

# ***Future Travelling***

## ***The ERA-NET TRANSPORT III (ENTIII) Flagship Call Initiative 2013***

Fostering Research Cooperation in the domains of  
“Future Vehicle Technologies” and “Traveller of the future”

### **Guide for Applicants**

April 26th, 2013

## List of Content

|  |    |
|--|----|
| <b>1. The Flagship Call 2013 “Future Travelling” in brief</b>  | 3  |
| <b>2. Introduction</b>   | 3  |
| 2.1 Background and Context   | 3  |
| 2.2 Scope and Objectives   | 3  |
| <b>3. Call domains and content related specifications</b>  | 4  |
| 3.1 Domain I: Future Vehicle Technologies  | 4  |
| 3.1.1 Context and state-of-the-art   | 4  |
| 3.1.2 Content and research questions   | 4  |
| 3.2 Domain II: Traveller of the future   | 5  |
| 3.2.1 Context and state-of-the-art   | 5  |
| 3.2.2 Content and research questions   | 7  |
| <b>4. Formal conditions for participation</b>  | 10 |
| 4.1 General modalities for applicants  | 10 |
| 4.2 Eligible research groups   | 10 |
| 4.3 Eligible domains and available budgets per country/region (Overview)                               | 10 |
| 4.4 Type of research   | 12 |
| 4.5 Project types in relation to the call domains  | 12 |
| 4.6 Funding rates  | 12 |
| 4.7 Project duration   | 12 |
| <b>5. Procedural overview and timeline</b>   | 13 |
| 5.1 Main process steps   | 13 |
| 5.2 Call Timeline  | 14 |
| <b>6. Evaluation and Project Selection</b>   | 15 |
| 6.1 Submission by applicants   | 15 |
| 6.2 National/regional evaluation   | 15 |
| 6.3 Common Criteria Set for Proposal Ranking   | 15 |
| <b>7. How to apply? Turning your idea into an effective proposal</b>                                   | 16 |
| 7.1 General explanations   | 16 |
| 7.2 About the EPSS   | 17 |
| 7.3 Submitting the proposal  | 18 |
| 7.4 About the deadline   | 18 |
| 7.5 Correcting or revising your proposal   | 19 |
| 7.6 Ancillary material   | 19 |
| 7.7 Withdrawing a proposal   | 19 |
| <b>8. Check list</b>   | 20 |
| 8.1 Hints for preparing your proposal  | 20 |
| 8.2 Final checks before submission   | 20 |
| 8.3 After submission   | 21 |
| <b>9. What happens next</b>  | 22 |
| 9.1 General information about next steps   | 22 |
| 9.2 Monitoring and Reporting   | 22 |
| 9.3 Dissemination, presentation at events and medial presence  | 22 |
| <b>10. Further information and help</b>  | 23 |
| <b>11. Glossary</b>  | 24 |
| <b>12. Annexes</b>   | 28 |
| 12.1 Annex 1: N/R specific definitions and Contact Points (in alphabetical order)                      | 28 |
| 12.2 Annex 2: Instructions for drafting "Part B" of your “Future Travelling” proposal (uploadable PDF) | 39 |

## 1. The Flagship Call 2013 “Future Travelling” in brief

Future vehicle technologies, novel information and communication systems, as well as social innovations and new organisational models, will help to create more sustainable mobility in European cities and at the same time ensure adequate accessibility and mobility options in rural areas.

Research in this field will now be addressed in a coordinated way in the “Future Travelling” call. More than 10 European countries and regions are providing **national/regional (n/r) research funds totalling about 10 Mio. €** for coordinated funding of RTI projects.

Research project proposals are welcome in the open call for **proposals between April 29th and November 4th 2013**.

## 2. Introduction

### 2.1 Background and Context

The ERA-NET TRANSPORT (ENT) has been evolving to strong network of national transport research programmes in Europe. By facilitating cooperation among publicly financed transport research programmes it is ENT’s goal to improve the outcome and quality of transport research in Europe.

Based on the learnings of previous ENT stages ERA-NET TRANSPORT III (ENTIII) is geared to establish large-scale cooperation actions (flagship initiatives) through the upcoming years, in order to bring research cooperation to the next level.

This call is designed to use national transport research funds more effectively by grouping and mobilising European research, innovation and technology competences in a way that promotes new and innovative transport solutions. It will make use of complementary expertise and skills, create transnational innovation chains, and increase the competitiveness of Europe’s transport industry by utilizing national transport research funds in a better coordinated way.

### 2.2 Scope and Objectives

Research, Technology and Innovation (RTI) is an indispensable contributor to move on towards a “Single European Transport Area” and to tackle transport related challenges<sup>1</sup>. As curbing mobility is not the most desirable option, new approaches are required to shape our “Future Travelling” by fostering the creation of a green, smart, safe, user-friendly, and efficient cross-modal transportation system at a national and EU level.

Research in the “Future Travelling” call will help to reduce Europe’s carbon emissions, improve air quality, less noise pollution, build social cohesion and link communities and support economic growth. This will ensure people and businesses have the transport connectivity they need to be able to respond as the world changes. Managing and improving connectivity and interchange will help to link businesses and markets, help to promote economic growth and make it easier for people to move around ensuring good connections at national level and across Europe. Fast and reliable journeys support business efficiency and are vital if Europe is to stay ahead of its international competitors and grow a strong pan-European economy.

The research will develop new knowledge on different aspects of travelling to encourage more sustainable travel patterns as well as better ways to help manage the risks related to the development, scaling-up and integration of technology solutions (technological and organisational innovations).

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<sup>1</sup> EC, Transport White Paper: A Roadmap to a Single European Transport System, 2011.

### 3. Call domains and content related specifications

Proposals can address aspects of both or either of the research questions in the following domains:

- **Future Vehicle Technologies** (technology oriented research domain)
- **Traveller of the Future** (social, organisational and technological research domain)

Cross-cutting between the domains (and related sub-domains) is possible, if both domains are supported by the respective n/r funding organisations (refer to chapter 4.3).

The domain related contents and research questions will be outlined in the following chapters.

