groups; focused and coordinated training schemes and tools for transport users based on reliable interaction and behavioural models piloted widely across different types of traffic and geographical regions; analysis of changes in users' behaviour from first use to familiarisation and confidence in new safety assistance systems.

Extensive knowledge on user behaviour has been developed within each transport mode, e.g. mental overload for pilots, the effect of shift rotation on train driver response time. Transfer of knowledge between transport modes and an effective deployment of multi-modal solutions are recommended, as well as the inclusion of non-traditional transport modes, such as personal mobility devices.

Active participation of SMEs is strongly encouraged.

In line with the strategy for EU international cooperation in research and innovation¹², international cooperation is encouraged, in particular with industrialised countries (i.e. US, Japan, Canada, Australia) and emerging economies (primarily China, India, Brazil). Proposals should foresee twinning with entities participating in projects funded by US DOT¹³ to exchange knowledge and experience and exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 4 and 9 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Solutions will contribute to achieving the objective of the Transport White Paper to ensure that the EU remains a world leader in the safety of all modes of transport.

Research and innovation on this topic will result in: reduction of fatal, serious and minor accidents through measures to mitigate unsafe transport user behaviour patterns; economic savings linked to the reduction of accidents; safer use of vehicles and increased awareness of other users; effective enforcement and training schemes based on reliable behavioural models; safe integration of new types of vehicle and increased usage of 'soft' modes.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-3.6-2016: Euro-African initiative on road safety and traffic management¹⁴

Specific Challenge: Road safety in Africa represents a dramatic problem per se – 300,000 fatalities and over 5 million injured per year – with vast negative social and economic impacts: on the livelihood of African families, on the public health systems, on the very prospects of poverty reduction and economic development. The state of road infrastructure and vehicles, the insufficient deployment of modern traffic management systems, the inadequate legal and regulatory framework, the weak enforcement of safety measures, the lack of trained staff, the widespread improper behaviour of road users, the insufficient public awareness, are all factors that contribute to making Africa's record on road safety the worst in the world.

Scope: This Euro-African R&I initiative on road safety and traffic management is meant to bring together the key players and the best available expertise on both sides; and to

¹² COM(2012)497

¹³ United States Department of Transportation (<http://www.dot.gov/>).

¹⁴ 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.

complement existing activities at local, bi-regional and international level, drawing lessons from their implementation and building upon their achievements. The ultimate purpose is to promote the adoption of sound innovative solutions to address safety concerns and improve mobility in Africa, particularly in urban areas and along the main corridors, in line with the goals of the African Road Safety Charter. The initiative takes the form of a Coordination and Support Action encompassing two components. Proposals should address these two components together:

1) The action will set up a dialogue platform involving African and European national road safety authorities and experts, with the participation of representatives of the African Union Commission, the African Regional Economic Communities and the relevant international organisations. The platform should serve the purpose of comparing methodologies and disseminating best practice, promoting knowledge transfer and collaboration, and assessing progress towards the objectives of the African Road Safety Action Plan 2020.

2) The action will produce evidence gathering and data collection, as well as analysis of risk factors (speed, drinking, lack of user protection devices, etc.), allowing a factual appraisal of the problems at stake and a mapping of the critical areas and challenges. It will analyse the most appropriate road safety assessment methodologies and management systems, and define criteria for measuring future progress. It will also identify requirements for skills development and training of staff, and research and innovation needs, with a view to quick deployment of suitable solutions.

A balanced participation of European and African partners in these activities is expected, also with the aim of reinforcing endogenous African capabilities, and will be taken into account in the evaluation of proposals.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2.5 and 3.0 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: In line with the Sustainable Development Goals and with the principles of the Joint EU-Africa Strategy (JAES), the activities to be implemented will contribute to:

—The improvement of road safety and traffic fluidity conditions in Africa, ultimately saving thousands of lives and lessening the human, social and economic burden of road accidents.

—The reinforcement of endogenous African capabilities with a view to long term sustainable progress in the fight against road casualties and for a more efficient and sustainable transport system.

—The dissemination of European know-how and the deployment of sound technical and governance solutions.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

4. URBAN MOBILITY

Urban mobility figures prominently in the 2011 Transport White Paper which calls for achieving essentially CO₂-free city logistics in major urban centres by 2030, and for phasing out the use of conventionally-fuelled cars in cities by 2050. CIVITAS 2020 as part of Horizon 2020 addresses innovation in resource-efficient and competitive urban mobility and transport.

Reflecting citizen, business and city needs to progress major objectives of the Energy Union and thus reduce energy consumption, increase use of alternative fuels, become more resilient and create more liveable urban areas, a number of topics could integrate solutions from other sectors, notably energy, social sciences, ICT and smart sustainable future city concepts.

Improving the efficiency of urban transport and mitigating the negative effects of transport effectively, while taking into account technological, socio-economic and urban development trends, is crucial for the performance and attractiveness of Europe's urban centres. This requires a transformation in the use of vehicles (in any transport modes), more efficient and lower impact city logistics, and a reduction in urban road congestion, combined with a broad take up of cleaner vehicles powered by alternative fuels and drive trains.

The 2016-2017 topics will expand the CIVITAS initiative, that promotes the take up of innovation by strengthening the mechanisms for urban transport policy making and planning as well as the technical capacity building in the participating cities, by opening at 2-3 challenge based research and/or innovation topics per year. Strong attention will be paid to user-driven innovation, deployment of innovations by a topic linking with the Connecting Europe Facility of sustainable urban mobility solutions and technical advice, and by a topic that supports capacity building of local authorities through the ELENA facility¹⁵ (see topic '27. ELENA (European Local Energy Assistance)', in 'Other Actions' of WP 2016-2017 of Societal Challenge 3 – 'Secure, Clean and Efficient Energy'). The ELENA Facility topic is in line with the European Council's support for the Commission's and the EIB's intention to strengthen technical assistance to projects at the European level¹⁶. The transport part of this topic focuses on 1) investments to support the use and the integration innovative solutions (considerably beyond the current state of the art) for alternative fuels in urban mobility, e.g. in vehicles and in refuelling infrastructure for alternative fuel vehicles and other actions to support the wide-scale use of alternative fuels in urban areas; and 2) investments to introduce at a wide scale new, more energy-efficient transport and mobility measures in any modes in urban areas.

Proposals are invited against the following topic(s):

¹⁵ The use of the ELENA Facility in the field of transport is a pilot. Possible continuation and adjustments in 2017 will take into account lessons learnt in 2016.

¹⁶ See European Council Conclusions December 2014 EUCO 237/14 on 'Fostering Investments in Europe'.

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 (supported by STEER¹⁷, CIVITAS, national, regional, local, international and other initiatives) 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. Where relevant, potential gender differences should be investigated.

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

—Traffic and travel avoidance: planning and location policy; innovative demand management approaches while providing citizens, businesses and organisations with minimum levels of access; less car dependent lifestyles.

—Optimising the use of existing infrastructure and vehicles: this may include smart pricing of parking, public transport and road use; 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; planning for increasing the resilience of the urban transport system to extreme weather events.

—Optimising design and use of multi-modals hubs and terminals for passengers and freight; integration of systems, (sustainable) modes and 'mobility as a service', more efficient transfers; transformation of districts; multi-purpose use of space for vehicles.

—Supporting modal shift towards more efficient modes: increased walking and cycling; urban waterborne transport; mobility management and travel awareness; increased attractiveness of public transport; new coordination and service concepts.

—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.

ITS solutions are covered in other topics of the Transport Challenge Work Programme and in other parts of Horizon 2020, but the integration of IT and ITS enablers for urban mobility measures needs to be fully considered.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

¹⁷ Transport Strand of the Intelligent Energy Europe Programme.

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 action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

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 vehicles¹⁸ 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. Where relevant, potential gender differences should be investigated.

¹⁸ See http://ec.europa.eu/transport/themes/urban/cpt/index_en.htm for information about the CPT Directive and related actions.

The Commission considers that proposals requesting a contribution from the EU of between EUR 4 to 5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

In order to maximise the impact in this topic, the focus of investments planned in these proposals should be on developing integrated approaches and testing of business models, rather than purchasing the actual clean vehicles and their appropriate infrastructure.

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 SUMP (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-h¹⁹. 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 action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

¹⁹ The report states 540 g CO₂ eq/kW-h though:
http://iet.jrc.ec.europa.eu/about-jec/sites/iet.jrc.ec.europa.eu/about-jec/files/documents/wtw_report_v4a_march_2014_final_333_rev_140408.pdf

MG-4.3-2017: Innovative approaches for integrating urban nodes in the TEN-T core network corridors²⁰

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 topic will complement topic MG-5.1-2016 (Networked and efficient logistics clusters) in this Work Programme.

The Commission considers that proposals requesting a contribution from the EU of between EUR 1 and 2 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: The main impacts will be 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-T²¹ corridors. These recommendations should also 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)²² (e.g. by scaling up R&I results). TEN-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. The recommendations should also take into account socio-economic aspects of deployment of innovations.

²⁰ 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.

²¹ Trans-European Transport Networks (Regulation (EU) No 1315/2013).

²² Connecting Europe Facility (Regulation (EU) No 1316/2013) (<http://ec.europa.eu/digital-agenda/en/connecting-europe-facility>).

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-4.4-2016: Facilitating public procurement of innovative sustainable transport and mobility solutions in urban areas²³

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 (PPI²⁴) and/or pre-commercial procurements (PCP²⁵) 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.

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.

²³ 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.

²⁴ PPI - 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.

²⁵ PCP - 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.

Consortia should consist of 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 solutions²⁶ 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.

The Commission considers that proposals requesting a contribution from the EU of between EUR 0.6 to 1 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

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 action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

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

²⁶ Broader applications possible in the reformed public procurement directives 2014/24/EU and 2014/25/EU

of delivering (co-creating) these solutions. Despite the huge diversity in cultural backgrounds, demographic developments, economic potential and social conditions, neighbourhoods and urban districts²⁷ 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:

—New approaches to involve end-users, consumers and citizens, both women and men, 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.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 4 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

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 action

²⁷ The neighbourhood or district level comprises an urbanised area that is part of a city.

The conditions related to this topic are provided at the end of this call and in the General Annexes.

5. LOGISTICS

Freight transport logistics is an industry sector responsible for managing the flows of goods and information between a point of production and a point of sale or use in order to meet the requirements of clients and consumers. Logistics focuses on the planning, organisation, management, control and execution of freight transport operations.

In 2012, EU-28 freight transport was close to 3.8 trillion tonne-kilometres (t-km), of which about 45% was on the road, 40% by sea, 9% by rail and about 3% by inland waterways. Eurostat surveys estimate that 24% of good vehicles in the EU are running empty and that the overall (weight-based) efficiency is 43%. Flow imbalance can only explain half of this loss while a 10% to 30% improvement in efficiency in the EU logistics sector has been estimated to give savings of between EUR 100 billion and EUR 300 billion per year.

The aim of the topics in this section is to increase efficiency and hence sustainability of logistics systems, use opportunities provided by digitalisation, remove the communication bottlenecks between the different stakeholders and thereby improve the potential for collaboration. This can result in more effective utilisation of equipment and seamless connectivity across transport modes. The topics complement relevant themes in the sections on Urban Mobility and Intelligent Transport Systems.

Proposals are invited against the following topic(s):

MG-5.1-2016: Networked and efficient logistics clusters

Specific Challenge: To meet the objective on a shift towards emission-low transport modes and consolidate freight for more efficient transport along green freight corridors we need to better integrate transport subsystems and modes. This integration and the trend towards bigger vehicles/vessels/aircrafts for long-haul transportation services, requires a strengthened role for hubs or transshipment points, connecting (sections of) the TEN-T freight network with each other and last mile delivery services. On the other hand, such nodes have a major impact on the area in which they are located, creating employment and connecting it to all other regions in Europe, as well as intercontinental transport through (air)ports. Both sections, long distance and local, will be operated by dedicated vehicles, optimised for their operating environment. Furthermore both will also need intelligent freight bundling to maximise equipment utilisation, requiring more efficient transshipment, cross and inter modes. These requirements can be met by automated cargo handling of Modular Load Units.

Scope: Proposals should cover the development and integration of all the following issues:

—Identify opportunities to extend the role of hubs beyond transshipment (e.g. storage, handling, packaging, bundling and cleaning) and serve as seeds for smart specialisation and

the formation of logistics clusters. Such clusters could integrate manufacturing (e.g. postponed assembly or other non-core manufacturing activities) and advanced logistics services (e.g. kitting for just in time delivery).

—Develop governance and business models for such smart specialised logistics clusters, including sharing of (manufacturing) resources to attract investments in new value-added services.

—Development of prototype Modular Load Units, optimised for automated handling and high load factors in all transport modes, in line with existing standards.

—Development of prototype automated loading and unloading systems, extending outside the building or site and taking into account (local) traffic management, thus maximising all assets utilisation and avoiding congested roads, large parking lots and increased capacity of the cargo handling equipment to deal with peak loads.

—Optimise environmental performance of logistics clusters and assess the carbon footprint of existing hubs and the proposed solutions to extend their role and automate their services.

The Commission considers that proposals requesting a contribution from the EU of between EUR 4 to 6 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: To meet the challenge on more efficient and sustainable freight transport, proposals are requested to demonstrate how the following will be achieved:

—Increased added value of hubs, integrating manufacturing and sharing resources to create logistics clusters with a much higher impact on local economies

—Less congestion, energy, emissions, carbon footprint, noise and land-use

—Improved door-to-door logistics performance (faster, cheaper and more reliable).

—More efficient goods handling (30 % cost reduction) stimulating multi-modal transport solutions.

—Increased inter-modality and higher resilience of the transport system.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-5.2-2017: Innovative ICT solutions for future logistics operations

Specific Challenge: In a logistics sector with highly increased collaboration, intermodal and dynamic re-routing of freight, there is a need to exploit ICT advances such as Internet-of-

Things, big data, new satellite navigation infrastructure and Intelligent Transport Systems with changes in business needs. We need to rethink the way we plan, book and execute freight flows, new systems should provide all stakeholders with reliable information and allow exploitation of the full potential of horizontal collaboration. Furthermore we will need to match the increased need for real-time and open data to plan and track shared freight with guarantees that the exploitation of this data is both safe and secure. Given the vast number small and medium sized enterprises active in the transport sector this project should have a clear focus on the ease of access to all future ICT solutions. To maximise the impact of data sharing, it is vital to also consider the needs and policies of all public stakeholders (cities, regions, road operators, customs authorities, etc.).

Scope: Building on previous work in the e-Freight domain (including developments on rail TAF TSI, road ITS, inland waterways RIS, maritime SafeSeaNet, European GNSS programmes and aviation SESAR) and on the work of the Digital Transport and Logistics Forum²⁸, proposals should cover the development and integration of at least 2 of the 3 following issues:

A) Planning and data

—Develop booking and planning systems for freight to find the best (combinations of) modes and optimal route (e.g. GNSS based route analysis or opportunities for “milk runs”), allowing better network exploitation and more efficient logistics operations.

—Identify opportunities for increased availability of freight data (such as shipments, volumes, statuses, destinations, etc.) taking into account security, privacy, data ownership and policies for data sharing²⁹.

—Develop algorithms to increase both load factors and optimise the planned delivery route, based on the specifications of Modular Load Units, the vehicle or container and all required destinations.

B) Dynamic routing and business models

—Develop event management systems that create visibility and transparency and allow real-time exception management for faster traffic reconfiguration and increased resilience.

—Develop business models for dynamic transport services (e.g. cargo was automatically switched between barge and train because a truck encountered traffic congestions and was late at the hub).

C) Interoperability and everything connected

²⁸ http://ec.europa.eu/transport/media/news/2015-04-15-setting-up-dtlf_en.htm

²⁹ The methodological aspects of data handling and the development of necessary tools in order to allow for effective data mining and data exploitation will be addressed in topic MG-8.2-2017 on big data in Transport.

—Develop simple connection tools that allow low-cost integration of SMEs in the supply chain, offering two-way communication and allowing both efficient planning of their part of the supply chain and giving feedback to other stakeholders.

—Integrate simple and cost effective sensors or smart devices (IoT, ITS) into supply chain data management tools.

—Harmonise interoperability between supply chain partners, allowing easy information sharing and creating trust in the complexity of multi-modal transport. Solutions should link all public and private stakeholders.

The Commission considers that proposals requesting a contribution from the EU of between EUR 3 to 5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: To realise the full potential of horizontal collaboration, real time data and high interoperability, actions are expected to demonstrate how the following aspects will be achieved:

—Better, more flexible integration of ICT solutions and operational processes, linking the digital and physical flows.

—Seamless freight transport execution across Member States and modes of transport.

—Increased reliability and reduced transit times.

—10% higher load factors and 10% shorter delivery routes.

—Viable business models for collaborative and dynamic transport services

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-5.3-2016: Promoting the deployment of green transport, towards Eco-labels for logistics³⁰

Specific Challenge: In Europe, but also in other parts of the world, actions to reduce the carbon footprint of transport and logistics services as part of an integrated supply chain are gaining momentum because the industry sees this as an important domain of competition. However, there needs to be a level playing field amongst companies in Europe, and even world-wide, as regards transparency and comparability of methodologies and data used,

³⁰ 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.

including alignment with carbon footprint reporting from other elements of the supply chain. At the moment, the existence of different standards, initiatives and calculation tools, each with its own underlying methodology and data, makes carbon footprints practically incomparable thus hampering potential efficiency gains that would result from this measure.