#### 3.1 Domain I: Future Vehicle Technologies

##### 3.1.1 Context and state-of-the-art

Challenging European policy framework conditions in climate protection and reductions of pollutants both request breakthroughs in vehicle technologies. Therefore new propulsion systems and fuels are necessary to meet these goals. ENT should support their achievement by funding joint transnational R&D projects pursuing technical innovations for clean vehicles and sustainable mobility.

Many national strategies, programs and initiatives as well as European R&D-strategies and funding programmes (FP7, European Green Cars Initiative,...) have identified alternative propulsion systems and their corresponding energy carriers as key technologies for addressing successfully environmental and transport policy challenges and generating job opportunities in Europe. North America and Asia are investing heavily in these technologies and are in many cases already in a leading position compared with Europe, which makes catching-up even more important.

Electromobility has already been the focus of successful transnational cooperation in ENT covering fuel cell, hydrogen, battery and hybrid electric vehicles (ENT Action Group and Electromobility+ call) and met strong interest of the scientific community in the participating member states.

Fuel cell and hydrogen technologies are an especially promising option of electromobility opening the opportunity for long-range mobility. Furthermore Europe has a relatively sound position in this field and covering a broad range of engineering know how and products in industry and research on hydrogen production, storage, fuels cells for mobile applications.

Proposals under this domain shall here complement existing national, transnational and European research initiative by generating added value.

##### 3.1.2 Content and research questions

This call domain focuses on research and development of alternative propulsion systems including their energy supply for all surface modes and vehicle classes. Emphasis will here be on technical innovations in electric, fuel cell, hydrogen and biofuel technologies.

“Alternative propulsion systems and fuels” in this sense means all alternative propulsion systems beyond the Otto or Diesel engine only (hybrid-, plug-in-, battery- or fuel cell vehicles,...) and / or their corresponding energy carriers. This includes all R&D-activities for the use of traditional petrol and diesel fuels in alternative propulsion systems as well as the optimisation of the internal combustion engine (ICE) in hybrid vehicles using any kind of fuel.

The domain is constituted out of three sub-domains with major research questions addressing different challenges and potential fields in the field of vehicle technology:

*A. Development of components and vehicles with alternative propulsion systems for different application areas and vehicle classes*

There is a big potential for the introduction of electric vehicles in various application fields so far rarely considered. Given smaller market volumes, such industrial segments represent even more international markets than the (anyhow very global) automotive industry.

Different application areas and vehicle classes have to be combined with specific alternative propulsion systems differing in weight, volume and cost in order to achieve the best (technical and economic) solution.

R&D projects can address the whole range of vehicle classes (from e-bikes and scooters up to buses, heavy-duty and off-road applications) and all fields of applications and business models should be taken into account in order to exploit the full range of market opportunities (public transport, taxis, private cars, commuters, recreational traffic, company fleets, municipal vehicles, etc.).

As vehicle 'range' anxiety is a challenging hurdle for the market introduction of commercial and private electric vehicles and for potential customers, this call will focus on the development of electric vehicles providing a higher range potential as e.g. fuel cell vehicles.

*B. Development of components and vehicles with alternative propulsion systems for all land transport modes*

Alternative propulsion systems and fuels play an increasingly important role beyond road transport (off-road, rail and inland waterways). In many cases they are even more feasible in these transport modes because of their comparatively lower weight and volume restrictions. The European policy framework conditions have put these transport modes under increasing pressure to contribute their fair share to the reduction of greenhouse gases and pollutants of the overall transport sector.

*C. System optimization of propulsion systems with alternative fuels*

A high performing propulsion system is rarely achieved by combining all the best components of a system with the corresponding energy carrier. In many instances performance must be optimised across the system and can only be achieved through a carefully coordinated approach to technology integration.

In comparison to fossil (petrol or diesel) fuels and conventional internal combustion engines (ICEs), little attention has been given to the mutual optimisation of alternative fuels and alternative propulsion systems. This call aims to identify technologies that improve the integration of conventional or alternative fuels with alternative propulsion systems.

**Addressed stakeholder groups (domain "Future Vehicle Technologies")**

Industry (incl. SME, tertiary sector), Academia (universities, research centres).

## **3.2 Domain II: Traveller of the future**

### **3.2.1 Context and state-of-the-art**

Travel volumes are expected to grow across Europe, but will become most evident in cities and urban areas. Our future transport system will need to respond to challenges like rising energy scarcity, environmental constraints and limitations in mobility for certain groups. In the context of technological developments and trends in our society, however, proposing options

for the “Traveller of the Future” might appear, such as outlined by the European Foresight Platform in the “Smart and Seamless Connected Traveller” scenario<sup>2</sup>:

*“We are moving towards a ‘Connected World’ in which everyone and everything is connected. People interact with each other and are highly involved in social media. Social media not only allows information sharing and online entertainment, but also the exchange of personal views and continuous learning. ‘Smart Objects’, like cars and traffic lights, are connected by sensor- and communication technology, and interact with each other without (direct) human interference. Data sources for traffic information and real time public transport schedules are open and interconnected to form a big cooperative data treasure chest. It is in this connected world that one can find the connected traveller, effortlessly making its way on the smart tracks of smart cities.*

*The connected traveller is supported by the Future Internet for making smart choices. Stress factors like missing connections, reconfiguring travel plans for unforeseen events, and forgetting to buy a ticket, belong to the past. The connected traveller does not need to worry. He is accompanied by a virtual travel companion who provides real time advice, moulded by user preferences, and offers services like automatic ticket payment. The comfort and reliability that travelling with the virtual travel companion allows, encourages the connected traveller to use multiple transport modalities and is allowing seamless transportation. The connected traveller uses public transport, cars and bicycle sharing, taxis, personal bicycles and electric scooters or whatever means available (and certainly for many occasions also his own car). The services provided by the virtual travel companion runs in symbiosis with other mobility services like reservation services, mobile payment and entertainment devices and enable a traveller to choose the means of transportation that is most suitable and attractive taking into account all contextual variables. [...]*

*The connected traveller travels effortlessly and efficiently. Even in the occasion that traffic jams or other disruptive incidents do occur he will swiftly be directed to a smart commuter and working hub, close to his original route, to use another transport mode or to stay and work online till he can move on. Working spaces are no longer confining in the sense that one has to go there to work. Individual cars are no longer confining in the sense that one has to use one to get somewhere. New mobility routines and behavioural change from car ownership and car use to more flexible and service oriented ways of individual mobility patterns and lifestyles have become widely accepted. [...]*”

Technology will – in this context – act as enabler and supporter for individual travel decisions in a world of growing complexity. The challenge is to develop people’s confidence and trust in the use of greener transport options including the use of modern technology and to give the traveller greater choice. Seamless travel options for door-to-door journeys are of significant importance for encouraging more people to travel by using sustainable transport. This helps reduce carbon emissions and contributes to the vision for a transport system as an engine for economic growth. The door-to-door journey agenda also aims to be inclusive and fair to all groups of society and evidence shows that door-to-door improvements can increase the usage of public transport.<sup>3</sup>

Although numerous ambitions have been taken to make personal mobility more convenient and sustainable both on national, trans-national (e.g. ENT Call « Stepping Stones ») and European level, further coordinated activities are urgently required. Related national research

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<sup>2</sup> Seibt, van der Giessen, van Oort, van Schoonhoven, van Vliet et. al., Smart Mobility 2050 - Human centred Vision and long-term Horizon, Incorporating paper with the outcomes of the 12 June 2012 European Policy Workshop, Brussels, 2012.

<sup>3</sup> Station Travel Plan evaluation:

[http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T918\\_rpt\\_final.pdf](http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T918_rpt_final.pdf)



in Europe is fragmented and cooperation options in research are limited. Regulatory uncertainties in an immature market and the absence of standards introduce significant barriers for the deployment of innovative solutions. Structural shortcomings to be overcome are e.g.

- Differences in regulation, approach, processes within and between different transport bodies (sectors);
- concession policies concerning public transport providers for restricted time periods hampering investments in seamless mobility beyond concession regions
- Competition issues between modes;
- Differing ticketing arrangements;
- Lack of motivation for different institutions and transport bodies to deliver integrated proposals and lack of commercial business cases to incentivise investment in integrated transport projects.
- A wide spread of uncoordinated mobile services are almost available but need to be harmonised for example via a user friendly one stop Meta-Platform.

In isolation, RTI will rarely deliver a comprehensive solution, but this knowledge and innovation can act as a driver for introducing changes in the transport system. “Traveller of the Future” targets joint research projects that build on, develop or improve interlinking between previous European or national initiatives. It also wishes to encourage entirely new approaches to personal mobility. Any proposal related previous or on-going activities should be considered and mentioned in the project proposal.

### 3.2.2 Content and research questions

The information society brings along both new requirements and opportunities for the “Traveller of the Future” (see previous section). In part these relate to the availability of novel information technologies and the diffusion of smart phones, which can provide users with information and services at a new level of comfort and reliability (on-trip / off-trip) and can significantly support institutional or private service providers to improve their quality of service.

Novel information and communication technologies can help to optimize the use of the available physical infrastructure for private (cars, bikes, pedestrians) as well as of public transport (bus, train, metro, etc.). Proposed projects should therefore aim to engage multimodal travellers and to facilitate the intermodality of the transport system “from door-to-door” from user and service provider viewpoint.

Research in this domain should address the challenges for future travellers, understanding the travellers’ characteristics and aim to deliver adequate solutions in the context of proposing future travel scenarios, such as the “Smart and Seamless Connected Traveller” (see previous section). Interdisciplinary project teams would be welcomed to encourage the development of multidimensional solutions.

#### A. Information and Services for Users

Availability, accessibility, affordability, and acceptability of mobility services are meaningful aspects for the traveller of the future. Requirements and needs of different user groups and contextual aspects require in this context in-depth investigations and considerations in order to bring forward successful services along the trip chain. Research<sup>4</sup> suggests that the overwhelming reason given for choosing a specific mode of travel is convenience (60%). Cost (17%) and speed (6%) were further important factors. E. g. perception is a significant barrier to greater use of public transport, with non-users expressing concerns over reliability

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<sup>4</sup> Integrated transport perceptions and reality, Passenger Focus, February 2010.

and safety. At the same time research in several European countries show that youngsters don't seem to be so depending on car and car use than other age categories.

Research projects in this sub-domain shall focus on exploring the driving forces in the mobility patterns of the future traveller as well as on knowledge and innovations to create new products and services for the traveller of the future within a systemic approach (users, vehicles and infrastructure). Research should e.g. find ways to deliver better connectivity between different transport modes, make better use of real time information, improve timetable design and production, enhance park and ride services and find better ways for public transport services to meet rising demand and direct its passengers. The aim is to always have accurate information for travellers at hand. If there is disruption in services, details are readily accessible, and alternative routes can be made available to reduce the impact of delays.

Combining technology with existing / new behaviour research will enable better transport choices and a greater number of door-to-door journeys using sustainable transport modes. This research will promote wider transport health benefits from active travel (walking and cycling) and help passengers to assess if and when they should travel. In part, by showing how to reduce the stress, costs and uncertainty people incur when using transport and by offering real alternatives to travelling. For example, future policies might reduce or remove the need to travel for business purposes, through the use of new ICT technologies; such as teleconferencing, videoconferencing or remote working.

Examples of information relevant for this field of research include:

- Travel time, Travel options and costs
- Incidents / Route conditions (weather / capacity utilisation)
- Public Transport stations / Interchange Facilities
- Parking facilities and / or charging points for electric vehicles
- Information for disabled persons / social inclusion

Examples of services relevant for this field of research include:

- Electronic fare management
- In-door routing (incl. event management)
- Call and collect taxi services
- Car/Bike Sharing
- Pedestrian routing / in-door routing (incl. event application)
- Mobile, integrated, intermodal travel assistance (including real time maps, real time information, payment service functions) as a "one-stop-shop"

#### *B. Requirements of Service Providers and Infrastructure Managers*

The quality of transport services is largely determined by the availability of appropriate data. In this context it is the task of Service Providers and Infrastructure Managers to create passenger information, improve the efficiency of the transport system and help manage passenger behaviours. Dedicated data market places and advanced decision support tools are required to supply Service Providers with relevant data enabling them to better deal with new challenges for future travelling. Market places supply and process data to inform:

- Traffic Computers of cities, regions and states,
- Public transport operators, stations, airports,
- Weather forecast,
- Computerized Information Systems for Road works,
- Floating car data,
- Private Content Providers,
- Social networks.