The specific challenge is the establishment of a co-ordinated network, gathering regional, national and international activities and fostering communication, collaboration and consensus-building on harmonised methodologies for carbon footprint calculation along the transport supply chain. The network would also support the implementation of concrete actions in terms of carbon footprint measurement and reporting.

The work should be inclusive of the state of the art of ideas, trials and business endeavours on new mobility concepts and build on previous projects, as well as other relevant European and non-European initiatives, and with full consideration of the CEN 16258 standard.

Scope: Proposals should address all the following issues:

—Liaison with standardisation organisations, shippers, transport operators, logistic service providers, transport and trade organisations and other initiatives with a view to align existing methodologies and interpretative rules (with particular reference to CEN 16258) at the European, and preferably at the global level

—Develop, improve and/or harmonise guidelines for the measurement and reporting of emissions from freight transport services, based preferably on Scope 3 standard³¹ and real world data (where possible).

—Develop mechanisms to facilitate and standardise data collection, handling, reporting and monitoring, with particular reference to data sensitivity issues.

—Evaluate real world testing and implementation of carbon footprint calculations through case studies.

—Certification of methodology and accuracy of calculations.

—Design educational tools, including training sessions on carbon foot printing of freight transport and logistics services.

—Explore conditions and develop a blueprint for the introduction of carbon foot printing certification schemes (eco-labelling).

The Commission considers that proposals requesting a contribution from the EU of between EUR 1 to 2 million each would allow this specific challenge to be addressed appropriately.

³¹ The Corporate value chain (Scope 3) standard covers the company's own (Scope 1 & 2) as well as sub-contracted processes (Scope 3), including all transport and location-related processes (e.g. transshipment, storage, administration, commuting). A detailed description of the transport carbon footprint calculation according to the Scope 3 Standard was published in the "Technical Guidance for Calculating Scope 3 Emissions" (WRI; WBCSD, 2011c) in 2013.

Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: To lower the carbon footprint of transport and logistics services, actions are expected to demonstrate how the following aspects will be achieved:

—Collaborative strategies among industry and authorities for win-win solutions for transport and logistics services: greener while not more costly.

—Streamlined business processes and efficiency gains.

—Fair competition and transparent carbon footprint calculations of transport and logistics services.

—A sound proposal for introducing an eco-label for freight transport and logistics services

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-5.4-2017: Potential of the Physical Internet³²

Specific Challenge: Ongoing research efforts show that the translation of the working principles of the Digital Internet to the routing of freight, thus creating the Physical Internet (PI), has the potential to be a real game-changer. In the PI world freight travels from hub to hub in an open network rather than from origin to destination directly. Each parcel is routed automatically and at each section it is bundled for efficiency. In the PI network of networks many (if not all) transport and logistics services would be accessible on demand to all users.

This will however require the successful integration of many innovative concepts and non-the-least the mental-shift to adopt a very different governance structure. The Internet of Things for example, which could link every future container, load unit or parcel to the internet, can be considered a pre-requisite for the Physical Internet to work as there will be an increased need to track all goods in a freight environment lacking a fixed and known transport route. The main challenge is to model a future Physical Internet network topology and assess the benefits it could generate in terms of carbon footprint, throughput times and cost reductions. Additionally the concept of the Physical Internet, already identified by ALICE³³, needs to be detailed into a strategic and operational vision which has the capability to get industry-wide endorsement of all stakeholders.

Scope: This topic will be implemented through two types of actions:

³² The Coordination and Support Actions of this activity, directly aimed at supporting the development and implementation of evidence base for R&I policies and supporting various groups of stakeholders, are excluded from the delegation to the Innovation and Networks Executive Agency (INEA) and will be implemented by the Commission services.

³³ Alliance for Logistics Innovation through Collaboration in Europe (<http://www.etp-logistics.eu/>).

1) Research and Innovation Actions. Proposals should cover all the following issues:

—Set up a case study to identify the position, size and number of hubs needed for efficiently linking the long distance network and providing sufficient access points to urban areas.

—Map the influence sphere of each node and its benefits across borders to fuel future shared investments.

—Develop simulation and modelling tools to assess the possible impact of the PI, including the socio-economic aspects.

2) Coordination and Support Actions. Proposals should cover all the following issues:

—Develop a roadmap towards the Physical Internet (milestones, first implementation opportunities, etc.) defining which changes are required for migrating to a PI and how these could take place (e.g. current vs future logistic practices, IT applications and enabling technologies, business models, mental shift, integration of SMEs, customer behaviour, etc.).

—Monitor logistics and freight transport initiatives and research projects from relevant European programmes (H2020, TEN-T, etc.), and their impacts and contributions to Physical Internet. Fostering the links between ALICE and other transport and manufacturing focused ETPs with the aim to identify barriers and opportunities for the deployment of research results and improvement of framework conditions.

—Create support and consensus between public bodies, research and industry stakeholders on opportunities, barriers and next steps towards a PI. Organise workshops to present and discuss results, trends, exchange experience and foster innovation aspects

—Explore the need for legislative initiatives by authorities, including a legal contractual framework for participants to the Physical Internet.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 3 million each for Research and Innovation Actions, and between EUR 0.5 to 1 million for Coordination and Support Actions would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: To achieve the benefits resulting from the paradigm change proposed by the Physical Internet, actions are expected to demonstrate how the following aspects can be achieved:

—Kick-Start the development of the Physical Internet through building industry-wide support.

—Improved asset utilisation.

—30% reduction in terms of congestion, emissions and energy consumption.

Type of Action: Research and Innovation action, Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

6. INTELLIGENT TRANSPORT SYSTEMS

Intelligent Transport Systems (ITS) provide the key to achieving the vision of seamless transport both in passenger and in goods transport markets. ITS is also one of the essential elements for making mobility as a service a reality, by connecting all elements of the multimodal transport system – travellers, goods, vehicles, information and communications technologies and infrastructures, and the regulatory framework – and thereby forming a major building block of a digitally integrated transport system. For passengers, seamless transport across modes and across countries will better meet their mobility needs by ensuring a wider choice of transport services. Seamless transport, provided through mobility as a service, should also allow European citizens to make better use of the existing infrastructure when travelling and could lead to a shift to more environmentally friendly modes of transport. To reach this goal a number of issues have to be tackled, including the development on a European-wide basis of a transport information system that provides real-time data, to enable cross-border trips throughout Europe and beyond, combining up-to-date information from each relevant transport mode source. The customer should have easy (one-stop-shop) access to online booking, payment and ticketing services, as part of an integrated transport system.

The availability of open and high quality transport data will provide substantial improvements for the performance of transport networks by raising their efficiency, visibility, resilience (e.g. climate change) and facilitate collaboration.

The time has come to consolidate the work performed to date to make substantial advancements and demonstrate current and future opportunities arising from the deployment of ITS.

Topics under this section complement topics under the Call ART 2016/2017 on "Automated Road Transport". Achievements of past/current pilots should be taken into consideration by proposals being submitted and, wherever relevant, activities should be coordinated with ART activities.

Proposals are invited against the following topic(s):

MG-6.1-2016: Innovative concepts, systems and services towards 'mobility as a service'

Specific Challenge: Full implementation of ITS will allow advanced capabilities across national boundaries and transport modes, to respond to multiple users' needs and enable improved travel performance. Analysis and development of coherent concepts, encompassing all relevant elements, systems and services to bring Europe's transport system towards a more user-centric, digital and intelligent mobility model (e.g. mobility as a service) to make

advanced travel planning a reality need to be ensured. Utilisation of open data (produced by both the public and private sector) in the establishment of novel services is a key element. Data protection must also be ensured. A paradigm change in transportation is expected to take place through mobility as a service, where the service providers could offer travellers easy, flexible, reliable, price-worthy and environmentally sustainable everyday travel, including for example public transport, car-sharing, car leasing and road use, as well as more efficient goods shipping and delivery possibilities. Although activities in this field are on-going in some of the EU Member States, at present, there is no quantifiable evidence on its costs and benefits, as well as on its influence on travel patterns and behaviour of the end users.

Evidence-based decision support is needed, for full utilisation of data and automation as an integral part of the transport system, to facilitate the development of mobility service business models and innovative financing, pricing and taxation methods to steer users to choose smart mobility, as well as linking transport, communications and energy networks together to support an effective and socio-economically pertinent deployment of novel transport services.

Scope: In order to meet this challenge, proposals should address several of the following aspects:

—Multi-modal, cross-border traffic management, information and planning systems to serve passengers and/or other users.

—Analysis of the range of services to be made accessible under each interface, by taking into account differences in preferences and behaviour between various user groups.

—Identification of the success and failure factors (technological, economic and socio-cultural) of the new concept(s), such as mobility as a service, with particular attention to the users' acceptance factors.

—Identification of the necessary framework (regulatory, technological, financial, etc.) to support the implementation of new services, including the needed private-public collaboration requirements.

—Identification and development of viable business models suitable for future market take-up.

—Identification and validation of measures apt to induce socially-responsible (e.g. vis-à-vis the environment and the community at large) travel behaviours and advanced planning (e.g. via integrated intermodal paperless ticketing).

Participation of SMEs with proven experience in these areas is encouraged.

The Commission considers that proposals requesting a contribution from the EU of between EUR 3 to 3.5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to lead to:

—Advanced, cross-border, multi-modal travel planning and booking/ticketing for today's needs, as well as identification of future framework requirements, including socially responsible behaviour, fostering sustainable development and social inclusion.

—Proof of concepts, including demonstrations, testing and development of private-public collaboration, supported by appropriate technological systems and services.

—Novel business models for (large scale) deployment of innovative intermodal/integrated mobility concept(s) and services, including service definition(s), organisational structure/value chain, financial framework and technology harmonisation.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-6.2-2016: Large-scale demonstration(s) of cooperative ITS

Specific Challenge: Despite a number of ITS developments in recent years, several initiatives were undertaken in very specific environments, on an ad-hoc, isolated local or national basis, focusing mostly within a particular transport mode (e.g. Road). On top of this, the cooperative dimension of ITS and the applicability in different settings (e.g. urban, highway, long-distance, etc.) has so far not been sufficiently addressed. The time has come to bring this all together, leverage the achievements of past and current pilots and perform large-scale, real-life demonstrations in a specific (for example highly dense population) or combinations of environments that would not only showcase the current status of development and the large potential of C-ITS, but also reveal key areas for future research, innovation and deployment-related issues. A challenge towards full deployment of C-ITS remains the lack of a detailed testing methodology to validate developments of cooperative services and architectures.

Scope: An integral part of this challenge is the demonstration of functioning partnerships of multiple stakeholders, namely private (including telecom, infrastructure and transport service operators and service providers, and Original Equipment Manufacturers), public authorities, emergency services, and other stakeholder groups and users, including a proof of actual commitment from the test sites. It should also be supported by thorough post-demonstration impact and cost-benefit assessment and evaluation of C-ITS concepts and technologies, including implementation issues. This will also offer an opportunity for stakeholders and partners to address issues and identify relevant technologies, including European GNSS, and processes to develop operational systems to be kept in place beyond the life of the pilot and lead towards automated transport. In order to meet this challenge, proposals should address several of the following aspects:

—Enable services based on appropriate access and sharing of data leveraging in-vehicle resources and 2-way V2V, V2I, I2I and vulnerable road users connectivity in complex urban environments.

—Enable interoperability across systems including testing and validating standards.

—Demonstrating and validating cross-modal integration (e.g. including crossing) and potential for cross-border inter-operability. Interconnected and independent systems should be developed taking account of existing European and international standards and platforms.

Participation of SMEs with proven experience in these areas is encouraged.

Proposals should foresee twinning with entities participating in projects funded by US, to exchange knowledge and experience and exploit synergies, particularly for the development of validation methodologies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 11 to 13 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to lead to:

—Improved level of performance for the entire transport system, including more efficient traffic management and safety improvements to enable a more sustainable transport system and foster overall socio-economic development.

—Fully integrated C-ITS concepts in practical, real-life, complex environments being tested and demonstrated.

—Greater collaboration (and partnerships) between multiple stakeholders to deploy applications and facilitate the interoperable interactions across all elements of the transport system, including the use of data from multiple sources (e.g. vehicle, mobile device and infrastructure).

—A comprehensive cost-benefit analysis of the pilot that demonstrates the value added and economic viability of C-ITS services and solutions for users and other stakeholders.

—Validated results and proven impact on user acceptance, safety, resilience and security with respect to transport demand and the environment.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-6.3-2016: Roadmap, new business models, awareness raising, support and incentives for the roll-out of ITS³⁴

Specific Challenge: ITS business models (including cooperative ITS) have not evolved sufficiently to take into account the broad range of new technologies, systems and services, as well as user needs. A key challenge for ITS remains the "last-mover advantage", where many parties wait for others to deploy first, to maximise their own immediate benefits at lowest possible implementing cost. It is a challenge to address market sizing, customer demand versus production, project feasibility and financial returns, as well as security aspects of relevant mobility services. The implementation of Key Performance Indicators (KPIs), building on on-going activities³⁵ for the assessment and measurement of ITS deployment (infrastructure and vehicle based) and associated benefits (contribution to public policies and objectives) is at the centre of this challenge.

Scope: Building upon the EU strategy for the deployment of C-ITS, the action should develop tools and guidance to support public and private stakeholders, in particular Member States, with the development of efficient policies for C-ITS deployment based on consolidated knowledge across the EU and the work undertaken by the C-ITS Platform³⁶.

Proposals should address one or several of the following aspects:

—Building upon the latest developments, raise awareness of the benefits of C-ITS through knowledge-enhancing education and training practices (e.g. tools and guidance to support public and private stakeholders).

—Implementing Key Performance Indicators (KPIs) for the performance assessment and measurement of ITS deployment and benefits/impact assessment.

—Financing measures to support inter alia the development, purchase, installation and maintenance of new ITS systems.

—Market sizing, customer demand vs. production, project feasibility and financial returns, as well as security assessment (cyber-attacks / unintended exploitation) of mobility services.

Participation of SMEs with proven experience in these areas is encouraged.

Proposals should foresee twinning with entities participating in projects funded by US, to exchange knowledge and experience and exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 1 and 2 million each would allow this specific challenge to be addressed appropriately.

³⁴ 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.

³⁵ EC study on KPIs for ITS; TEN-T European ITS Platform (EIP+) and ITS corridors projects (from TEN-T Call 2013).

³⁶ See http://ec.europa.eu/transport/themes/its/news/c-its-deployment-platform_en.htm

Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to lead to:

—Understanding of the dynamics behind the current status of ITS implementation across Europe and solutions that address the "last mover advantage" issue hindering the deployment of ITS (including C-ITS).

—Contributions that concretely support the development of more efficient policies for C-ITS deployment across the EU, accelerating the roll-out of related services in line with those agreed in the context of the C-ITS Platform³⁷.

—New business models that are able to inform decision-making across a variety of stakeholders and identify potential incentives to accelerate deployment.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

7. INFRASTRUCTURE

Efficient and high quality transport infrastructure is fundamental for the mobility of people and goods and for Europe's economic growth, competitiveness and territorial cohesion.

The whole of Europe is faced with a growing need to make infrastructure more resilient, including to climate change, to keep pace with the growing mobility needs and aspirations of people and businesses and to reduce the impact of infrastructure on the environment (air pollution, fragmentation of ecosystems, health and noise). At the same time the resources available to maintain and upgrade transport infrastructure have been declining. Remediating to this problem will ensure an adequate performance level that, in many modes and reflecting also vehicle and ITS developments, needs to be enhanced via new design and maintenance methods.

Set against these multifaceted challenges, key in the future will be to find innovative solutions to increase the productivity, robustness and efficiency of infrastructure for all modes of transport, finding solutions to ensure the resilience of the whole transport system in case of extreme events and to allow an optimal use and management of multimodal transport infrastructure.

Proposals addressing rail in a multimodal approach (rail-only proposals are not eligible) and proposals addressing aviation infrastructure should ensure complementarity with 'Shift to Rail' and 'SESAR' activities, respectively.

³⁷ http://ec.europa.eu/transport/themes/its/index_en.htm

Projects aiming at fast implementation of results, should demonstrate their readiness for timely deployment. They could then be considered for further support under the EU complementary schemes available at the moment of project conclusion (e.g. follow-up of CEF).

Proposals are invited against the following topic(s):

MG-7.1-2017: Resilience to extreme (natural and man-made) events

Specific Challenge: Extreme weather conditions, climate change, damages to the infrastructure (caused by natural and man-made hazards) and traffic impediments negatively impact the reliability of mobility solutions. Risk analysis, adaptation measures and strategies need to be developed that enable minimising the impact of both natural and man-made extreme events on seamless transport operation, protect the users of the transport network in case of extreme conditions, as well as provide optimal information to the operators and users of the transport infrastructure.

Scope: Building on results obtained by FP7 and ERA-NET Road / CEDR³⁸ projects and EUROCONTROL³⁹ studies, proposals should address several of the following aspects:

- Identification of risk factors and mapping of the extreme weather conditions and climate risk ‘hot spots’ and their possible impact on the European transport network; identification of the appropriate risk analysis, adaptation measures, and development of cross-modal implementation strategies or operational strategies that optimise cost-performance-risk.
- Strategic application of new materials, techniques and systems for construction, operations and maintenance in order to ensure reliable network availability during unfavourable conditions.
- Integration of terrestrial and satellite systems for the structural health monitoring of key infrastructures located in a natural risk (earthquakes, landslides, floods and extreme weather) prone area and for the monitoring of extreme weather conditions.
- Innovative engineering of links and connections to allow a smooth transfer from one mode to another in case of extreme disruption in one transport mode.
- Assessment of the psychological and behavioural dimensions of safety from the perspective of users, including risk tolerance levels during extreme events.

SME active participation is strongly encouraged.

In line with the Union's strategy for international cooperation in research and innovation⁴⁰, international cooperation is encouraged. In particular, proposals should foresee twinning with

³⁸ <http://www.cedr.fr/home/index.php?id=260>

³⁹ <http://www.eurocontrol.int/sesar-research>

⁴⁰ COM(2012)497

entities participating in projects funded by US DOT⁴¹ to exchange knowledge and experience and exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 3 to 5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions will contribute to substantial improvement of smooth continuity of mobility of people and freight even in case of serious disruptions due to natural or man-made circumstances. Major progress will be made regarding individual mode components' resilience to damage due to extreme weather conditions, including reduction of maintenance and retrofitting needs. Projects will contribute to achieve reliable modal interchanges allowing continuous fluid traffic flow even during or after disruption. A high level of resilience of the transport infrastructure is an essential contribution to sustainable development and of impact on and adaptation to climate change conditions.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-7.2-2017: Optimisation of transport infrastructure including terminals

Specific Challenge: The European transport network is highly developed, even if not fully balanced between regions and countries. Whilst some links are still missing and an effort is needed to complete trans-European connections, other corridors and nodes face increasing problems of congestions and under-capacity compared with traffic evolution. Key to improving capacity and availability of the existing transport infrastructure network are innovative systems and processes for re-engineering, retrofitting and upgrading that support a transition to zero intrusion from inspection, construction and maintenance (less, faster and better planned interventions with maximum safety for the workers) and drastically increase the productivity of the system.

Scope: In order to meet these challenges, proposals should address one or several of the following aspects, according the specific situation addressed:

—Re-engineering/re-design methods to adapt the network to new needs and ensure higher efficiency.

—Innovative design and construction methods that are fast, cost-efficient, using low maintenance and environment-friendly materials and flexible enough to accommodate increasing/changing demand. In particular, implementing advanced construction concepts and

⁴¹ United States Department of Transportation (<http://www.dot.gov/>).

processes for corridors and hubs, i.e. flexible design and modular concepts, and advanced predictive models.

—Assessment of the multimodal network capacity in view of optimised use and future planning, taking due consideration of the uncertainty of demand evolution.

Attention is to be paid to the design, construction and operation of corridors, terminals, hubs and gateways as points of interchange (within the same mode) or transfer (between the modes). Airports of all sizes and operations are included. The action could also address synchro-modality over key transport corridors, where inland waterways represent a major challenge.

SME active participation is strongly encouraged.

In line with the Union's strategy for international cooperation in research and innovation⁴², international cooperation, in particular with Neighbouring Partner Countries, is encouraged. Proposals should take into consideration research actions already funded under the INFRAVATION ERA-NET Plus.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 6 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to contribute to more optimal use of the multimodal transport system including avoidance of over-dimensioning of the physical network whilst reducing congestion and overload of specific network components and accommodating future demand; major progress is expected regarding accessibility and operational efficiency of multimodal hubs. Increase of the infrastructure performance will also contribute to the achievement of sustainable development in the sector and to minimise effects on climate change via the improvement of construction methods and traffic smoothness.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-7.3-2017: The Port of the future

Specific Challenge: Ports are a major example of hubs' need for modernisation. Ports are essential for the European economy as a global player and for the internal market. They are a main catalyst for regional development and their optimisation and inclusion in the territory is fundamental to ensure that efficient operations will not affect negatively the surrounding areas. Specific issues (like dredging, emission reductions, and energy transition, incl.

⁴² COM(2012)497

electrification, smart grids, and the use of renewables management and emissions) are combined with other challenges common to all multi-modal terminals.

Scope: Research is needed to implement new port concepts, new management models, and innovative design, engineering, construction and operation technologies solutions for full customer satisfaction. The topic is articulated in two parts:

1) Research and innovation actions should address several of the following aspects:

—Multi-modal optimised cost-effective and flexible operations inside the terminal and in the wider port area. Re-engineering of port operational processes via process analysis and identification of interoperable ICT systems to improve the level of integration among all actors (Port Authorities, terminal operators, shipping companies, customs, security forces, etc.) and facilitate critical decision-making.

—Sustainable maintenance, repair and reconfiguration.

—Better capacity management with reduced costs and land use. Identification of real-time indicators to improve the quality of services provided.

—Low environmental impact, climate change adaptation, and moves towards the circular economy.

—Advanced and efficient links and integration in the socio-economic industrial and urban surrounding environment efficient connections with the hinterland transport network.

—Efficient connections with the hinterland transport network contributing to an increased use of the most energy-efficient transport modes, in particular rail.

Inland waterways and short sea shipping ports deserve particular attention. Proposals should consider the possible transferability of solutions to other ports and multimodal hubs such as rail-freight terminals, inter-ports, airports and dry ports.

2) Coordination and support actions should focus on clustering retained proposals, identifying appropriate KPIs and relevant monitoring and evaluation of results of actions stemming from this call, from other calls of this programme and other ongoing activities in the sector.

In line with the Union's strategy for international cooperation in research and innovation⁴³, international cooperation, in particular with Mediterranean and other Neighbouring Partner Countries, is encouraged.

The Commission considers that proposals requesting a contribution from the EU of between EUR 3 to 5 million each for Research and Innovation Actions, and up to EUR 1 million for Coordination and Support Actions, would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

⁴³ COM(2012)497

Expected Impact: Actions are expected to result in reduction of environmental impact of port activities, their operational and infrastructural costs, improvement of logistics efficiency and better integration of the port in the surrounding socio-economic area. Realisation of the expected impacts will entail attention to environmental and climate-related concerns.

Type of Action: Research and Innovation action, Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

8. SOCIO-ECONOMIC AND BEHAVIOURAL RESEARCH AND FORWARD LOOKING ACTIVITIES FOR POLICY MAKING

The social sciences and humanities are integrated in the Transport work programme at several layers, in order to achieve the required degree of incorporation while maintaining sufficient visibility. In this context, the 'social sciences and humanities' dimension is embedded both as an essential component of several topics and research questions as well as distinct topics of socio-economic relevance in other parts of the work programme, including in the "Other Actions" part, where a number of relevant public procurement actions are foreseen.

In addition, the present section addresses issues which are intended to complement and underpin the activities covered in the other sections of this work programme. It includes in particular topics aimed at exploring new user preferences and attitudes with respect to ownership and sharing, potential changing values of travel time, analysing the research and innovation capacities of the European transport manufacturing industries, examining new research opportunities and limitations offered by the use and exploitation of big data, looking at how new tools and business models may improve accessibility, inclusive mobility and equity across different geographical areas and assessing future skills requirements in transport.

Proposals are invited against the following topic(s):

MG-8.1-2016: Research, technology development and market trends for the European transport manufacturing industries⁴⁴

Specific Challenge: European transport manufacturing industries across different sectors are well positioned in the global market. However, they are faced with new challenges stemming from the need to move to smart, green and sustainable transport technologies and systems within a relatively short period of time, as well as from the changing mobility demand, increasing international competition and the appearance of new players (for example, in the area of automation, data analytics, etc.). The challenge is to provide an overview of research,

⁴⁴ 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.

technology development and innovation capacities and strategies of the European transport manufacturing industries, and identify present and emerging market trends at a global scale, making use of diverse data and information sources.

Scope: Proposals should address the following aspects:

—Analyse the investment trends, productivity levels, technology choices and options, industrial strategies, research and technology development capabilities and funding efforts of the European producers of transport means, including manufacturers of vehicles, equipment, components and systems, in the automotive, aeronautical, ship-building and rail vehicle industries.

—Assess the competitive advantages and disadvantages of those industries in relation to their main competitors world-wide, including new players from other areas who are active in new fields like automation; project their global market share prospects and predictable employment level scenarios.

—Analyse the economic potential of new technologies, products and markets and their role in the determination of the industrial and commercial strategies of the major players; and assess the success factors of those strategies.

—Consider the incidence of legislation and regulation at national and supranational level on industrial practices, innovation potential and global competitiveness.

The expected duration of actions is between 12 and 18 months.

The Commission considers that proposals requesting a contribution from the EU of between EUR 0.5 and 1.5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: —The work is expected to provide a comprehensive picture of the research and technology development capabilities, innovation challenges and market prospects of the European transport industries, taking into account the heterogeneous nature and future demand of the transport sector.

— Proposals are expected to demonstrate how the knowledge produced will enable stakeholders and policy makers to identify possible gaps in the research, technology development and innovation capacities and strategies of the European transport industry, particularly with regard to emerging market prospects, and elaborate appropriate measures at a corporate and policy level.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-8.2-2017: Big data in Transport: Research opportunities, challenges and limitations

Specific Challenge: Technological developments, particularly related to the extended and expanding use of ICT in the transport sector, allow the collection of unprecedented volumes of data across all modes and transport systems. These volumes of data, known also as "big data", have generated a strong interest in the transport research community as well as in the relevant industries and among policy makers.

From freight transport and supply chain optimisation to evacuation modelling and crowd dynamics under extreme phenomena, and from short-term traffic forecasting to travel behavioural research and the use of social media for efficient transport operations, the so-called trend of big data has created a wide spectrum of challenges and opportunities in the field of transport research. Indicative areas of research could, for example, cover travel behaviour (by incorporating in modelling processes heterogeneous sources of information), logistics and consumer preferences, network capacity planning and optimisation (e.g. in the case of toll roads), risk management, response to extreme weather events or other emergency situations. Disaggregated data analysis by users' groups (e.g. age, gender) will contribute to better focus specific needs and trends. At the same time, the collection and possible exploitation of "big data" pose a number of questions both in methodological terms as well as in legal, institutional and social ones, which need to be addressed. The main challenge is therefore to investigate the implications of the utilisation of big data in the transport field.

Scope: In order to meet this challenge, proposals should address the following aspects:

—Identification of areas and contexts in which ICT investments and exploitation of data should be implemented. Examination of a series of different case studies and contexts throughout Europe, in order to provide useful information and suggestions on the prerequisites of successful big data implementation in the transport sector from a socio-economic point of view.

—Identification of methodological issues and the development of necessary tools in order to allow for effective data mining and data exploitation.

—Analysis of the barriers and limitations of the transportation system to exploit big data opportunities. This point should address issues that range from technical to institutional. For example, many transportation agencies and authorities, transport industries, etc. may not consider profitable the investment in collecting and analysing big data, worrying also about the associated costs and risks of data collection and sharing.

—Examine the institutional and governmental issues and barriers concerning the application of big data in transport providing policy recommendations towards "data openness" and sharing. Issues of legitimacy and public acceptance (e.g. privacy, data security, etc.) are important and should be adequately addressed.

The Commission considers that proposals requesting a contribution from the EU of between EUR 0.5 and 1.5 million each would allow this specific challenge to be addressed

appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Appropriate exploitation of big data can help policy makers at the EU, national and regional level, as well as relevant decision makers to take informed decisions. Better data can help transport authorities and industries to understand the behaviour of travellers and consumers, also in disaggregated groups (e.g. age and gender), provide targeted information and identify policy interventions.

Work under this topic is therefore expected to contribute to evidence-based decision making by improving knowledge on methodological and exploitation issues taking also into account economic and technical considerations.

It is also expected to contribute to an early identification of critical issues linked to privacy, data security, legal and institutional aspects. It may therefore facilitate the development of an appropriate legal framework for the collection and exploitation of big data in the area of transport.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-8.3-2016: Assessing future requirements for skills and jobs across transport modes and systems

Specific Challenge: Transport is a rapidly developing and changing sector which faces problems to develop, attract and retain appropriate staff. As the overall trend is to increase automation, the sector will depend more and more on specialised equipment and products. Future jobs will therefore require new and advanced skills in engineering as well as in back office operations, but at the same time, the growing interdisciplinary elements of transport activities will also require transport professionals with developed skills in safety, security, logistics, IT, behavioural sciences, marketing and economics. As a consequence a new paradigm needs to be developed in training and education cross-fertilizing the disciplines and combining traditional training methods (e.g. face-to face classrooms, on the job training, etc.) with alternative methods and learning systems (such as web-based training, immersive virtual learning environments /IVLE, etc.) addressing the different needs of the various skill levels (from low skilled workers to high skilled managers/researchers) and incorporating lifelong learning aspects which seem particularly important for the low and middle-skills segments of the workforce.

The specific challenge of this topic will be to identify and assess future requirements for skills and training tools/methods across transport modes and systems, in order to improve the potential of the workforce and improve the gender balance in the field of transport.

Scope: Proposals should address all the following aspects:

—Explore the impact of the deployment of new technologies new business models, growing internationalisation, increased intermodality and interdisciplinarity of transport activities on employment profiles and identify future requirements of skills and competences across all skill levels of the transport workforce.

—Identify critically review (and benchmark) existing and/or innovative training and learning methods and tools with a view to address the needs of the workforce in transport modes and systems of a growing complexity.

—Identify critical issues to be addressed and subjects to be taught in order to meet the future needs of transport across all skills levels; identify and/or propose specific curricula for training in particular for the mid-low skilled workers and those who need to upgrade their skills through lifelong learning.

—Define the competences of trainers and design new profiles of teams devoted to facilitating the transfer of knowledge through innovative ideas/methods.

Issues of gender and age are important and should be appropriately considered.

Actions should take into account and coordinate with, where appropriate, with other EU and national initiatives in the field, such as those supported in the context of Erasmus+ and its sector skills alliances.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 and 3 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: As described in the specific challenge, the transport sectors will undergo significant changes over the next years with the gradual deployment of new technologies, increased intermodality and internationalisation. These changes will lead to new requirements for skills and competences of the workforce in practically all relevant sectors. Work under this topic is expected to provide the identification of these new requirements, a critical review and analysis of educational and training needs and methods thus contributing to the elaboration of new training curricula, tools and methods to be used for the development of a workforce capable of meeting the future needs of the sector across Europe. While, in the mid-term, work under this topic is expected to contribute to a better qualified labour force in the various transport sectors, in the longer term is expected to contribute to improved transport services as well as the employment prospects and gender balance of the sector.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-8.4-2017: Improving accessibility, inclusive mobility and equity: new tools and business models for public transport in prioritised areas

Specific Challenge: Accessibility is a concept used in order to address both travel patterns, attitudes and needs of particular social groups – e.g. gender specific needs, unemployed persons, vulnerable to exclusion citizens such as elderly, children, disabled, etc., as well as the mobility needs and transport use characteristics of people living in different types of areas such as rural, remote or deprived urban areas. To obtain a more comprehensive view which will allow the elaboration of measures and transport systems that will improve inclusive mobility and equity, and support social innovation in this area, it is necessary to incorporate both approaches considering specific geographical factors as well as the mobility needs and capabilities of particular population groups.

Rural areas, for example, are faced with continuous challenges linked to demographic, socio-economic and mobility factors such as: declining populations characterised by more pronounced ageing; income factors; reduced number of services and economic viability of public transport schemes; longer distances and different mobility needs related to public transport. Urban peripheral, suburban and deprived urban areas on the other hand are often characterised by population groups which face acute social, demographic and economic problems which impact on their mobility and on their ability to use available transport systems on equal terms.

In this context, the main challenge of this topic is to examine whether organisational, technological (including extended use of ICT) and social innovations in public transport can lead to improved accessibility, inclusive mobility and equity in prioritised areas, by responding better to their specific needs and demographic/socio-economic characteristics.

Scope: Proposals should address all the following aspects:

—Analysis of the characteristics of prioritised areas in terms of spatial, demographic and socio-economic characteristics and identification of the factors that influence mobility and accessibility.

—Exploring travel behaviour and social habits of the population in a disaggregated way and assessing travel demands in prioritised areas.

—Addressing mobility needs of vulnerable to exclusion population groups such as: elderly, children, youth, disabled, people in poverty etc., as well as possible limitations to the use of new transport business models (e.g. IT illiteracy of elderly or low educated persons, pricing, etc.). Identification of gender-related specificities in each group is strongly recommended.

—Critical assessment of existing innovative organisational and operational frameworks aimed at delivering new mobility solutions and their impact on inclusive mobility and equity.

—Identification and/or development of new, efficient, inclusive, affordable and accessible mobility solutions and public transport models taking also advantage of IT applications (such as social media, app-oriented services, etc.).

The Commission considers that proposals requesting a contribution from the EU of between EUR 1 and 3 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: As described in the specific challenge, certain geographic areas (such as rural, remote and deprived urban areas) as well as population groups (such as the elderly, disabled, in poverty, etc.) are faced with particular challenges regarding their mobility needs and capabilities, to which current public transport systems do not always respond adequately.