Beneficiaries of the data market places and related applications can be public transport operators, transport infrastructure operators and managers, emergency and security



services, municipalities, traffic planners, the media (TV, Radio, Internet for traffic information), and other service providers dealing with personal mobility.

Fundamental differences between information systems and the inadequate provision for interoperability are two areas that lead to the underexploitation of new technologies and synergies. Research under this call can e.g. be targeted on:

- Organisational roles in the Traveller Information Environment,
- Interoperability of user guidance or fare management (payment procedures),
- Registries for data sources and data services (“European Registry of Registries”),
- Common Data Service Descriptions,
- Data certification requirements,
- Access and re-use of public/private sector data and
- a common data exchange framework.

### **Privacy and safety concerns**

- Proposals which deal with user data collection should take privacy and data protection issues into account
- User-safety issues shall be duly considered in the proposals, where applicable

### **Addressed stakeholder groups (domain “Traveller of the Future”)**

- Transport Infrastructure Operators and Infrastructure Managers
- Public transport operators (incl. associations) and transport infrastructure operators
- Industry (Road/Rail/ICT)
- Governmental Organisations (i.e. Cities/municipalities)
- Academia
- Organisers (managers) of large events (Sport, culture, etc.)
- Non-Government Organisations (NGOs)

## 4. Formal conditions for participation

### 4.1 General modalities for applicants

The call is based on individual legal and administration rules of the call related funding programmes and activities in the participation regions/countries, which go beyond the definitions on the common call framework made in this document. There is a bilateral responsibility between participation research project applicants and their relevant n/r funding organisation.

Applicants should always refer to the national/regional rules, conditions and definitions as outlined in their “N/R specific definitions and Contact Points” (Annex 1) to this document and respective further regional/national information documents and/or websites.

Submitting the requested applicants and **proposal information via the Electronic Proposal Submission Service (EPSS)** is a precondition for the eligibility of the proposal (see chapter 7.2), together with a **draft Consortium Agreement (CA)**, where applicants officially commit their cooperation and agree on the management of their Intellectual Property Rights (IPRs) in the consortium. The proposal and the CA has then to be updated/ revised according to given obligations from the project evaluation in the Negotiation/Contracting Phase and has to be signed by authorized representatives of the project participating organisations.<sup>5</sup>

Please bear in mind that IPR related definitions and requirements can vary between national/regional funding organisations. In case of uncertainties please contact your national/regional contact point (Annex 1).

### 4.2 Eligible research groups

The trans-national “*Future Travelling*” call is open for consortia composed out of at least 2 partners from at least two participating countries or regions from different countries. No country/region may claim more than 70% of the total eligible costs per project.<sup>6</sup>

Participating countries/regions with funding organisations are Austria, Basque Country, Belarus, Catalonia, Flanders, Germany, Israel, Norway, Poland, Sweden and Turkey.

The applicants should be aware that a higher number of represented countries/regions in a consortium may be favourably evaluated.

Additional eligibility requirements may apply according to the definitions of the respective national/regional funding organisation.

### 4.3 Eligible domains and available budgets per country/region (Overview)

The following table indicated the supported call domains per participating country/region and the envisaged possible funding budgets available.<sup>7</sup>

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<sup>5</sup> Not all participating funding organisations will provide feedback on the draft CA or carry out a legal check of the CA for contracting. Please find further related information in the n/r specific definitions (Annex 1). Please refer also to Annex 2 chapter on “Dissemination and/or exploitation of project results, and management of intellectual property”

<sup>6</sup> The applicants in a consortium have to come from different and independent organisations.

<sup>7</sup> The respective national/regional budgets can be restricted to a specific domain or globally provided for proposals in both domains.

| Topics   | Austria    | Basque Country | Belarus     | Catalonia   | Flanders | Germany    | Israel      | Norway     | Poland     | Sweden     | Turkey     |
|--|------------|----------------|-------------|-------------|----------|------------|-------------|------------|------------|------------|------------|
| <b>I. Future Vehicle Technologies</b>  |            |                |             |             |          |            |             |            |            |            |            |
| A. Components and vehicles for different application areas and vehicle classes | X          | X              | X           | X           | X        |            | X           | X          | X          | X          | X          |
| B. Components and vehicles for all land transport modes                        | X          | X              | X           | X           | X        |            | X           | X          | X          | X          | X          |
| C. System optimization of propulsion systems with alternative fuels            | X          | X              | X           | X           | X        |            | X           | X          | X          | X          | X          |
| <i>Funding Budget Domain I. (Mio. €)</i>                                       |            | 0,5            |             | 0,15        |          |            |             |            |            | 0,75       |            |
| <b>II. Traveller of the Future</b>   |            |                |             |             |          |            |             |            |            |            |            |
| A. Information and Services for Users  | X          | X              | X           |             | X        | X          | X           | X          | X          | X          | X          |
| B. Requirements of Service Providers   | X          | X              | X           |             | X        | X          | X           | X          | X          | X          | X          |
| <i>Funding Budget Domain II. (Mio. €)</i>                                      |            | 0,5            |             |             |          | 0,9        |             |            |            | 0,75       |            |
| <b>Total available funding budgets envisaged for both domains (Mio. €)</b>     | <b>1,6</b> | <b>1</b>       | <b>0,02</b> | <b>0,15</b> | <b>1</b> | <b>0,9</b> | <b>0,45</b> | <b>0,5</b> | <b>1,5</b> | <b>1,6</b> | <b>1,5</b> |

Table: Supported call domains and dedicated budgets per country/region

#### 4.4 Type of research

“Future Travelling” is open for research projects falling within one or more of the following research categories of the “Community framework for state aid for research and development and innovation” (2006/C 323/01)<sup>8</sup>: *Fundamental research, Applied research (Industrial research, Experimental development)*.

Strategic research contents in the context of financing and procurement (including so-called “policy studies”) can also be addressed if these rules are part of the respective national/regional R&D programmes and if stated so in the respective n/r conditions and definitions (consult your National/Regional Contact Point for further infos).

Participants of one (project) consortia can address different project types if appropriate, but one project type per project will be contracted by the respective regional/national funding organisation only. Applicants are asked to clearly separate and indicate projects parts according to their main project type nature (e.g. WP1 partner x: Industrial research, WP2&3 partners y,z: experimental development).