Work under this topic is expected to contribute to:

—The identification and critical assessment of sustainable and inclusive mobility options for European citizens in prioritised areas and improve accessibility offered by public transport systems.

—The development of effective, efficient and affordable mobility solutions which respond to the specific needs of particular population groups such as the elderly, the young, the disabled, taking into consideration the gender aspect.

—The elaboration of new business models for public transport, with the deployment of organisational, technological (such as IT and app-oriented services) and social innovations taking into account possible social and demographic barriers for their effective use.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-8.5-2017: Shifting paradigms: Exploring the dynamics of individual preferences, behaviours and lifestyles influencing travel and mobility choices

Specific Challenge: There are indications that transport may be entering a period of paradigm shifts due to the introduction of disruptive technologies but also due to changes in individual preferences, behaviours, lifestyles and the emergence of social innovation and new concepts which are likely to impact on the future transport models and management. Some of these changes are already present, as for example, the growing trend towards vehicle sharing practices in many European cities, while others may still be at their very early stages, as for example, changing values of travel time.

Car sharing has been gradually developing over the past two decades while new business models and social innovation are likely to emerge in the forthcoming years fostered also by new IT applications (app-based services). This relatively short period of time has not allowed

for a comprehensive and established assessment of its various impacts in social, economic and environmental terms. Estimates for its growth potential over the next decades vary considerably, so do estimates about the "replacing capacity" of car sharing. Similarly, its effects in reducing congestions, emissions and noise – especially in urban areas – as well as the impact on car manufacturing industries have not been sufficiently explored.

Travel time savings is often the principal benefit of a transportation project and efforts to achieve faster travel have been long dominating decision making. The value of travel time has been perceived as a cost which includes costs to businesses of the time their employees and vehicles spend on travel, and costs to consumers of personal (unpaid) time spent on travel. However, as technology evolves (particularly ICT), people can use their time during travel for business or leisure thus "reducing" the cost of travel in economic terms and allowing other considerations (such as energy savings, pricing, environmental and social considerations) to affect their travel time preferences.

Transport research is needed to explore at an early stage the dynamics of such changes and their impacts in socio-economic and environmental terms. The specific research challenges of this topic are to provide comprehensive analyses of these new preferences, behaviours and lifestyles, identify the main factors that influence them and assess their potential economic, social and environmental impact. In all aspects, issues of age and gender should be taken into consideration.

Scope: In order to meet this challenge, proposals should address one of the two following parts:

1. Shifting from car ownership to sharing. Proposals should:

—Compare the existing trends and forecasts across the EU and identify the factors (economic/social/demographic/spatial/cultural aspects), that influence the varied implementation of such schemes in different countries/regions/cultures including the growing use of app-based services.

—Compare and benchmark existing business models, social innovations and identify possible new ones.

—Assess the implications of car sharing schemes for the European car industry (impact on foreseen sales of conventional and electric cars, other revenues, etc.).

—Assess the potential impact on emissions, noise and congestion, especially in urban environments, as well as on safety of potential users.

2. Changing value of travel time. Proposals should:

—Analyse differences between various travel motivations (leisure, business) and the related travel time value and examine the extent to which the proliferation of ICT applications such as wifi connections (e.g. in trains, ships) tend to reduce the perceived cost of travel time for

private and corporate travel. Gender disaggregated data collection and analysis could contribute to a more thorough analysis.

—Identify possible areas where a shift away from the "speed paradigm" would be feasible and provide estimates of environmental, socio-economic and organisational implications.

—Propose cost-benefit analyses of additional time savings in case of already advanced transport connections (e.g. need for faster high speed trains, for new sections of motorways in certain "almost saturated" areas, etc.) taking into account the possible new concepts of value of travel time and their environmental and socio-economic implications.

The Commission considers that proposals requesting a contribution from the EU between EUR 1 and 2 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: As mentioned in the specific challenge the topic seeks to provide comprehensive analyses of the dynamics of new preferences, behaviours and lifestyles, to identify the main factors that influence them and to assess their potential economic, social and environmental impact. Work under this topic is expected to collect and provide up-to-date information on the present state of development of new business models and social innovations, a reliable assessment of their growth potential across different geographical cultural and economic environments and an assessment of their impact in areas of key policy interest, such as urban congestion, emission and noise reductions. In addition, it is expected to provide concrete assessments of their impacts on the European car industry (including electric vehicles) over the mid-long term.

The collection of updated and reliable data on the car sharing market and its prospects as well as assessments on their social, economic and environmental impact will facilitate evidence-based policy making particularly with regard to urban congestion/emissions/re-organisation of urban transport. It will also contribute to a forward looking analysis of the prospects of the European car industry market.

Work is also expected to contribute to the generation of new knowledge in a new and under-researched area which may lead in the short-medium term to different cost-benefit assessment methods of transport projects and in depth knowledge of users attitudes and choices with respect to travel time and in the longer term in possible energy savings and emission reductions as well as re-organisation of transport routes and schedules based on different perceptions of the value of travel time.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

MG-8.6-2016: Innovation awards for students and researchers in the context of the Transport Research Arena conference - TRA 2018⁴⁵

Specific Challenge: To promote the interest of students and researchers on research and innovation in the transport sector, by rewarding the best innovative ideas and research achievements in this field.

Scope: The action should focus on organising two competitions for transport research and innovation awards to be assigned at the TRA conference in 2018:

—A competition for students and young researchers with the goal of stimulating the interest among young researchers/students in the field of transport.

—A competition for senior researchers in the field of innovative transport concepts based on results from EU-funded projects only.

Both competitions should cover all transport modes and cross-cutting issues (technological, socio-economic and behavioural aspects) in line with the EU policy objectives for smart, green and integrated transport. The organisation of these awards should ensure high-quality competition and very good media coverage before, during and after the TRA conference.

The action should give particular attention to gender issues.

The Commission considers that proposals requesting a contribution from the EU of between EUR 0.4 and 0.6 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: This action is expected to increase the attractiveness of transport related studies and reinforce the pursuit of excellence in European transport research and innovation, by giving recognition and visibility to the best achievements. The TRA conference is expected to efficiently disseminate knowledge and results of European and national research projects in the area of transport and thus improve the development and deployment of innovative solutions for transport in Europe.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

⁴⁵ 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.

Conditions for the Call - 2016-2017 Mobility for Growth

Opening date(s), deadline(s), indicative budget(s):⁴⁶

| Topics (Type of Action) | Budgets (EUR million) | | Deadlines |
|--|-----------------------|------|---|
| | 2016 | 2017 | |
| Opening: 15 Oct 2015 | | | |
| MG-1.1-2016 (RIA) | 40.00 | | 20 Jan 2016 (First stage) 29 Sep 2016 (Second stage) |
| MG-1.4-2016-2017 (RIA) | 15.00 | | |
| MG-2.2-2016 (IA) MG-2.3-2016 (RIA) | 38.00 | | |
| MG-3.3-2016 (RIA) MG-3.5-2016 (RIA) | 22.00 | | |
| MG-3.4-2016 (RIA) | 12.00 | | |
| MG-4.5-2016 (RIA) | 10.00 | | |
| MG-5.1-2016 (RIA) | 12.00 | | |
| MG-6.1-2016 (RIA) MG-6.2-2016 (IA) | 25.00 | | |
| MG-1.5-2016-2017 (CSA) | 4.00 | | 26 Jan 2016 |

⁴⁶ The Director-General responsible for the call may decide to open the call up to one month prior to or after the envisaged date(s) of opening.

All deadlines are at 17.00.00 Brussels local time.

The Director-General responsible may delay the deadline(s) by up to two months.

The deadline(s) in 2017 are indicative and subject to a separate financing decision for 2017.

The budget amounts for the 2016 budget are subject to the availability of the appropriations provided for in the draft budget for 2016 after the adoption of the budget 2016 by the budgetary authority or, if the budget is not adopted, as provided for in the system of provisional twelfths.

The budget amounts for the 2017 budget are indicative and will be subject to a separate financing decision to cover the amounts to be allocated for 2017.

HORIZON 2020 - Work Programme 2016 - 2017
Smart, green and integrated transport

| | | | |
|------------------------|-------|-------|----------------------------|
| MG-3.1-2016 (RIA) | 15.00 | | |
| MG-8.3-2016 (RIA) | 3.00 | | |
| MG-3.6-2016 (CSA) | 3.00 | | 26 Jan 2016 |
| MG-4.4-2016 (CSA) | 2.00 | | |
| MG-5.3-2016 (CSA) | 2.00 | | |
| MG-6.3-2016 (CSA) | 5.00 | | |
| MG-8.1-2016 (CSA) | 1.50 | | |
| MG-8.6-2016 (CSA) | 0.60 | | |
| Opening: 20 Sep 2016 | | | |
| MG-1.2-2017 (RIA) | | 20.00 | 26 Jan 2017 (First stage) |
| MG-1.3-2017 (RIA) | | 45.00 | 19 Oct 2017 (Second stage) |
| MG-1.4-2016-2017 (RIA) | | 15.00 | |
| MG-2.1-2017 (IA) | | 40.00 | |
| MG-2.4-2017 (IA) | | | |
| MG-3.2-2017 (RIA) | | 14.00 | |
| MG-4.1-2017 (IA) | | 22.00 | |
| MG-4.2-2017 (IA) | | | |
| MG-5.2-2017 (RIA) | | 12.00 | |
| MG-5.4-2017 (RIA) | | | |
| MG-7.1-2017 (RIA) | | 37.00 | |
| MG-7.2-2017 (RIA) | | | |

HORIZON 2020 - Work Programme 2016 - 2017
Smart, green and integrated transport

| | | | |
|---------------------------|--------|--------|-------------|
| MG-7.3-2017 (RIA) | | | |
| MG-4.3-2017 (CSA) | | 2.00 | 01 Feb 2017 |
| MG-5.4-2017 (CSA) | | 1.00 | |
| MG-1.5-2016-2017 (CSA) | | 7.00 | 01 Feb 2017 |
| MG-7.3-2017 (CSA) | | 1.00 | |
| MG-8.2-2017 (CSA) | | 2.00 | |
| MG-8.4-2017 (RIA) | | 7.50 | |
| MG-8.5-2017 (RIA) | | | |
| Overall indicative budget | 210.10 | 225.50 | |

Indicative timetable for evaluation and grant agreement signature:

For single stage procedure:

- Information on the outcome of the evaluation: Maximum 5 months from the final date for submission; and
- Indicative date for the signing of grant agreements: Maximum 8 months from the final date for submission.

For two stage procedure:

- Information on the outcome of the evaluation: Maximum 3 months from the final date for submission for the first stage and maximum 5 months from the final date for submission for the second stage; and
- Indicative date for the signing of grant agreements: Maximum 8 months from the final date for submission of the second stage.

Eligibility and admissibility conditions: The conditions are described in parts B and C of the General Annexes to the work programme.

Evaluation criteria, scoring and threshold: The criteria, scoring and threshold are described in part H of the General Annexes to the work programme.

Evaluation Procedure: The procedure for setting a priority order for proposals with the same score is given in part H of the General Annexes.

The full evaluation procedure is described in the relevant [guide](#) published on the Participant Portal.

Consortium agreement: Members of consortium are required to conclude a consortium agreement, in principle prior to the signature of the grant agreement.

Call - 2016-2017 Automated Road Transport

H2020-ART-2016-2017

Road vehicle automation is one of the major trends that will shape the future of road transport and of our mobility. It holds the promise to help address many of the major challenges of today's transport system, such as user safety, energy efficiency, air quality and congestion, and to enhance the drivers' individual comfort and convenience. At the same time, it represents a critical testing ground for the ability of the European automotive industry to preserve and consolidate its global leadership. Automakers around the world are unanimous in predicting the emergence of systems for automated driving sometime in the near future.

Current technology will evolve further towards semi-automation and eventually towards full automation in real moving traffic. This evolution is very promising and may help to drastically reduce road fatalities to near zero, as more than 90% of road accidents are partly or fully due to human errors. Nevertheless, there are still many challenges related to technology, digital infrastructure, user and societal acceptance, driver behaviour, regulation and legislation, and business models, which need to be tackled to enable the deployment of automated driving on European roads.

The main contribution of this call will be to support the short term introduction of passenger cars automated driving level 3 (Conditional Automation - Full driving performed by an automated driving system with the expectation that the human driver will respond appropriately to a request to intervene in real traffic conditions)⁴⁷ including safe stops, and of truck platooning in real traffic conditions from 2020 onwards. The main focus of this call is on demonstrations of automated driving systems for passenger cars, trucks and urban transport. Demonstrations will be complemented by further research on digital infrastructure to ensure the necessary level of safety, reliability and efficiency of automated driving systems and by a comprehensive analysis of safety aspects in relation to mixed traffic conditions and their influence on end user acceptance. This call includes also an action to assess road infrastructure requirements for higher levels of vehicle automation and to coordinate and support all research and innovation activities on automated driving both at European and international levels.

Cooperative systems and connectivity, based on communication of real-time vehicle data, as important means to increase the performance of automated driving will also be addressed in other calls, such as Mobility for Growth (topic MG-6.2-2016 on 'Large-scale demonstration(s) of cooperative ITS'). There is considerable complementarity between the development and deployment of Intelligent Transport Systems and that of Automated Road Transport. ICT components e.g. sensors and microsystems and data fusion which are important elements of automated road transport will be addressed in the LEIT/ICT Work Programme, as well as in

⁴⁷ The SAE International's standard J3016 identifies six levels of driving automation from "no automation" to "full automation"

the ECSEL Joint Undertaking. The 'Internet of Things' call [Work Programme Part Cross-cutting activities (Focus Areas) – Annex 20] addresses a pilot on 'Autonomous vehicles in a connected environment' which focuses on technology research in a broader IoT context, including horizontal elements such as ethics and privacy, trust and security, validation, standards and interoperability, user acceptability and human factor, liability and sustainability. There is also complementarity with the LEIT/Space Work Programme part, in particular with the call 'Applications in Satellite Navigation – Galileo', topic 'Galileo-1-2017 – EGNSS Transport'.

Proposals are invited against the following topic(s):

ART-01-2017: ICT infrastructure to enable the transition towards road transport automation

Specific Challenge: Building on the rapid development of ICT technologies, cooperative ITS and more accurate and reliable satellite navigation and positioning, automated road transport will enable driving strategies which are safe, sustainable and efficient on the level of the whole transport system. There are still many ICT-related challenges to overcome, in particular those related to the connectivity required for advanced levels of road vehicle automation and the architecture of such a connected ICT infrastructure.

Scope: The focus will be on the development, testing and real-life validation of ICT infrastructure architectures, integrating state-of-the-art ICT technologies, systems and functions to enable the transition towards road vehicle automation (up to automation levels 3⁴⁸ and 4⁴⁹). Proposals should bring together actors from automotive, IT and telecommunication industries as necessary to address one or several of the following areas:

—Functional and technical requirements for the required connectivity (V2V and V2I) for large-scale deployment of vehicle automation levels 3 and 4, by analysing the use cases for the deployment of stable and reliable connectivity over commercial telecom networks and over dedicated ITS spectrum. It is envisaged that both types of connectivity are needed for the deployment of large-scale automation. Proposers should address cyber-security aspects in depth.

—In relation to connectivity: architecture, functional and technical requirements for data generation, processing, storage and retrieval in the context of large-scale deployment of automation levels 3 and 4. Decision making processes needing data to operate vehicles and/or infrastructure should be distinguished from the provision of infotainment services and from other third party services. Regarding business models based on innovative, cross-sector use of

⁴⁸ Level 3 – Conditional Automation – "the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task, with the expectation that the human driver will respond appropriately to a request to intervene", according to the SAE International's standard J3016.

⁴⁹ Level 4 – High Automation – "the driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene", according to the SAE International's standard J3016.

data, proposers should address and analyse preconditions which might require public authority intervention. Proposers should address cyber-security aspects in depth.

—Tamper-proof in-vehicle platforms for automated vehicles building on and advancing the principles of cyber security for automated vehicles.

—Dynamic and accurate localisation and mapping, using cloud-based spatial data for highly automated driving (including sourcing, processing and information maintenance); accurate mapping and precise localisation based on European GNSS, using fully the capacity of vehicle connectivity and sensors and map data feedback loops; security of information enabling automated transport systems.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 to 15 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions will address the ICT-infrastructure related challenges to enable the transition towards advanced levels of road vehicle automation.

As described in the specific challenge above, actions are expected to contribute to improved evidence-based knowledge of required ICT-infrastructure architectures. Actions are expected to demonstrate how issues such as analysis of costs (investment, operations and maintenance) and requirements for interoperability, latency, throughput, congestion strategies, data verification and data integrity are considered.

Actions are expected to demonstrate how they will provide concrete, evidence-based input feeding into standardisation processes (notably supporting interoperability and cyber security) and policy decisions (e.g. for spectrum policy).

Considerable progress will be made regarding real time control systems for automated driving.

Actions will contribute to more reliable processing of information for automated transport based on data fusion algorithms to combine V2V and V2X information with on-board sensor information.

Actions will contribute to opening up a services market, as well as advancing public interest applications based on data captured from automation processes concerning e.g. the driver, the vehicle and the journeys made.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

ART-02-2016: Automation pilots for passenger cars

Specific Challenge: It is expected that automated vehicles at automation level 3 (Conditional Automation) will enter the market by 2020 to 2025. In the past years, there have been significant efforts in research to develop the technologies for vehicles and infrastructure to enable automated driving functions. However, substantial challenges remain on the path to a European wide deployment. There is a great need to demonstrate the technological readiness, reliability and safety of the automated driving functions in a large scale pilot at European scale. Before the market introduction, it is important to test automated cars in mixed traffic situations, analyse the interaction between the driver, the cars and the traffic environment, study the behaviour of other traffic participants and get an insight into automated driving under different conditions (e.g. traffic intensity, weather, lighting, etc.). In addition these pilots should assess the viability of different business models to ensure investments are done by those benefiting the most. For implementing large scale testing, Member States may need to adapt their regulatory framework and solve liability issues in case of accidents with automated vehicles.

Scope: The action will integrate and test enabling technologies for automation level 3 (Conditional Automation) and evaluate the benefits in Field Operational Tests (FOTs) for passenger cars. Possible additional functions towards level 4 (High Automation) can also be tested, although the focus of the FOT should be on technologies for automation level 3. This needs the active involvement of all stakeholders such as car manufacturers, automotive suppliers, road users, insurance companies, road and traffic authorities, the EU Member States, etc., because the responsibility and liability of all stakeholders relating to the testing, demonstrating and use of automated cars requires clarification before market introduction. The FOTs should take place in at least 3 different countries. Automation pilots for all driving situations (i.e. from highway to urban) are within scope. If proposals include FOTs on highways, testing across borders should be considered. Consortia should commit to make the data collected during the pilots available through common data sharing frameworks in order to foster further research.

The automation pilots should consider all the following aspects:

- Demonstrate the robustness and reliability (functional safety) of technologies, systems and functions needed to support the gradual progress towards full automation, in particular from level 2 – Partial Automation (human driver monitors the driving environment) to level 3 (Conditional Automation) including possible additional functions towards level 4 (High Automation).
- Evaluate effects of automated driving systems (e.g. on traffic flow, communication, etc.) in a mixed traffic environment with automated and non-automated vehicles and under different conditions (e.g. traffic intensity, weather, lighting, etc.).
- Analyse user acceptance and behaviour; study interaction between the driver, the vehicles and the traffic environment and behaviour of other traffic participants.

—Focus on the in-vehicle evaluation of the driver under real traffic conditions in particular during the transition of control from the vehicle system to the driver and vice versa, e.g. expectations, adoption, acceptance, trust, usability driver position; human-vehicle interaction, monitoring strategies; investigate intended and unintended use of the system and possible mitigation solutions; evaluate fail operational solutions (e.g. emergency stop). Gender balanced representation of the reference group should be ensured and data analysed in a disaggregated way.

—Conduct impact assessment (e.g. safety, energy use, pollutant emissions, traffic congestion, mobility behaviour, social inclusion, use of transport services, etc.) on real world data sets.

—Establish a pan-European common catalogue on necessary characteristics of cooperative decision, planning and control algorithms, including self-adaptation and learning features and ethical questions.

—Fulfil all security requirements to protect the system to any threats and avoid any conscious manipulations of the information enabling automated driving systems.

Proposed actions may consider C-ITS communication and European GNSS as a possibility to improve the safety and reliability of automated transport systems in the future.

The size of proposals will depend on the geographical coverage of the large scale demonstrations.

Consideration should be taken of gender aspects and other demographic factors such as ageing, etc.

The Commission considers that proposals requesting a contribution from the EU of between EUR 18 to 36 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to demonstrate the technological readiness, reliability and safety of the automated driving functions in a large scale pilot at European scale. They will test automated vehicles at automation level 3 (including possible additional functions towards automation level 4) in mixed traffic situations. Actions are expected to demonstrate that automated driving systems for passenger vehicles can contribute to increase road safety and transport efficiency, reduce energy use, pollutant emissions and traffic congestions, and therefore support climate action and sustainable development objectives. This action will provide significant contributions in the following areas:

—User acceptance and the interaction between the driver, the vehicles and the traffic environment (including other road users) in different real traffic conditions.

—Wider socio-economic impacts of automated driving and the benefits for the driver in terms of mobility, comfort, convenience and safety and analyse specific issues related to gender and other demographic factors such as ageing, etc.

—Uptake of new automated transport business models.

—Benefits resulting from the interaction between automated driving technologies and V2X communication (connected driving).

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

ART-03-2017: Multi-Brand platooning in real traffic conditions

Specific Challenge: Multi-Brand platooning (platooning of heavy duty vehicles of different brands and sizes) and automated heavy duty vehicles for long-distance transport are effective technologies to improve the energy efficiency, safety and management of European road traffic. In the past years, there have been significant efforts to develop the required technologies for platooning. However, substantial challenges remain on the path to a Europe wide deployment of platooning, such as platooning with different types of vehicles in real, mixed traffic conditions, better understanding the requirements with regard to logistics, data exchange, sharing of cost savings or the perception and behaviour of other road users in presence of road trains and automated heavy duty vehicles, for instance at motorway exits.

Scope: The focus of this topic is to develop, test and validate platooning concepts, technologies and functionalities and to demonstrate the robustness of multi-brand platooning using C-ITS communication on a real corridor use case (which preferably goes across national borders). The proposed actions should include all the following aspects:

—Solutions to ensure robustness, reliability and interoperability of the platoon operation in real road conditions.

—Automated mechanisms to support transition from single automated vehicles to platoons.

—Supporting models for forming and dissolution of platoons (with different vehicles from different manufacturers).

—Analysis of different platooning strategies (incl. logistical optimisation) to achieve good cost-benefits.

—Integration with intelligent traffic and logistical information systems.

—Suitable lane assignment strategies for platoons.

—Design of road interfaces between corridors for platooning and non-adapted roads and optimisation of road infrastructure to optimally support platooning (technical, capacity, management).

—Analysis of road users' perceptions of and behavioural reactions to platoons and their behaviour, impact of road trains on traffic and transport infrastructure, legal/regulatory challenges and standards.

The Commission considers that proposals requesting a contribution from the EU of between EUR 15 to 20 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to address the challenges that remain on the path to a Europe wide deployment of platooning with different types of vehicles in real, mixed traffic conditions. They will seek to demonstrate the feasibility of robust, reliable and interoperable multi-brand platooning systems on a real corridor use case. Actions will show that multi-brand platooning will help to increase energy efficiency of heavy duty traffic in platoons by about 15%, improve traffic management due to more efficient utilisation of road capacity, as well as: safety of heavy duty vehicles in mixed traffic. Therefore, actions will contribute to the development of modern, more efficient transport systems, with reduced impacts on climate change, air pollution, noise, health and accidents. Actions will also seek to reach a total cost reduction of logistics and supply chain leading to improved competitiveness of the EU in general and contribute to increased competitiveness of European Original Equipment Manufacturers and supply industry.

Actions will provide significant contributions in the following areas:

- Analyse impacts of platooning on traffic.
- Study perception and behaviour of other road users in presence of road trains and automated heavy duty vehicles, for instance at motorway exits.
- Analyse requirements with regard to infrastructure to optimally support platooning, logistics, data exchange, sharing of cost savings.
- Understand innovative business cases for operators (for example due to the impact on driving time and rest periods of drivers).

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

ART-04-2016: Safety and end-user acceptance aspects of road automation in the transition period

Specific Challenge: Automated vehicles will be accepted by customers and society only when they will be deemed easy-to-use and fully reliable and safe regarding the planned manoeuvres and their execution. A key challenge is to ensure safe vehicles handling with reduced driver attention. Especially for level 3 automated driving systems an effective interaction between

the driver and the automated vehicle plays an important role. To act in harmony with driver expectations, these systems should be engineered following a user-centric approach. User acceptance is particularly important for the design of driver interfaces that will facilitate the transitions between human and automated driving. Moreover, the automated driving systems should be resilient to both system and driver failures and guarantee sufficient reliability and robustness in each and every situation in real world traffic. The introduction of automated vehicles into the existing traffic poses specific issues regarding safety, in particular during the transition period where there will be interactions with other vehicles (of any degree of automation or none) and other traffic participants such as pedestrians or cyclists.

Scope: Proposals for research and innovation activities should address one or several of the following domains:

—Analyse user requirements, expectations and concerns (e.g. interaction with the system, trust, liability, privacy concerns, security, minimum safety and performance standards, etc.) related to the use of automated driving systems.

—Design safe human-machine interface and driver monitoring strategies to maximise the intuitiveness and situation awareness; enable safe and appropriate driver take over strategies; monitor drivers' behaviour, predict drivers' actions, and increase drivers' acceptance.

—Safety of automated driving in mixed traffic situations. Develop fail-safe/fault tolerant systems and solutions for highly reliable and safe operations of automated vehicles in any kind of complex and mixed traffic situations in the transition period, also including safe interactions with all different road users and difficult weather conditions.

Gender issues are particularly relevant and disaggregated data collection and analysis is strongly recommended.

In line with the Union's strategy for international cooperation in research and innovation⁵⁰, international cooperation is encouraged. In particular, proposals should foresee twinning with entities participating in projects funded by US DOT⁵¹ to exchange knowledge and experience and exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 3 to 6 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to develop safe automated driving systems which are fully in line with user expectations, easy-to-use and allow an effective interaction between the driver and the automated vehicle. These automated driving systems will be resilient to both

⁵⁰ COM(2012)497

⁵¹ United States Department of Transportation.

system and driver failures and guarantee sufficient reliability and robustness in mixed traffic situations. Actions will provide significant contributions in the following areas:

—Reducing the number of accidents caused by human errors, such as inattention and distraction. Research will therefore help to achieve the European policy objective of halving road deaths by 2020, and, in the longer term, the Transport White Paper "Vision Zero" objective by preventing road accidents caused by human errors.

—Maintaining the leadership position in developing user-centric, safe and reliable vehicle automation systems by the European vehicle manufacturers and their suppliers.

—Proper validation procedures for automated driving systems to assess and test functional safety and performance.

—Integrating user requirements, expectations and concerns related to the use of automated driving systems.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

ART-05-2016: Road infrastructure to support the transition to automation and the coexistence of conventional and automated vehicles on the same network

Specific Challenge: The foreseen step-wise introduction of automated vehicles in traffic will face a transition period where the coexistence of conventional and highly automated vehicles will have to be managed in order to ensure an uninterrupted level of safety and efficiency. Road infrastructure will play a major role in managing this transition period.

Scope: Proposals should address several of the following aspects:

—New methods of traffic flow modelling depending from the introduction of automated vehicles.

—Design, upgrading and adaptation of “hybrid” infrastructure (able to take into account the coexistence of fully or partially automated (connected or autonomous) and conventional vehicles).

—Required forms of visual and electronic signalling and optical guidance, ensuring readability by both automated and conventional vehicles, and enabling automated driving in also adverse road weather conditions.

—Best ways to enlarge the electronic road horizon for automated vehicle ensuring timely reaction to hazards ahead via real-time warnings and information, traffic management plans, up-to-date digital maps, etc.

—New safety performance criteria for road infrastructure, with the goal to set the basis for a timely deployment of automation-appropriate infrastructure network.

Urban and extra-urban roads could be included.

Proposals are invited to take due consideration of the content of projects already funded at European level through the CEDR's Transnational Research Programme⁵².

In line with the Union's strategy for international cooperation in research and innovation⁵³, international cooperation is encouraged. In particular proposals should foresee twinning with projects funded by US DOT⁵⁴ to exchange knowledge and experience and to exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to demonstrate how innovative modelling, design and engineering of road infrastructure will facilitate the step-wise introduction of automated driving systems taking in consideration concerns for safety performance and users' appreciation.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

ART-06-2016: Coordination of activities in support of road automation⁵⁵

Specific Challenge: Many developments and testing of automated vehicle solutions are already on-going in different European Member States and worldwide with varying framework conditions. There is a great need for creating a solid knowledge base of all these activities and a coordinated and harmonised approach at European and international level. Moreover, it is necessary to achieve a more efficient sharing and re-use of data and experiences of the different Field Operational Tests (FOT) in the area of road vehicle automation carried out at National and European levels.

Scope: Proposals should address one or two of the following areas:

Area 1:

⁵² <http://www.cedr.fr/home/index.php?id=260>

⁵³ COM(2012)497

⁵⁴ United States Department of Transportation (<http://www.dot.gov/>).

⁵⁵ 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.

—Monitor the status of progress, coordinate and create a knowledge base on all ongoing research and demonstration activities in Europe and in the rest of the world in the area of road vehicle automation.

—Identify and gather a knowledge base on different automated driving scenarios in European Countries and worldwide, taking into account the available transportation system and infrastructure in these countries, including an analysis of the expected user behaviour for different user groups and the impact on the economy.

—Create a forum for National and European stakeholders of road automation to exchange experiences and knowledge on the development and deployment of road automation systems and to discuss future challenges.

—Support cooperation activities in the area of road automation at global level, in particular with the US and Japan.

Area 2:

—Establish a platform of data exchange in order to let individual Field Operational Tests of vehicle automation carried out at National and European levels benefit from each other's' learning experiences. A strategy for sharing and exploiting collected data in National, European and international FOTs should be developed.

For both areas, in line with the Union's strategy for international cooperation in research and innovation⁵⁶, international cooperation is encouraged. In particular, proposals should foresee twinning with entities participating in projects funded by US DOT⁵⁷ to exchange knowledge and experience and exploit synergies.

The Commission considers that proposals requesting a contribution from the EU of between EUR 0.50 to 3.00 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to provide a comprehensive picture of the state of the art of research and demonstration activities in Europe and worldwide in the area of vehicle automation, in particular with regard to emerging market prospects, standardisation and legal and regulatory framework.

Moreover, actions will achieve a better visibility, comparability and transferability of available results and data of Field Operational Tests of vehicle automation at National and European level. They will also lead to a stronger cooperation between research centres and other stakeholders in Europe and worldwide on common challenges in the areas of vehicle automation.

⁵⁶ COM(2012)497

⁵⁷ United States Department of Transportation.

Proposed actions will contribute to higher penetration of automated driving functions in the market, resulting in both increased safety on the roads and lower emissions, and stronger market position of European industry in systems for vehicle automation.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

ART-07-2017: Full-scale demonstration of urban road transport automation

Specific Challenge: Fully automated road transport systems have the potential to revolutionise urban transport offering high quality public transport services which are not feasible with conventional public transport systems. Low speed full automation systems have been demonstrated in several European cities. However full-scale demonstrations are still necessary to prove the reliability, safety and robustness of fully automated road transport systems in complex scenarios in urban areas. In addition, it is necessary to address the remaining questions, such as user acceptance and legal framework and to develop business cases to make fully automated urban road transport systems economically viable.

Scope: Proposals should demonstrate fully automated road transport systems which should be complementary to mass transit to reach low to medium demand areas with high quality transport services. A fleet of automated road transport vehicles (e.g. light weight vehicles, cyber cars, small buses) should be implemented at pan-European level in urban and/or sub-urban areas. The demonstrated systems should be fully integrated into existing public transport systems and should provide evidence of their safety, reliability and fault tolerance in complex traffic scenarios (with automated and non-automated vehicles, pedestrians, cyclists, powered two-wheelers, etc.)

Proposed actions should assess the user acceptance and effects on transport demand and modal transfer. Attention should also be paid to the analysis of socio-economic impacts and benefits of urban automated vehicle fleets as part of an integrated transport system, such as improved accessibility of persons with reduced mobility, elderly, etc. Gender specificities should be considered. Recommendations for local and national authorities to deploy fully automated road vehicles should be developed.

Active participation of SMEs is strongly encouraged.

In line with the Union's strategy for international cooperation in research and innovation⁵⁸, international cooperation is encouraged. In particular, proposals should foresee twinning with entities participating in projects funded by US DOT⁵⁹ to exchange knowledge and experience and exploit synergies.

⁵⁸ COM(2012)497

⁵⁹ United States Department of Transportation.

The Commission considers that proposals requesting a contribution from the EU of between EUR 10 to 15 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to demonstrate the reliability, safety and robustness of fully automated road transport systems in complex scenarios in urban areas. They should develop innovative solutions for the safe and smooth integration of automated vehicles into the existing transport system in urban areas, as well as door-to-door public transport services, which can change radically the mobility paradigm of European cities. Therefore, actions will contribute to the development of modern, more efficient urban transport systems, with reduced impacts on climate change, air pollution, noise, health and accidents. Moreover, actions will provide detailed knowledge and recommendations which enable transport authorities, policy makers and business to invest in urban automated vehicle systems and support the development of innovative mobility services (e.g. car sharing, road train systems, etc.).