#### 4.5 Project types in relation to the call domains

Appropriate project types should be chosen reflecting the content of the research questions and topics as stipulated in the call domains outline (chapter 3). Different project types are eligible according to the respective call domain.

In Domain I - “Future Vehicle Technologies” funding projects shall aim for new/improved products and services through (technological and organisational) innovations. The requested research in this domain should address applied research (including prototyping and demonstration projects).

In Domain II - “Traveller of the Future” research projects shall aim for

- improved strategies, decision making and policies to introduce behavioural changes (= policy related research) and/or
- new/improved products and services through (social, organisational and/or technological) innovations.

Requested research in Domain II may comprise fundamental research and applied research (including prototyping and demonstration projects).

#### 4.6 Funding rates

The funding rates will be determined by the rules of the participating national/regional funding organisations. Specific information on the funding rates in the respective countries/regions will be provided by the appointed contact points (Annex 1).

#### 4.7 Project duration

The project duration should be appropriate to the subject of the research, but not exceeding **36 months** in total.

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<sup>8</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:C:2006:323:0001:0026:en:PDF>

## **5. Procedural overview and timeline**

### **5.1 Main process steps**

#### **Publication of the Call**

Commonly, this call will be published on the ENTIII website ([www.transport-era.net](http://www.transport-era.net)). In addition the national/regional programmes can publish the call according to their specific provisions.

#### **Proposal preparation and Feed-Back**

Applicants prepare their proposals and are strongly advised to get in touch with their responsible national/regional funding organisation to answer individual questions and to request information on the specific national/regional regulations and requirements at an early stage. A pre-proposal check service is being provided – or even required – by some of the participation funding organisations.

A call related Information and Brokerage event will be organised in order to provide general call information and options for networking with potential partners in other countries/regions. Web-based tools for networking of researchers (partnering) will be provided (refer to the call related section of the ENTIII website).

#### **National/regional evaluation**

N/r funding organisations will evaluate those proposals which feature applicants from their respective countries or regions. Evaluation will be done according to the definitions of this call framework and the prevailing national/regional procedures/definitions. The national/regional funding organisations may also recur to independent external experts for the evaluation.

This step includes a formal eligibility check according to national/regional provisions.

#### **Common Ranking List and Selection List**

N/r evaluation results will be compiled and merged into a Common Ranking List of proposals by converting national/regional results into a Common Criteria Set (unless already applied in the national/regional evaluation).

The ranking will be established in accordance with the score of a proposal. That means the highest scored proposal is set on rank 1 and the lower scored proposals follow behind accordingly.

A Final Ranking List, the Selection List for negotiations, will be determined in a Consensus Meeting in accordance with the available n/r funding budgets. This Selection List is based on the agreement of all participating national/regional funding organisations.

The selected projects may be subject to recommendations/obligations, which have to be considered in the negotiation/contracting phase.

#### **Negotiation and Contracting**

Each national/regional funding organisation will negotiate their own contracts with the respective research project partners in compliance with its national / regional rules. In case of recommendations/obligations by the evaluators the partners will be prompted to change their work plan accordingly, provide additional documents, etc.

**Grant Agreements and project start**

As soon as all grant agreements / funding contracts with the partners in a consortium have been established, the project will be officially launched.

**5.2 Call Timeline**

| <b>Call Timeline</b>   |  |
|--|--|
| <b>Official Call-Opening</b>                                     | <b>29th April 2013</b>                                   |
| Information and Brokerage Event                                  | June 13th, 2013 (Brussels)                               |
| <b>Proposal submission deadline – Closure of the call (*)</b>    | <b>4th November 2013 at 17:00h (Brussels local time)</b> |
| National/Regional Evaluation                                     |  |
| <b>Selection List and official Feed-Back to the coordinators</b> | <b>March 2014</b>  |
| Negotiation and contracting                                      | consequently   |
| Grant Agreements and Project start                               | Consequently, no later than end of June 2014             |
| Implementation of R&D Projects                                   | July 2014 – July 2017 (or shorter)                       |

**(\*) NOTE: Check also for national/regional regulations and deadlines!**



## 6. Evaluation and Project Selection

### 6.1 Submission by applicants

Proposals must be prepared and submitted electronically by using the Electronic Proposal Submission System (EPSS). The EPSS will be available via the “Future Travelling” call webpage <https://epss-futuretravelling.eu>.

For some countries / regions additional documents or data may have to be sent to the indicated National/Regional Contact Points. A link to corresponding national/regional information (web pages) will be provided within the EPSS system and in the Annex 1 of this document. Please find more detailed information in chapter 7 (“How to apply?”) and also in the “EPSS manual”.

Only those proposals that have been submitted in the EPSS system before the closure of the call will be considered for evaluation. Additional information or documents may be requested by national/regional programmes. The applicants should be aware that national/regional rules apply and therefore consult closely the specific national/regional conditions. The EPSS will indicate and link to such information.

### 6.2 National/regional evaluation

The proposals that were submitted by EPSS will subsequently be forwarded to the respective national/regional funding organisations by the Call Secretariat. The national/regional funding organisations will evaluate the proposals which feature applicants from their respective countries and regions. This includes a formal eligibility check according to national provisions and regulations (e.g. project in scope, applicant eligible, financial viability of applicant, etc.).

### 6.3 Common Criteria Set for Proposal Ranking

In order to establish a Common Ranking List out of individual national/regional evaluation results the following Common Criteria Set will be applied:<sup>9</sup>

| <b>S/T QUALITY</b><br>“Scientific and/or technological excellence - Quality of the transnational project”   | <b>IMPLEMENTATION</b><br>“Quality and efficiency of the implementation and the management”   | <b>IMPACT</b><br>“Potential impact”   |
|---|--|---|
| <ul style="list-style-type: none"> <li>• Sound concept, and quality of objectives</li> <li>• Progress beyond the state-of-the-art</li> <li>• Quality and effectiveness of the S/T methodology and associated work plan</li> </ul> | <ul style="list-style-type: none"> <li>• Appropriateness of the management structure and procedures</li> <li>• Quality and relevant experience of the individual applicants</li> <li>• Quality of the consortium as a whole (including complementarity, balance)</li> <li>• Appropriateness of the allocation and justification of the resources to be committed (budget, staff, equipment ...)</li> </ul> | <ul style="list-style-type: none"> <li>• Contribution, at the European [and/or international] level, to the expected impacts listed in the call text under the relevant domain(s)</li> <li>• Appropriateness of measures for the dissemination and/or exploitation of transnational projects results and management of intellectual property</li> </ul> |

<sup>9</sup> The N/R evaluation results will be converted into the Common Criteria Set by the respective national/regional funding organisation, if the Common Criteria Set cannot be applied at the national/regional level right from the beginning. As the Common Criteria Set does not necessarily represent the individual national/regional evaluation criteria this information is provided to merely illustrate the subsequent process to the applicants.