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

Conditions for the Call - 2016-2017 Automated Road Transport

Opening date(s), deadline(s), indicative budget(s):⁶⁰

| Topics (Type of Action) | Budgets (EUR million) | | Deadlines |
|---------------------------|-----------------------|-------|----------------------------|
| | 2016 | 2017 | |
| Opening: 15 Oct 2015 | | | |
| ART-02-2016 (IA) | 48.00 | | 20 Jan 2016 (First stage) |
| ART-04-2016 (RIA) | | | 29 Sep 2016 (Second stage) |
| ART-05-2016 (RIA) | 13.00 | | |
| ART-06-2016 (CSA) | 3.00 | | 26 Jan 2016 |
| Opening: 20 Sep 2016 | | | |
| ART-01-2017 (IA) | | 50.00 | 26 Jan 2017 (First stage) |
| ART-03-2017 (IA) | | | 27 Sep 2017 (Second stage) |
| ART-07-2017 (IA) | | | |
| Overall indicative budget | 64.00 | 50.00 | |

Indicative timetable for evaluation and grant agreement signature:

For single stage procedure:

- Information on the outcome of the evaluation: Maximum 5 months from the final date for submission; and

⁶⁰ The Director-General responsible for the call may decide to open the call up to one month prior to or after the envisaged date(s) of opening.

All deadlines are at 17.00.00 Brussels local time.

The Director-General responsible may delay the deadline(s) by up to two months.

The deadline(s) in 2017 are indicative and subject to a separate financing decision for 2017.

The budget amounts for the 2016 budget are subject to the availability of the appropriations provided for in the draft budget for 2016 after the adoption of the budget 2016 by the budgetary authority or, if the budget is not adopted, as provided for in the system of provisional twelfths.

The budget amounts for the 2017 budget are indicative and will be subject to a separate financing decision to cover the amounts to be allocated for 2017.

- Indicative date for the signing of grant agreements: Maximum 8 months from the final date for submission.

For two stage procedure:

- Information on the outcome of the evaluation: Maximum 3 months from the final date for submission for the first stage and maximum 5 months from the final date for submission for the second stage; and
- Indicative date for the signing of grant agreements: Maximum 8 months from the final date for submission of the second stage.

Eligibility and admissibility conditions: The conditions are described in parts B and C of the General Annexes to the work programme.

Evaluation criteria, scoring and threshold: The criteria, scoring and threshold are described in part H of the General Annexes to the work programme.

Evaluation Procedure: The procedure for setting a priority order for proposals with the same score is given in part H of the General Annexes.

The full evaluation procedure is described in the relevant [guide](#) published on the Participant Portal.

Consortium agreement: Members of consortium are required to conclude a consortium agreement, in principle prior to the signature of the grant agreement.

Call - 2016-2017 Green Vehicles

H2020-GV-2016-2017

The European Green Vehicles Initiative (EGVI) represents an essential component of road transport research and innovation. It includes research, technological developments, innovation and demonstration in support of improvements in energy efficiency of road transport vehicles and the use of new types of non-conventional energies in road transport such as electricity, CNG and LNG, renewable and tailored fuels. All this is also aimed at achieving a positive impact on health issues due to polluting and noise emissions, particularly in urban environments.

The scope of the EGVI activities include both advanced power-train technologies and new vehicle architectures, weight reduction, improved aerodynamics and rolling resistance and component development for alternative fuel vehicles. Concerning new forms of energy, the interfaces between the vehicles and the recharging infrastructure will also need to be taken into account with particular attention to standardisation issues. Demonstration activities will play an essential role in ensuring a proper and timely deployment of the new technologies.

This call has been defined taking into account the other calls and initiatives where the Transport Challenge is concerned, particularly the calls on ‘Mobility for Growth’ and ‘Smart Cities and Communities’, and the ‘Fuel Cells and Hydrogen 2’ joint undertakings. Multi-sectorial research involving other research and innovation areas such as Energy and Environment coupled with research on new materials, advanced production and Information and Communication Technologies will be encouraged, particularly in fields such as advanced energy storage systems and interfaces between vehicles and energy recharging infrastructures.

In addition to the topics of this call, a topic on materials allowing affordable weight reduction of high-volume vehicles and its components, taking into account the entire life-cycle (NMBP 08–2016), is included in “Nanotechnologies, Advanced materials, Biotechnology and Advanced Manufacturing and Processing” under “Leadership in Enabling and Industrial Technologies” (LEIT).

Proposals are invited against the following topic(s):

GV-01-2017: Optimisation of heavy duty vehicles for alternative fuels use

Specific Challenge: The EU has a strong dependence on diesel, particularly for operating heavy duty vehicles (HDV). The use of alternative fuels in internal combustion engines could reduce this dependence in the short and medium term as well as achieve a significant level of GHG and pollutants emission reduction. Several gaseous and liquid alternatives could be appropriate fuels for trucks running over short, medium and long distances. The specific challenge is to optimise and develop new powertrains (engine / exhaust after treatment systems) for heavy duty vehicles running on alternative fuels with the perspective of

achieving higher efficiency and lower pollutant emissions compliant with Euro VI standards and meeting CO₂ emission targets under discussion.

Scope: Proposals should focus on one or several of the following fuel options:

—Bio-methane mixed into liquefied natural gas: LNG is an attractive option to mitigate the high dependence of HDV on diesel. However, to achieve a significant level of GHG emission reduction, it is essential to shift from natural gas to bio-methane. Proposals should consider the results of the LNG Blue Corridors projects and other projects funded by the EU under the European Green Vehicles Initiative.

—Biofuels ED95 and B30: the use of E95 (95 % ethanol and 5% ignition improver) and B30 (30% Biodiesel and 70% of diesel) for HDV could reduce the EU dependence on diesel. E95 has been already been demonstrated in urban fleets but could be an appropriate fuel for trucks running over short and medium distances. Proposals should contribute to the transition from the 1st to the 2nd generation of such biofuels.

Proposals should focus on the following specific objectives:

—Optimise and develop new powertrains (engine/after treatment systems) for the use of alternative fuels in HDV.

—Evaluate energy efficiency, costs, performance, environmental benefits and durability of HDV running on alternative fuels.

Proposals should include prototype validation of the new vehicles. A small demonstration should be carried out to assess the energy efficiency and the environmental and economic benefits of the trucks running in real conditions.

Proposals should provide recommendations for the development of relevant standards, in particular for fuel quality requirements and for the type-approval of the heavy duty vehicles.

When biofuels are considered by proposals, they should be included in the assessment of sustainability and demonstrate compliance with sustainability criteria as specified in the article 17 of the Directive 2009/28/EC on the promotion of the use of energy from renewable sources.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 and 10 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions will contribute to climate action and sustainable development objectives by the following achievements:

—Oil substitution through the use of alternative fuels.

—Reduction of GHG and pollutant emissions from transport using sustainable renewable fuels in heavy duty vehicles. In particular, polluting emissions below Euro VI with a Conformity Factor of 1.2 in real driving will be demonstrated.

—Market development for heavy duty vehicles running with sustainable renewable fuels.

The demonstration part of actions will help to improve the knowledge and general awareness of the alternative fuel as appropriate for short, medium or long distance road transport. Actions will also serve to remove the existing barriers for heavy duty vehicles running on renewable fuel.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-02-2016: Technologies for low emission light duty powertrains

Specific Challenge: Growing road traffic in Europe results in detrimental effects on the environment and public health to a level that is becoming unsustainable, this in spite of increasingly stringent emission standards. In particular, CO₂ and noxious emissions are not sufficiently reduced in real driving, while higher injection pressures have led to a shift towards the emission of smaller nanoparticles that are undetected by current certification procedures.

Advanced technologies offer solutions but need to be further developed: on the one hand a new generation of engine components has reached a sufficient level of maturity but more research for their optimal combination in a new generation of engines is needed; on the other hand, hybridised engines where ICE are coupled with electric drives that are able to supply instantaneous torque still need to be optimised introducing radically new combustion processes to reach much higher energy conversion, thus approaching the physical limits.

Scope: Proposals should address one of the following domains:

—New generation of non-hybrid engines based on existing engine technologies (short term developments): proposals will address the optimal combination of innovative engine and robust after-treatment technologies as well as modelling and testing to improve the design and control capability. Special attention should be given to the assessment and reduction of particle emissions below 23 nm, particularly for direct injection gasoline and diesel engines.

—Future combustion engines for electrified powertrains (longer term developments): new combustion processes, sensing, control and after treatment systems, supported by advanced modelling technologies where needed to allow these engines to meet future ambitious energy and emission targets simultaneously. Special attention should be given to the assessment and reduction of particle emissions below 23 nm, particularly for direct injection gasoline and diesel engines.

—Development (based on current direct injection engines) of the related measurement procedures down to 10nm, providing a contribution to future regulation on particle emissions, in particular in real driving conditions.

Proposals could foresee cooperation with entities participating in similar projects funded by Japan and US to exchange knowledge and experience and exploit synergies in view of establishing future international standards and regulations on nanoparticle emissions.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 to 10 million for the domains on engines would allow this specific challenge to be addressed appropriately; smaller projects are expected under the domain on particle measurement. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Research projects will contribute to climate action and sustainable development objectives by delivering significant reductions of CO₂ emissions (thus addressing the global warming challenge) and by improving noxious emissions (thus allowing better air quality in European cities). To achieve these impacts proposals will need to show how they intend to meet the following targets:

—For new generation of non-hybrid engines, demonstration vehicles incorporating each of the developed new engine technologies will prove, by independent testing, a reduction of WLTP⁶¹ CO₂ emissions respectively of 5% for diesel and 15% for gasoline, with respect to the best equivalent size and torque engines on the market in 2015. At the same time they should demonstrate real driving emissions at least below upcoming Euro 6 RDE⁶² limits (with particle number emissions measured with a 10 nm threshold).

—For future combustion engines for electrified power-trains, the innovative engines are expected to support the achievement of long term fleet targets of 50 g/km CO₂ on the WLTP by demonstrating (on the bench with simulation support to emulate real driving and/or on a vehicle, depending on the starting TRL of the technology), a peak thermal conversion efficiency of more than 50% and real driving Euro 6 values with no conformity factor (with particle number emissions measured with a 10 nm threshold).

—Projects related to particle measurements will also support the understanding, measurement and regulation of particle emissions below 23 nm (with the threshold of at least 10 nm).

Overall, research projects will contribute to the establishment of a future 'EU Super Low Emission Vehicles' standard.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

⁶¹ World Light Duty Test Procedure

⁶² Real Driving Emissions

GV-03-2016: System and cost optimised hybridisation of road vehicles

Specific Challenge: Hybridised road vehicles combining internal combustion engines and electric motors are already available in the market and contribute to the uptake of electrified vehicles. With the advantages of two different propulsion systems, hybrid electric vehicles can offer the possibility to drive both with zero emission and over long distances. They constitute a major enabler to reach future CO₂ targets and reduce greenhouse gas emissions in general, and play an important role in ensuring better air quality in urban areas and energy savings. However, a major challenge for this type of vehicle is the cost of its technology in relation to the benefit for end users and the variety of configurations that are possible. This topic is focused on the development of advanced solutions which reduce both the cost and complexity of pure hybrid, plug-in hybrid and range extended electric vehicles, and their effective mechanical, thermal and electrical integration into the vehicle.

Scope: Proposals should address all the following aspects in light-duty and/or heavy-duty vehicles:

—For range extended electric vehicles, development of novel high efficiency and high power density energy generators and close integration with electric systems.

—For pure and plug-in hybrids, power-train system integration and optimisation through the re-use of waste heat, advanced control, downsizing of ICEs, innovative transmissions and the integration of high temperature electronic components.

For all applications, identify potential for cost reduction by technical simplification of engine and/or transmission systems and lower cost energy storage as well as improved after-treatment operation to control of emissions, particularly in case of cold (re)start and optimised use of auxiliary systems, and, where economically justified, the re-use of waste heat.

The Commission considers that proposals requesting a contribution from the EU of between EUR 7 and 10 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: : In general, the cost premium for hybrid powertrains can be greater than the value of benefits to the user. The impact from this work will be to deliver improved benefits to the consumer and/or cost reductions that will lead to greater market penetration for this technology. Specifically, the expected impacts will consist of:

—Reduction of cost at system level to a 5% premium over best in class 2015 non-hybrid diesel vehicle of equivalent size (15% for 30 km range plug-in solutions) when produced at a rate consistent with an overall 10% hybrid market penetration.

—Contribution to climate action and sustainable development objectives by improving energy efficiency, resulting in higher fuel economy over the WLTP of 20% in the short to medium

term and improvements in electric drive range of more than 25% for plug-in solutions at constant battery capacity depending on application and drive cycle duty.

—Reduction of combustion engine raw emissions, thereby allowing cost reduction in the exhaust after-treatment system. Vehicle demonstration of real driving emissions compliance with a 1.5 compliance factor is mandatory for each developed technology.

—Improvement of gradeability, drive-off performance and acceleration performance compared with a conventional vehicle.

—Improved user acceptance for range extender systems delivering an improved driver experience and utility.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-04-2017: Next generation electric drivetrains for fully electric vehicles, focusing on high efficiency and low cost

Specific Challenge: Developments have already been undertaken in recent years to optimise drivetrain components for fully electric vehicles (FEVs), in particular in terms of efficient use and recovery of energy. However, the next generation of electric drivetrains should be conceived to also take into account design for manufacturing, low weight and material cost.

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

—Functional system integration of electric machines (e.g. high speed motors) with transmissions, optimisation of energy recovery with the integration of braking systems.

—Lower cost electric machines through reduced need for rare earth magnets and designs optimised for lower cost manufacturing processes.

—Integration of power electronics with battery charging functions together with associated control and of wide bandgap semiconductors providing high temperature, high power density, and high frequency capabilities.

—Modular electric power train components compatible with both full electric and hybrid applications, sub-systems and topologies with enhanced NVH⁶³, reliability, safety and fault tolerance and robustness, fit for mass manufacturing.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 and 10 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

⁶³ Noise, vibration and heat.

Expected Impact: Actions will lead to the next generation electric drives, with reduced costs through systems integration and optimised design and configuration of motors and power electronics for volume manufacturing processes. Therefore, actions under this topic are expected to contribute to the achievement of climate action and sustainable development objectives. The expected impacts from actions will be demonstrated on full size working prototypes as follows:

—An incremental reduction in total motor and power electronics system costs through optimised design for manufacture.

—A 30% increase in specific torque and specific power of electric motors with a 50% increase in maximum operating speed whilst halving motor losses.

—A 50% increase in the power density of motor power electronics, a 50% reduction in losses and the ability to operate with the same cooling liquids and temperatures used for the combustion engine in hybrid configurations.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-05-2017: Electric vehicle user-centric design for optimised energy efficiency

Specific Challenge: Increasing the range of vehicles, and in particular EVs, requires the minimisation of the overall energy consumption of which a significant share, depending strongly on the ambient conditions, is often due to the systems (for de-icing/de-fogging, heating, cooling, etc.) required to ensure the safety, comfort and well-being of the vehicle occupants. Correspondingly, there is a need to focus on all aspects of the user-centric design of EVs (mainly cars, with potential synergies with heavier vehicles) from the perspective of energy consumption in order to develop advanced solutions which will enable the range of the vehicle to be increased significantly without compromising safety, EV users requirements, all factors that directly affect the competitiveness of EVs with respect to conventional vehicles.

Scope: Proposals should address all the following aspects:

—Analysis of all aspects of the user-centric design of vehicles which directly or indirectly impact energy consumption in a significant way (including visibility, thermal comfort, HMI, ergonomics, postural comfort, noise and vibration, etc.) that may require the development of new methodologies and design tools. Consideration should be taken of gender aspects and other demographic factors such as ageing.

—Development of solutions, including the application of novel materials, to improve the thermal insulation of vehicles and hence reduce the energy consumption needs over a wide range of ambient conditions.

—Integration of advanced systems and components, and their control, considering also preconditioning, in order to optimise occupant comfort and well-being with respect to energy consumption.

—Reducing the weight and thermal inertia of systems and components (including the windshield and window, seats, dashboard, trim, etc.) in the vehicle in order to improve efficiency without reducing performance.

—Implementation and testing of the different solutions at the full vehicle level in order to ensure that the safety (including during and after crash) and perception of comfort and well-being remain uncompromised.

An assessment of the applicability of the solutions developed across different types of EVs should be carried out.

The Commission considers that proposals requesting a contribution from the EU of between EUR 7 and 10 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions are expected to increase 25% the electric drive range of EVs across a wide extent of ambient conditions. This improvement will be achievable on production in the short- to medium-term. Actions will contribute to climate action and sustainable development objectives by achieving an improved energy efficiency without compromising in terms of both the performance of the respective systems and components (including de-icing/de-fogging, heating, cooling, lighting) and the safety, comfort and well-being of the vehicle occupants. Furthermore, through comprehensive impact assessment, the solutions will be demonstrated to be viable in terms of cost and production, and the potential improvement in the competitiveness of EVs with respect to conventional vehicles in the long-term will be analysed.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-06-2017: Physical integration of hybrid and electric vehicle batteries at pack level aiming at increased energy density and efficiency

Specific Challenge: In order to make hybrid, plug-in hybrid and fully electric vehicles fit for the mass market, the energy density and efficiency of battery packs need to increase so that this results in higher electric ranges. Besides research on advanced electro-chemistries, the integration of batteries primary cells into battery packs has a major role to play. Advanced physical integration technologies for high energy/power density battery packs should take into account safety and modularity aspects as well as related production and testing methods in order to maintain the strength of the European automotive supply industry in this area Even

though the solutions for system integration depend on the properties of the cells and their control, the further development of electro chemical and battery management systems is not a subject of this call.

Scope: Proposals should address all the following aspects:

- Thermal, electrical and mechanical design of battery systems based on lithium and post lithium cells (if available on the market, excluding electrochemistry work) aiming at highly increased energy density and modularity.
- Design for manufacturing, recycling and second use.
- Prototyping and mass-production technologies for battery systems.
- Demonstration of performance, lifetime and safety behaviour including bench testing and demonstration under real life conditions in vehicles.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 and 7 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions will result in:

- Energy density improvement of battery packs in the order of 15-20%
- Battery integration costs (excluding cell cost) reduced by 20 to 30%
- Strengthening the EU value chain, from design and manufacturing to dismantling and recycling.
- Contributing to climate action and sustainable development objectives

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-07-2017: Multi-level modelling and testing of electric vehicles and their components

Specific Challenge: Detailed modelling and testing at component and sub-component level (for instance in electrochemistry and electromagnetics) can be used to improve the understanding and design capabilities for higher performance and lower cost, allowing to recover or maintain technological leadership in key sectors of the EV value chain. Whenever the knowledge is fragmented, a truly European effort is preferred to help shorten the development and validation time of the tools. New technologies and new materials will enable further improvements in EV-efficiency but will also add complexity in control, calibration and safety analysis. Novel tools are required particular for covering the entire chain of

integration into vehicles and subsystems. Consequently there is a need for advanced testing methods and tools as well as scalable and easy to parameterise real-time models for usage in different development environments in order to ensure safety and improve efficiency of future EVs and hence reducing development and testing efforts significantly.

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

—Investigations on scalable real-time models for e-drive components (e-motor, batteries, inverters, fuel-cell, etc.) that seamlessly can be used for design, simulation, diagnosis and testing based on existing models and corresponding test and modelling procedures to automatically identify parameters of these models.

—Development of heterogeneous testing facility for electric traction drive and storage system that enable the functional optimisation, testing and diagnosis of new e-drive concepts at higher frequencies and voltages.

—Development of systems and methods to assess reliability, energy content and commercial certainty for battery systems at all levels of technology, from cell via packs, vehicles to recycling.

—Investigation on reliable and automated methods and procedures for parameter identification of physical and/or empiric models of batteries (state of charge and health, lifetime, etc.). Potential for international cooperation in establishing standard procedures should be explored.

—New tools and methods integrated with control development for improving safety analysis and reducing costs.

The Commission considers that proposals requesting a contribution from the EU of between EUR 4 and 10 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions on new testing and simulation tools and methods will lead (depending on the chosen scope) to a:

—Reduction of development and testing efforts for e-drivetrains by 40%

—Improved efficiency of e-drivetrains under real driving conditions by 20%, which will contribute to climate action and sustainable development objectives.

—Improved powertrain safety for all types of electrified vehicles by a factor of 10 with no additional expenses in safety studies.

—Increased collaboration between firms and academia and other projects with similar research activities and further leverage the EV-development ecosystem in Europe.

Type of Action: Research and Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

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.

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.

The Commission considers that proposals requesting a contribution from the EU of between EUR 5 and 15 million each depending on the number of developed vehicles and charging technologies would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: All actions will 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 action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-09-2017: Aerodynamic and flexible trucks

Specific Challenge: The energy efficiency of logistics and co-modal transportation needs to be significantly improved, since road haulage represents the dominant share of CO₂ emissions and energy consumption. Adaptable and configurable complete truck concepts and architectures can significantly contribute to improving road haulage energy efficiency, by improving aerodynamics and energy efficiency, while contributing to meet future logistics and co-modality needs for different segments and markets. Industry, authorities and policy-makers should collaborate on standardisation issues in order to allow the use of configurable trucks in road haulage. The present regulatory framework is not conducive to some of the developments suggested above. Revisions of existing regulations are needed and could benefit from results of this action, e.g. the present work with Directive 96/53/EC, which will allow greater flexibility in terms of vehicle length provided improvements in efficiency and safety can be demonstrated.

Scope: Proposals should address the following aspects:

- Map, quantify and predict the type of loads carried on roads in Europe and define potential solutions for configurable trucks.
- Develop new concepts and technologies for trucks with reduced drag, which are safer, comfortable, configurable and cost effective, and ensure satisfaction of different kinds of customer needs and adaptability to actual type of tasks and circumstances.
- Provide inputs for revising the standardisation and regulatory framework.
- Demonstrate potential in real time vehicle boundary configuration for best aerodynamics and energy management adapting to the specific load.

The Commission considers that proposals requesting a contribution from the EU of between EUR 7 and 10 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: Actions will contribute to climate action and sustainable development objectives by targeting overall efficiency gains of at least 18-33% demonstrated on real platforms, broken down as follows:

- 4-5% improvement in energy efficiency by separate platforms for volume and weight freight, respectively.
- 4-6% improvement in energy consumption due to more effective loading space utilisation.

—5–12% energy efficiency improvement (depending on traffic circumstances) from the integration of more elaborate flexible powertrains.

—5–10% improvement in energy consumption due to improved truck aerodynamics.

—Standardised interfaces and the resulting sharing of components leading to higher economies of scale.

—The innovative front end design will increase energy absorption for vehicles and for pedestrians to ensure survivability in crashes up to 50 km/h.

Type of Action: Innovation action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

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.

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 impact in this topic, the focus of investments planned in these proposals should be on the demonstration of the potential market penetration of EL-Vs in different European cities, rather than purchasing the actual vehicles and their appropriate infrastructure.

This topic is particularly relevant for SME participation.

The Commission considers that proposals requesting a contribution from the EU of between EUR 7 to 10 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: As described in the specific challenge above, 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 action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-11-2016: Stimulating European research and development for the implementation of future road transport technologies⁶⁴

Specific Challenge: The objective of this topic is to define and promote research priorities for sustainable road transport in Europe. It calls for a Coordination and Support Action to assist ERTRAC, the European Technology Platform for road transport, the European Green Vehicle Initiative PPP, the European Commission and Member States in defining the research needs for their strategies and programmes in order to achieve the objectives of the Energy Union and other European policies and further on the vision of the White Paper 2011 for a competitive and resource-efficient future transport system.

Scope: Proposals should consider a comprehensive approach ranging from components to system integration and including enabling technologies and other transport modes, where relevant. They should address all the following aspects:

- Updating of research agendas and roadmaps as developed by the European Technology Platform ERTRAC (European Road Transport Research Advisory Council) and the European Green Vehicle Initiative (EGVI).
- Monitoring of road transport research projects and their impacts from relevant European programmes (Horizon2020, ENT, JU, etc.) and organisation of workshops to present and discuss results, trends, exchange experience and foster innovation aspects.
- Definition of multi-annual and more precise annual implementation plans as input for the programmes of the EU and Member States.
- Identification of actions to support education, training, standardisation and business models.
- Identification of barriers for the deployment of research results and improvement of framework conditions.
- Fostering of the links between ERTRAC and the national technology platforms for road transport existing at national level in Europe.
- Organisation of dissemination activities for ERTRAC and EGVI. These activities should also target emerging economies within Asia and Latin America.

⁶⁴ 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.

—Facilitating exchange between cities in Europa, Asia and Latin America, initiate pilot actions and develop pre-feasibility studies for cities in emerging economies, and twin EU and international projects on urban electric mobility.

—Track global progress on urban electric mobility and support UN activities, such as the Urban Electric Mobility Initiative (UEMI).

The implementation requires close collaboration with the leading stakeholders in transport RTD in Europe. This includes Original Equipment Manufacturers, supply industry, research and engineering organisations, as well as other multipliers such as ETPs dealing with transport research and innovation, EGVI, the ENT, the EU, and Member States. In line with the strategy for EU international cooperation in research and innovation⁶⁵, international cooperation is encouraged with key emerging countries, in particular China and Brazil.

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 3.5 million each would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

Expected Impact: This action will bring together the leading European stakeholders in road transport research to monitor projects, develop roadmaps, and support their implementation. It will contribute to a further harmonisation of research and innovation, and therefore contribute to the European Research Area, in particular also in the view of innovation, as well as to the European strategies for a future transport system. The action will also accelerate time to market of new mobility solutions. In addition, this initiative will contribute to climate action and sustainable development objectives.

Type of Action: Coordination and support action

The conditions related to this topic are provided at the end of this call and in the General Annexes.

GV-12-2016: ERA-NET Co-fund on electromobility⁶⁶

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

⁶⁵ COM(2012)497

⁶⁶ 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.

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.

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 funding⁶⁷ may nonetheless request a Union contribution to cover the coordination costs of additional activities on the basis of the ERA-NET unit cost.

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.

⁶⁷ http://ec.europa.eu/research/participants/docs/h2020-funding-guide/cross-cutting-issues/international-cooperation_en.htm

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

The conditions related to this topic are provided at the end of this call and in the General Annexes.

Conditions for the Call - 2016-2017 Green Vehicles

Opening date(s), deadline(s), indicative budget(s):⁶⁸

| Topics (Type of Action) | Budgets (EUR million) | | Deadlines |
|---|-----------------------|--------|-------------|
| | 2016 | 2017 | |
| Opening: 15 Oct 2015 | | | |
| GV-02-2016 (RIA) GV-03-2016 (IA) | 65.00 | | 26 Jan 2016 |
| GV-11-2016 (CSA) | 3.50 | | 26 Jan 2016 |
| GV-12-2016 (ERA-NET-Cofund) | 10.00 | | |
| Opening: 04 Oct 2016 | | | |
| GV-01-2017 (IA) GV-04-2017 (RIA) GV-05-2017 (RIA) GV-06-2017 (IA) GV-07-2017 (RIA) GV-08-2017 (IA) GV-09-2017 (IA) GV-10-2017 (IA) | | 128.00 | 01 Feb 2017 |

⁶⁸ The Director-General responsible for the call may decide to open the call up to one month prior to or after the envisaged date(s) of opening.

All deadlines are at 17.00.00 Brussels local time.

The Director-General responsible may delay the deadline(s) by up to two months.

The deadline(s) in 2017 are indicative and subject to a separate financing decision for 2017.

The budget amounts for the 2016 budget are subject to the availability of the appropriations provided for in the draft budget for 2016 after the adoption of the budget 2016 by the budgetary authority or, if the budget is not adopted, as provided for in the system of provisional twelfths.

The budget amounts for the 2017 budget are indicative and will be subject to a separate financing decision to cover the amounts to be allocated for 2017.

HORIZON 2020 - Work Programme 2016 - 2017
Smart, green and integrated transport

| | | | |
|---------------------------|-------|--------|--|
| Overall indicative budget | 78.50 | 128.00 | |
|---------------------------|-------|--------|--|

Indicative timetable for evaluation and grant agreement signature:

For single stage procedure:

- Information on the outcome of the evaluation: Maximum 5 months from the final date for submission; and
- Indicative date for the signing of grant agreements: Maximum 8 months from the final date for submission.

Eligibility and admissibility conditions: The conditions are described in parts B and C of the General Annexes to the work programme.

Evaluation criteria, scoring and threshold: The criteria, scoring and threshold are described in part H of the General Annexes to the work programme.

Evaluation Procedure: The procedure for setting a priority order for proposals with the same score is given in part H of the General Annexes.

The full evaluation procedure is described in the relevant [guide](#) published on the Participant Portal.

Consortium agreement: Members of consortium are required to conclude a consortium agreement, in principle prior to the signature of the grant agreement.

SME INSTRUMENT

Full details on the continuously open SME instrument call (H2020-SMEInst-2016-2017) are provided under the Horizon 2020 Work Programme Part – Innovation in SMEs (Part 7 of this Work Programme).

This Work Programme part contributes the following challenges of the SME instrument call:

—SMEInst-10-2016-2017. Small business innovation research for transport and smart cities mobility

The European transport sector must have the capacity to deliver the best products and services, in a time and cost efficient manner, in order to preserve its leadership and create new jobs, as well as to tackle the environmental and mobility defies. The role of SMEs to meet these challenges in all the areas of the Transport Specific Programme⁶⁹ is critical as they are key players in the supply chains. Enhancing the involvement of weaker players in innovation activities as well as facilitating the start-up and emergence of new high-tech SMEs is of paramount importance. SMEs are pivotal for delivering the innovations needed for greater sustainable and smarter mobility, better accessibility and logistics serving business and citizens, and thus higher economic growth, in a context where the majority of population lives in urban and urbanised areas. Actions to develop new services, products, processes, technologies, systems and combinations thereof that contribute to achieving the European transport and mobility goals defined in the 2011 Transport White Paper could be particularly suited for this call.

⁶⁹ Council Decision of 3 December 2013 establishing the specific programme implementing Horizon 2020 - the Framework Programme for Research and Innovation (2014-2020), Part III – 4. Smart, green and integrated transport.

FAST TRACK TO INNOVATION PILOT

Full details on this pilot are provided in the separate call for proposals under the Horizon 2020 Work Programme Part – Fast Track to Innovation Pilot (Part 18 of this Work Programme).

Other actions⁷⁰

1. Horizon prize for the cleanest engine retrofit⁷¹

European citizens in many urban areas suffer from serious health impacts due to air quality issues⁷². These are in part due to the fact that current engines, while certified on test stands according to the Euro standards in force, exhibit higher noxious emissions while driving, for example for NO_x in cars powered by diesel engines⁷³ or for particles in direct injections gasoline engines⁷⁴. The prize aim at spurring the development of engine and powertrain technologies using conventional fuels to reduce emissions of pollutants in real driving conditions to the lowest level possible, in order to improve air quality issues in European cities.

To tackle these air quality issues it is important to address the problem on two different fronts: 1) the existing fleet; and 2) future vehicles. This prize aims at reducing the pollution produced by the existing fleet by promoting the development of retrofittable technology (i.e. devices or modification of existing engines), addressing the existing diesel-powered fleet. Another prize (see Other Actions – 2) will instead address future vehicles with a higher level of ambition.

Submissions shall greatly reduce noxious emissions in real driving conditions without significantly increasing fuel consumption, while providing sufficient dynamic performance for normal vehicle driving. Cars in which the improvements are achieved by using fuels or stored energy other than the main fuel (i.e. plug-in electricity, hybrids with large batteries, stored compressed gases, etc.) are excluded⁷⁵.

The target audience are individuals, SMEs, research centres, universities suppliers of components and car manufacturers that can develop innovative solutions while finding new opportunities for the creation of jobs and growth. Consortia among several of the above described types of entities are also encouraged to cover the wide, multidisciplinary expertise needed to tackle the challenge.

⁷⁰ The budget amounts for the 2016 budget are subject to the availability of the appropriations provided for in the draft budget for 2016 after the adoption of the budget 2016 by the budgetary authority or, if the budget is not adopted, as provided for in the system of provisional twelfths.

The budget amounts for the 2017 budget are indicative and will be subject to a separate financing decision to cover the amounts to be allocated for 2017.

⁷¹ 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.

⁷² http://www.eea.europa.eu/publications/air-quality-in-europe-2014/at_download/file

⁷³ http://ec.europa.eu/clima/policies/transport/vehicles/docs/2011_pems_jrc_62639_en.pdf

⁷⁴ <http://www.aecc.be/content/pdf/2014-01-1581.pdf>

⁷⁵ Small quantities of additives and low levels of hybridisation are allowed.

The specific rules of the contest will be published in 2016 by the European Commission⁷⁶, whose services will directly launch and manage the contest and award the prize based on the judgement of independent experts.

The following additional information will be laid down in the rules of contest(s) to be published:

- Arrangements and final date for the submission of entries.
- Arrangements for the payment of prize(s) to the winner(s) after their award.
- The conditions for cancelling the contest(s): If the targets are achieved by an entity not participating in the prize.
- Hearings: in order to support the contestants, the Commission might organise events and workshops to clarify any issues with the measurement procedures and the regulation in general.

Rules for exploitation and dissemination of results additional to those laid down in the Rules for Participation, if any: IPR will remain with the winners with an obligation of exploiting the technology. If a winner fails to exploit the technology within 3 years, it must give a free licence to any third party established in the EU Member States or Associated Countries to exploit the technology under the conditions set out in the Rules of Contest.

Expected results: Performance will have to be demonstrated by providing a complete vehicle for real drive testing. . This will allow verification that such retrofitted vehicles will have much lower noxious emissions in real driving than equivalent vehicles currently on the road. The implementation of the technology will extend the life of retrofitted vehicles while greatly reducing their impact on the urban environment and could allow city authorities to consider measures to encourage their use to solve air quality issues.

Eligibility criteria: The contest will be open to any legal entity (including natural persons) or groups of legal entities.

Exclusion criteria foreseen in the provisions of articles 106(1), 107, 108 and 109 of the Financial Regulation (regulation 966/2012) will apply. Contestants that have already received an EU or Euratom prize cannot receive a second prize for the same activities.

Essential award criteria: The prize will be awarded, after closure of the contest, to the contestants who in the opinion of the jury demonstrate a solution (which is at least a system prototype demonstrated in an operational environment) that best addresses the following cumulative criteria⁷⁷: demonstrate the reduction of emissions of NO_x, particle numbers, CO, hydrocarbons in real driving down to the levels that will be defined in the prize regulation specifications and according to the weighting methodology defined therein, while ensuring

⁷⁶ On the Participant Portal but also actively publicised elsewhere to maximise participation.