## 7. How to apply? Turning your idea into an effective proposal

### 7.1 General explanations

#### The project proposal coordinator

For a given project proposal, the project proposal coordinator (consortium coordinator) acts as the single point of contact between the consortium and the Call Secretariat. The proposal coordinator is generally responsible for the overall planning of the proposal and for building up the transnational consortium that will do the work.

#### Focusing your planned work

The work you set out in your proposal must correspond to one or both of the call domains outlined in chapter 3. Proposals that fail to do so will be regarded as ineligible.

#### Who can participate?

See chapter 4 (“Formal conditions for participation”).

#### Presenting your proposal

Proposals must be prepared and submitted electronically by using the Electronic Proposal Submission System (EPSS). Only those proposals that have been formally submitted in the EPSS system before the closure of the call will be considered for evaluation.

The applicants should be aware that national/regional rules do apply and therefore consult carefully the specific national/regional conditions. **For some countries/regions additional documents or data may be requested by national/regional programmes and have to be submitted to the enlisted n/r specifications (see Annex 1).** A link to webpages on corresponding national/regional information and requirements will be provided within the EPSS System.

A proposal for the “Future Travelling” call consists of two parts:

**Part A** will contain administrative information about the proposal and information about the applicants and the consortium (including the Consortium Agreement). The administrative information requested includes profile data of the project, the domain addressed<sup>10</sup>, contact details and characteristics of the applicants, and information related to the funding requested. Other information about the applicants and the consortium are aspects of the proposal that will be assessed against the n/r evaluation criteria.

**Each applicant has to enter all relevant information concerning its organisation** directly into the Electronic Proposal Submission System (EPSS) described below.

For Part B a mandatory template is provided to structure your project proposal (annex 2).

**Part B of the proposal has to be uploaded to the EPSS solely by the proposal coordinator.**

Applicants must follow the structure of the Part B template when presenting the scientific and technical content of the proposal. It covers, amongst other things, the nature of the proposed work, a detailed work description and the impacts that might be expected to arise from the proposed work. Only black and white copies are used for evaluation, hence it is strongly recommended not to use coloured fonts in this document.

For the proposal Part B the coordinator must use exclusively PDF (“portable document format” with embedded fonts). Other file formats will not be accepted by the EPSS system. Irrespective of any page limits specified in annex 2 to this Guide, there is an overall limit of 10Mbyte to the size of proposal file Part B that can be uploaded to the system. There are

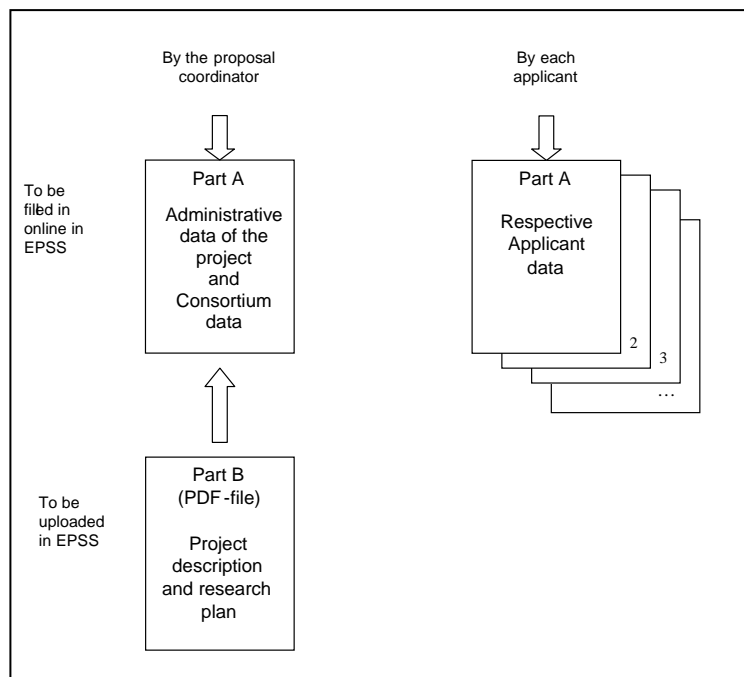
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<sup>10</sup> Proposals can relate to one or both domains. However, for practical reasons the proposal formally has to be addressed to only one domain, the one which fits best to the proposal subject.

also restrictions regarding the name to be given to the Part B file. Only alphanumeric characters should be used, special characters and spaces must be avoided.

*You are advised to clean your document before converting to PDF (e.g. accept any track changes). Check that your conversion software successfully converts all pages and the original document (e.g. there is no problem with page limits).*

*Please note that proposals will be printed out on plain A4 paper. The printable zone on the print engine is bounded by 1.5 cm right, left, top bottom. No scaling is applied to make the page "fit" the window. Printing is done at 300 dots per inch.*



## 7.2 About the EPSS

You can access the EPSS via the “Future Travelling” call webpage at <http://www.transport-era.net> or directly at <https://epss-futuretravelling.eu>.

Full instructions for registration and submission can be found there in the “EPSS manual”. The EPSS will be available well after the call opening on the 29<sup>th</sup> of April 2013.