⁷⁷ Further clarification of these criteria will be published in the Rules of Contest.

low levels of undesired non-regulated pollutants. The specific limits and the procedures to assess the engine/powertrain/car will be described in detail in the prize regulation specifications.

Indicative timetable of contest(s):

| Stages | Date and time or indicative period |
|--|------------------------------------|
| Opening of the contest | 1st quarter of 2016 |
| Deadline for submission of application | 2nd quarter of 2017 |
| Evaluation and solutions demonstration (if applicable) | 3rd quarter of 2017 |
| Award of the prize | 4th quarter of 2017 |

Type of Action: Inducement prize

The common Rules of Contest for Prizes are provided in part F of the General Annexes.

Indicative budget: EUR 1.50 million from the 2016 budget (for one prize)

2. Horizon prize for the cleanest engine of the future⁷⁸

Health impacts due to air quality issues⁷⁹ in European cities need to be addressed in the long term along with the decarbonisation of transport. Current engines are certified on test stands, both for noxious emissions, fuel consumption and CO₂ emissions, according to the regulations in force. However, in both cases, emissions are significantly higher while driving, for example for NO_x in cars powered by diesel engines⁸⁰, for particles in direct injection gasoline engines⁸¹, and for CO₂ for all types of engines and fuels. The prize aim at spurring the development of engine and powertrain technologies using conventional fuels that reduce emissions of pollutants in real driving conditions to the lowest level possible, in order to improve air quality issues in European cities, while at the same time delivering better fuel economy and CO₂ emissions under the same realistic test conditions.

⁷⁸ 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.

⁷⁹ http://www.eea.europa.eu/publications/air-quality-in-europe-2014/at_download/file

⁸⁰ http://ec.europa.eu/clima/policies/transport/vehicles/docs/2011_pems_jrc_62639_en.pdf

⁸¹ <http://www.aecc.be/content/pdf/2014-01-1581.pdf>

To tackle air quality issues it is important to address the problem on two different fronts: 1) the existing fleet; and 2) future vehicles. While the retrofit prize (see Other Actions – 1) addresses the existing fleet, this prize aims at reducing the pollution produced by future new vehicles using either gasoline or diesel fuels and their low biofuel blends available on the market.

Submissions shall aim at very significant noxious emissions improvements while at the same time reducing fuel consumption and CO₂ emissions and providing sufficient dynamic performance for normal vehicle driving. Powertrains/cars in which the improvements are achieved by using significant amounts of fuels or stored energy other than the main fuel (i.e. plug-in electricity, mild and full hybrids, stored compressed gases, etc.) are excluded.

The target audience are individuals, SMEs, research centres, universities, suppliers of components and car manufacturers that can develop innovative solutions while finding new opportunities for the creation of jobs and growth. Consortia among several of the above described types of entities are also recommended to cover the wide, multidisciplinary expertise needed to tackle the challenge.

The specific rules of the contest will be published in 2016 by the European Commission⁸², whose services will directly launch and manage the contest and award the prize based on the judgement of independent experts.

The following additional information will be laid down in the rules of contest(s) to be published:

- Arrangements and final date for the submission of entries.
- Arrangements for the payment of prize(s) to the winner(s) after their award.
- The conditions for cancelling the contest(s): If the targets are achieved by an entity not participating in the prize.
- Hearings: in order to support the contestants, the Commission might organise events and workshops to clarify any issues with the measurement procedures and the regulation in general.

Rules for exploitation and dissemination of results additional to those laid down in the Rules for Participation, if any: IPR will remain with the winners with an obligation of exploiting the technology. If a winner fails to exploit the technology within 5 years, it must give a licence at fair and reasonable conditions to any third party established in the EU Member States or Associated Countries to exploit the technology under the conditions set out in the Rules of Contest.

Expected results: Performance will have to be demonstrated by providing for real drive testing a complete vehicle. This will allow verification that the vehicle will have much lower noxious

⁸² On the Participant Portal but also actively published elsewhere to maximise participation.

emissions in real driving conditions than today's vehicles, thus making these vehicles fully sustainable in the urban environment and contributing to the elimination of pollution peaks of particles, NO_x and ozone.

Eligibility criteria: The contest will be open to any legal entity (including natural persons) or groups of legal entities.

Exclusion criteria foreseen in the provisions of articles 106(1), 107, 108 and 109 of the Financial Regulation (regulation 966/2012) will apply. Contestants that have already received an EU or Euratom prize cannot receive a second prize for the same activities.

Essential award criteria: The prizes will be awarded, after closure of the contest, to the contestants who in the opinion of the jury demonstrate a solution (which is at least a system prototype demonstrated in an operational environment) that best addresses the following cumulative criteria⁸³: demonstrate the reduction of emissions of NO_x, Particle Number, CO, hydrocarbons in real driving conditions and a reduction of fuel consumption down to the limits and according to the weighing methodology that will be defined in the prize regulation specifications, while ensuring low levels of undesired non-regulated pollutants. The specific limits and the procedures to assess the engine/powertrain/car will be described in detail in the prize regulation specifications.

Indicative timetable of contest(s):

| Stages | Date and time or indicative period |
|--|------------------------------------|
| Opening of the contest | 1st quarter of 2016 |
| Deadline for submission of application | 4th quarter of 2019 |
| Evaluation and solutions demonstration (if applicable) | 1st quarter of 2020 |
| Award of the prize | 2nd quarter of 2020 |

Type of Action: Inducement prize

The common Rules of Contest for Prizes are provided in part F of the General Annexes.

Indicative budget: EUR 3.50 million from the 2016 budget (for one prize)

⁸³ Further clarification of these criteria will be published in the Rules of Contest

3. External expertise for monitoring

This action will support the use of appointed independent experts for the monitoring of running projects, where appropriate, as well as for the evaluation of applications submitted to prize contests.

Type of Action: Expert Contracts

Indicative timetable: Along 2016 and 2017

Indicative budget: EUR 0.25 million from the 2016 budget and EUR 0.25 million from the 2017 budget

4. External expertise to advise on EU research and innovation policy⁸⁴

This action will support the provision of independent expertise in support of the design and implementation of EU research policy. Experts with contract will work in the following domains:

—Analysis, design and implementation of strategic transport technology options and actions (e.g. Strategic Transport Research and Innovation Agenda in the framework of the Energy Union).

—International cooperation in Transport research and innovation.

The activities carried out by the experts will be essential to the development and monitoring of the above-mentioned policy areas. The advice provided by the experts will focus on transport science and technology options in relation to policy goals and international cooperation priorities, without which the policy would not reach its objective.

The individual expert's tasks will include attending meetings and remote drafting work. The experts will be highly qualified and specialised, and will be selected on the basis of objective criteria, following an open call for expressions of interest. A special allowance of EUR 450/day will be paid to the experts appointed in their personal capacity who act independently and in the public interest.

Type of Action: Expert Contracts

Indicative timetable: Along 2016 and 2017

Indicative budget: EUR 0.20 million from the 2016 budget and EUR 0.20 million from the 2017 budget

⁸⁴ 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.

5. Sustainable infrastructure charging⁸⁵

A number of studies have looked at negative external effects of transport, attempting to estimate costs to society that are not paid for by the transport user. Nevertheless, gaps exist in the information that has been collected so far, while differences in methodologies lead to significantly different results.

In order to be able to compare revenues from existing instruments like transport taxes , charges and tolls in Europe to total external cost, EU-wide information on infrastructure costs would be necessary. Rough estimates exist for road infrastructure costs, however not even such indicative overview is available in the case of other modes. Estimates exist only in certain countries. An in-depth study on transport infrastructure accounts of Member States could provide the missing information. Also data on revenues and their use is not complete and should be further developed, e.g. on the total revenues from fees and tolls in road transport. The study should also look at subsidies.

With regard to methodology, a recent study using new evidence and a different approach has arrived to considerably greater impact in the case of air pollution than previously reported. For road transport, estimates vary between EUR 50 and 300 billion yearly. A project looking at real-life emissions and the differences in possible methodologies could establish the state-of-the-art regarding the external costs of transport. The results could lead to the revision of unit values (marginal/average external costs) that could be used to set external cost charges.

Type of Action: Public Procurement - one or two service contracts

Indicative timetable: Launch of call: 3rd quarter of 2016 — Expected start of contract: 2nd quarter of 2017

Indicative budget: EUR 1.00 million from the 2016 budget

6. ELTIS: supporting exchange of knowledge, information and experiences in the field of urban mobility⁸⁶

The ELTIS urban mobility observatory is the Europe's leading information portal on urban mobility and transport. With its large database with details on innovative and best practice solutions/approaches, it facilitates the exchange of knowledge, information and experiences. ELTIS aims to bridge the gap between scientific knowledge and research and innovation on one side and the needs of European practitioners and policy-makers working in the urban mobility and transport field as well as in related disciplines, including urban and regional development, health, energy and the environment.

⁸⁵ 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.

⁸⁶ 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.

Type of Action: Public Procurement - one service contract

Indicative timetable: Launch of call: 4th quarter of 2016, Expected start of contract: 2nd quarter of 2017

Indicative budget: EUR 2.00 million from the 2016 budget

7. The role of urban mobility in supporting the 2011 White Paper objectives - data collection⁸⁷

Urban transport requires particular attention in view of achieving the general objectives of the 2011 White Paper, while limited information is available at urban level. An EU level survey on passenger mobility and urban logistics patterns would help closing such information gap. The use of innovative technology for the survey should also be investigated.

In addition, proper cost-benefit analysis of various means of transport in the urban environment should be better explored. New technologies allow for different solutions that might complement or replace existing transport solutions e.g. car sharing versus public transport. In order to foster the future developments and affect the behaviour of the European cities' inhabitants there is a need for reliable information on opportunity costs/ externalities of all means of urban mobility e.g. the total costs of public transport or parking fee revenues are aspects to be carefully taken into account when promoting one mode over the other.

Type of Action: Public Procurement - one service contract

Indicative timetable: Launch of call : 3rd quarter of 2016, expected start contract : 2nd quarter of 2017

Indicative budget: EUR 1.90 million from the 2017 budget

8. Establishment of Transport Research and Innovation Monitoring and Information System (Part A - Administrative arrangement with JRC)⁸⁸

Regular and reliable information provision to policy-makers and private-sector stakeholders is necessary for evidence-based policy and decision making. In addition, the provision of comprehensive information on transport research and innovation can facilitate the monitoring and steering of the development and deployment of innovative solutions, as well as the assessment of the effects of the research funds and projects in the field of transport. Certain steps towards collecting valuable information (such as initiatives like ERA-WATCH or

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projects like TRIP) have already been taken, but they only provide partial information, while a general source of information and data on transport research and innovation is still missing.

In order to meet these challenges, the Commission intends to establish a Transport Research and Innovation Monitoring and Information System (TRIMIS). TRIMIS will become the Commission's instrument for mapping technology trends and research and innovation capacities. TRIMIS should cover the following aspects:

- Set up a transport innovation database and assess policy implications.
- Monitor EU supported R&I projects, assess and consolidate findings.
- Map R&I capacities of the European transport sector.
- Support the development, updating and monitoring of strategic roadmaps.
- Prepare and maintain a transport R&I scoreboard.
- Set up and maintain a document repository.
- Develop a public TRIMIS website, gradually incorporating functionalities of the Commission Transport Research and Innovation Portal (TRIP).

By serving as a single point, which will gather and systematise all relevant information about transport research and innovation activities at the EU and Member States level, TRIMIS is expected to contribute to the provision of up to date, reliable information in support of the research community, transport stakeholders and policy makers, facilitate information exchange between partners, and act as a monitoring system of progress against agreed roadmaps.

This action will be undertaken by the Joint Research Centre, but certain elements are expected to be implemented with the use of public procurement (see Part B).

Type of Action: Provision of technical/scientific services by the Joint Research Centre

Indicative timetable: 1st quarter of 2016 for the Administrative Arrangement

Indicative budget: EUR 2.50 million from the 2016 budget

9. Establishment of Transport Research and Innovation Monitoring and Information System (Part B - Public Procurement)⁸⁹

Placeholder

⁸⁹ 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.

This action is described in Part A and will be undertaken mainly by the Joint Research Centre. Certain elements are expected to be implemented with the use of public procurement. Further information will be provided in the revision of this Work Programme in 2016.

Type of Action: Public Procurement - one contract

Indicative timetable: Launch of call 1st quarter 2017 - Expected start of contract : 3rd quarter of 2017

Indicative budget: EUR 1.50 million from the 2017 budget

10. Dissemination and exploitation of results⁹⁰

The challenge is to exploit the knowledge from projects in the field of transport, funded under FP7 and Horizon 2020. Projects that are at a short distance from market application may need some assistance in defining their strategy towards exploitation, in developing their business plan, in identifying the risks and opportunities, and in finding investors and other exploitation partners. For this, the Commission will offer a targeted service linked to the TRL level of the project, through procurement contracts.

Type of Action: Public Procurement - one or several specific contract(s)

Indicative timetable: 4th quarter of 2016

Indicative budget: EUR 0.20 million from the 2017 budget (Use of an existing framework contract)

11. Support to the development, implementation, monitoring and evaluation of transport research and innovation policy activities⁹¹

The action will focus on three types of activities:

—Technical assistance, and economic and policy analysis to support various aspects of the research and innovation policy relevant in one or more areas of transport and related sectors. The areas concerned are: a) urban mobility (including links with urban policy and smart cities actions); b) logistics; c) intelligent transport systems; d) infrastructure; e) road safety; f) socio-economic and behavioural research and forward looking activities for policy making; and g) international cooperation.

—Communication activities, such as meetings, conferences (including TRA ⁹²) and publications, that could support dissemination of knowledge and information to interested

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organisations and individuals, as well as development of new forms of cooperation and information exchange between interested organisations and individuals.

—Supporting new forms of innovation in the transport and mobility sector, as well as new forms of supporting innovation, e.g. start-up support, new business models, cooperation with organisations outside the sector, supporting transport innovation investment communities and intermediaries.

Type of Action: Public Procurement - 5-10 service contracts

Indicative timetable: 1st quarter of 2016 onwards

Indicative budget: EUR 1.00 million from the 2016 budget

⁹² Transport Research Arena.

HORIZON 2020 - Work Programme 2016 - 2017
Smart, green and integrated transport

Budget⁹³

| | Budget line(s) | 2016 Budget (EUR million) | 2017 Budget (EUR million) |
|---|-----------------------|------------------------------|------------------------------|
| Calls | | | |
| H2020-MG-2016-2017 | | 210.10 | 225.50 |
| | <i>from 06.030301</i> | 68.00 | 75.00 |
| | <i>from 08.020304</i> | 142.10 | 150.50 |
| H2020-ART-2016-2017 | | 64.00 | 50.00 |
| | <i>from 06.030301</i> | 13.00 | |
| | <i>from 08.020304</i> | 51.00 | 50.00 |
| H2020-GV-2016-2017 | | 78.50 | 128.00 |
| | <i>from 08.020304</i> | 78.50 | 128.00 |
| Contribution from this part to call H2020-BG-2016-2017 under Part 9 of the work programme | | 9.00 | 8.00 |
| | <i>from 08.020304</i> | 9.00 | 8.00 |
| Contribution from this part to call H2020-FTIPilot-2016 under Part 18 of the work programme | | 14.65 | |
| | <i>from 06.030301</i> | 4.39 | |
| | <i>from 08.020304</i> | 10.26 | |

⁹³ The budget figures given in this table are rounded to two decimal places.

The budget amounts for the 2016 budget are subject to the availability of the appropriations provided for in the draft budget for 2016 after the adoption of the budget 2016 by the budgetary authority or, if the budget is not adopted, as provided for in the system of provisional twelfths.

The budget amounts for the 2017 budget are indicative and will be subject to a separate financing decision to cover the amounts to be allocated for 2017.

HORIZON 2020 - Work Programme 2016 - 2017
Smart, green and integrated transport

| | | | |
|---|-----------------------|---------------|---------------|
| Contribution from this part to call H2020-SMEInst-2016-2017 under Part 7 of the work programme | | 57.57 | 61.23 |
| | <i>from 06.030301</i> | 15.72 | 16.93 |
| | <i>from 08.020304</i> | 41.85 | 44.30 |
| Other actions | | | |
| Prize | | 5.00 | |
| | <i>from 08.020304</i> | 5.00 | |
| Expert Contracts | | 0.45 | 0.45 |
| | <i>from 08.020304</i> | 0.45 | 0.45 |
| Provision of technical/scientific services by the Joint Research Centre | | 2.50 | |
| | <i>from 06.030301</i> | 2.50 | |
| Public Procurement | | 4.00 | 3.60 |
| | <i>from 06.030301</i> | 3.00 | 3.40 |
| | <i>from 08.020304</i> | 1.00 | 0.20 |
| Contribution from this part to action Delegation Agreement ELENA (European Local Energy Assistance) under Part 10 of the work programme | | 5.00 | 10.00 |
| | <i>from 06.030301</i> | 5.00 | 10.00 |
| Estimated total budget | | 450.77 | 486.78 |