As a **proposal coordinator** you:

- register as interested in submitting a proposal to the call
- enter your data as the applicant No. 1 of the consortium (including finances)
- confirm of being informed of national / regional rules and requirements
- set up (and modify) your consortium by adding/removing applicants
- provide information on dependencies to other applicants in the proposal
- invite partners to enter their data
- enter consortium data and upload the Draft Consortium Agreement
- enter administrative project data
- refer to the document template and instructions for writing Part B of the proposal (Annex 2) and, when it is completed, upload the finalized Part B (as PDF file)
- submit the complete proposal (Part A and Part B)

All **partners**:

- enter and view their data as applicants No. 2,3,...of the consortium (including finances)

- access the web link to further national/regional information and requirements and related acknowledgement
- provide information on dependencies to other applicants in the proposal

### 7.3 Submitting the proposal

**Only the proposal coordinator is authorised to submit the proposal.**

Completing the web forms in the EPSS does not yet mean that your proposal is submitted. Once there is a consolidated version of the proposal, you must press the button "SUBMIT NOW" available in section "SUBMISSION".

Please note that "SUBMIT NOW" starts the final steps for submission; it does not in itself cause the proposal to be submitted.

The EPSS then performs an automatic validation of the proposal. A list of any problems ("validation error message") such as missing data, will then appear on the screen. Submission is blocked until these problems are corrected. Once corrected, the coordinator must then repeat the above steps to achieve submission.

If successfully submitted, the coordinator receives a message that indicates that the proposal has been received. This automatic message is not the official acknowledgement of receipt.

The coordinator may continue to modify the proposal and submit revised versions overwriting the previous one right up until the deadline. The sequence above must be repeated each time.

### 7.4 About the deadline

Proposals must be submitted before the deadline specified in the Call Timeline in chapter 0. It is your responsibility to ensure the timely submission of your proposal.

The EPSS will be closed for this call at the call deadline. After this moment, access to the EPSS for this call will be impossible.

*Do not wait until the very last moment before submitting your proposal!*

*Call deadlines are absolutely firm and will be strictly enforced.*

Please note that you may submit successive drafts of your proposal through the EPSS. Each successive submission overwrites the previous version. It is a good idea to submit a draft well before the deadline.

*Leaving your first submission attempt to the last few minutes of the call will give you no time to overcome even the smallest technical difficulties, proposal verification problems or communications delays which may arise. Such events are never accepted as extenuating circumstances; your proposal will be regarded as not having been submitted.*

*Submission is deemed to occur at the moment when the proposal coordinator completes the submission sequence described above. It is not the point at which you start the upload. If you wait until too near to the closure of the call to start uploading your proposal, there is a serious risk that you will not be able to submit in time.*

*The submission of a proposal requires some knowledge of the EPSS system, a detailed knowledge of the contents of the proposal and the authority to make last-minute decisions on behalf of the consortium if problems arise. In your function as proposal coordinator, you are strongly advised not to delegate the job of submitting your proposal!*

In the unlikely event of a failure of the EPSS service due to breakdown of the "Future Travelling" server during the last 24 hours of this call, the deadline may be extended by a further 24 hours. This would be notified by e-mail to all proposal coordinators, who had registered for this call by the time of the original deadline, and also by a notice on the "Future Travelling" webpage as well as on the webpage of the EPSS.

Such a failure is a rare and exceptional event; therefore do not assume that there will be an extension to this call. If you have difficulty in submitting your proposal, you should not assume that it is because of a problem with the “*Future Travelling*” server, since this is rarely the case. Contact the EPSS helpdesk if in doubt (see chapter 10. for contact information).

Please note that the “*Future Travelling*” Call Secretariat will not extend deadlines for system failures that are not due to its own responsibility. Under all circumstances, you should aim to submit your proposal well before the deadline to have time to solve any problems arising.

### **7.5 Correcting or revising your proposal**

Errors discovered in proposals submitted to the EPSS can be rectified by simply submitting a corrected version. As long as the call has not yet closed, the new submission will overwrite the old one.

After call deadline, however, no supplements, corrections or re-submissions will be possible anymore. The last eligible version of your proposal received before the deadline is the one which will be evaluated.

### **7.6 Ancillary material**

Ancillary materials for your proposal can be uploaded (e.g. Draft Consortium Agreement).

Additional information or documents may be requested by national/regional programmes. They have to be submitted according to specific instructions from national/regional programs to the respective contact points (refer to Annex 1). Do not upload these materials to the EPSS as they won't be forwarded to the responsible n/r organisations!

### **7.7 Withdrawing a proposal**

An option to withdraw (delete) your proposal prior to the call deadline will be available.

If you wish to withdraw a proposal after the deadline, please contact the “*Future Travelling*” Call Secretariat (see chapter 10 for contact information).

## 8. Check list

Of importance for the consortium in general, but in particular for the proposal coordinator:

### 8.1 Hints for preparing your proposal

**Does your planned work fit with the call for proposals?** Check that your proposed work does indeed address the domains of this call.

**Is your proposal complete?** All fields marked with an asterisk (\*) are mandatory for the submission of the proposal. The EPSS will perform an automatic validation of the proposal. A list of any problems ("validation error message") such as missing data, will appear on the screen and submission is blocked until these problems are corrected.

After submitting the proposal, the proposal coordinator can download a factsheet (PDF) of the project data entered, to check completeness according to the project and the applicants.

**Does your proposed work raise ethics issues?** Clearly indicate any potential ethical, safety or regulatory aspects of the proposed research and the way these will be dealt with prior and during the implementation of the proposed project. A preliminary ethics control will take place during the scientific evaluation and, if needed, an ethics screening and/or review will take place for those proposals raising ethics issues. Proposals may be rejected on ethical grounds if such issues are not dealt with satisfactorily.

**Does your proposal follow the instructions?** Proposal data should be precise and concise and must follow the instructions and explanation of data-field sections described in the annex 2. Omitting requested information will almost certainly lead to lower scores and possible rejection.

**Have you maximised your chances?** There will be strong competition. Therefore, edit your proposal tightly, strengthen or eliminate weak points. Arrange for your draft to be pre-evaluated by experienced colleagues; use their advice to improve it before submission and make use of the pre-proposal check service (if provided by your responsible national/regional funding organisation).

**Do you need further advice and support?** You are strongly advised to inform your National Contact Point of your intention to submit a proposal (see contact details in chapter 8).

**Have national/regional rules been considered by the applicants?** All applicants in your proposal should be aware that national/regional rules do apply and therefore consult closely the specific national funding conditions. The EPSS will indicate and link to such information.

### 8.2 Final checks before submission

- Do you have the **agreement of all the members** of the consortium to submit this proposal on their behalf (and can you confirm this in a Draft Consortium Agreement)?
- Have you made yourself **familiar with the EPSS** at an early stage?
- Have you allowed time **to submit a first version of your proposal well in advance of the deadline** (at least several days before), and then to continue to improve it with regular re-submissions?



- Have you **printed out your proposal** (factsheet with project data entered), to check that it really contains the data you intend to submit, and that it is complete, printable and readable? After the call deadline it will not be possible to change any project data.
- Have you **completed the submission process** for your latest version?

### 8.3 After submission

- It is recommended to check that all your material has been successfully uploaded **and** submitted.
- You can revise and re-submit your proposal until the call deadline.

## 9. What happens next

### 9.1 General information about next steps

Every proposal coordinator will be informed by the Call Secretariat, if his proposal will be retained for funding or rejected including possible obligations and recommendations. The proposal coordinator has to inform his consortium partners respectively.

The selected proposal can be obliged to change their work plans, to involve additional partner, etc. according to given obligations or recommendations. The Draft Consortium Agreement (CO) has to be revised/finalized (IPRs!) and signed by authorized representative of the partners in the consortia.

The Grant Agreements will be concluded individually between each consortium partner and his respective n/r funding organisation.

If all content related and administrative preparations have been concluded the project can officially start (project start envisaged for June 2014 latest; refer to chapter 5.2 "Call Timeline").

### 9.2 Monitoring and Reporting

Every project derived from the "Future Travelling" initiative has – in addition to national/regional reporting obligations – to provide following publishable common reports in English language to the Call Secretariat:

#### *Annual reports*

- Summary of the status quo in the project. (This might cover: -progress made; -encountered challenges; -solutions found to the challenges; -first results and deliverables; -highlights; -outlook next year)
- A presentation about the summary.

#### *Final report*

- Summary of the final results of the project. (This might cover: -encountered challenges; -solutions found to the challenges; -the results and deliverables; -highlights; -lessons learned; -remaining research questions)
- A presentation about the summary.
- An article on: -the project results; -highlights; -lessons learned; -remaining research questions.

The submission of reports will be facilitated by the EPSS. Precise instructions for the monitoring and reporting will be provided to the projects that have successfully passed negotiations. The project coordinator will be responsible for collecting data and information from the consortium partners for preparing the reports.

Additional project monitoring tasks can be initiated and should be supported from the funded projects.

### 9.3 Dissemination, presentation at events and medial presence

Appropriate project budget has to be dedicated for dissemination activities. Funded projects might be requested to participate in workshops or dissemination activities organized by ENT III.

A reference to the "ENT III Flagship Call 2013 Future Travelling" is requested in all related publications, exhibitions, lectures and press information concerning results of the projects.

For a well elaborated communication strategy applicants are advised to take into consideration the recently published guidelines on "Communicating EU Research & Innovation" by the Commission (<http://bookshop.europa.eu/en/communicating-eu-research->

[innovation-pbKI3212366/](#)) wherever appropriate. In addition, it is also strongly recommended to submit the project(s) to the Transport Research and Innovation Portal (TRIP) ([http://www.transport-research.info/web/forms/submit\\_project.cfm](http://www.transport-research.info/web/forms/submit_project.cfm)) in order to make general project information broadly accessible.

## 10. Further information and help

The “Future Travelling” call web-page contains links to other sources that you may find useful in preparing and submitting your proposal. Direct links are also given where applicable.

### Call information

*Future Travelling* call web-page on <http://www.transport-era.net/>

### EPSS helpdesk

A user manual for EPSS is available from early May 2013 for download on the EPSS webpage <https://epss-futuretravelling.eu>

For further questions regarding the EPSS please use [futuretravelling@rws.nl](mailto:futuretravelling@rws.nl). We will respond to your questions within 48 hours.

### Future Travelling Call Secretariat

- Ms Mandy Willems, RWS, T: +31 88 602 2665, [mandy.willems@rws.nl](mailto:mandy.willems@rws.nl)
- Ms Wendy van Nostrum, RWS, T: + 31 88 602 2556, [wendy.van.nostrum@rws.nl](mailto:wendy.van.nostrum@rws.nl)

## 11. Glossary

The following explanations are provided for clarity and easy-reference. They have no legal authority.

### A

#### **Acknowledgement of receipt**

Applicants are informed by email shortly after the deadline that a proposal has been successfully submitted (but not that it is necessarily eligible).

#### **Applicant**

The term used generally in this guide for a person or entity applying to a call for proposals.

### C

#### **Call for proposals (or "call")**

An announcement, usually in official journals, inviting proposals for research activities in a certain theme.

#### **Consensus meeting**

The stage in the proposal evaluation process, when funding agencies come together to establish a common view on a particular proposal.

#### **Consortium**

This call requires proposals from a number of applicants, who agree to work together in a consortium.

#### **Coordinator**

The coordinator of a project proposal leads and represents the applicants of a consortium. He or she acts as the point of contact with the "Future Travelling" Call Secretariat. The proposal coordinator is by definition the 1<sup>st</sup> applicant of the consortium.

### D

#### **Deadline**

For a particular call, the moment after which proposals cannot be submitted and when the Electronic Proposal Submission System closes for that call. Deadlines are strictly enforced.

#### **Deliverable**

A deliverable represents a verifiable output of the project. Normally, each work package will produce one or more deliverables during its lifetime. Deliverables are often written reports but can also take another form, for example the completion of a prototype etc.

### E

#### **Electronic Proposal Submission System (EPSS)**

A web-based service which must be used to submit proposals to the "Future Travelling" Call Secretariat.

#### **Electronic Proposal Submission System (EPSS) Helpdesk**

A telephone / email service to assist applicants who have difficulty in submitting their proposal via the Electronic Proposal Submission System.

#### **Electromobility+ (EM+)**

Electromobility+ was a contribution of 13 European countries and regions to the European Green Cars Initiative. The initiative aims at the creation of long-lasting conditions for the development of electric mobility in Europe on the horizon of 2025. Within Electromobility+ the involved national and regional authorities and the European Commission assembled more than 20 M€ of public funding.

**Ethics issues table**

Research activities supported by “Future Travelling” should respect fundamental ethical principles. The main issues which might arise in a project are summarised in tabular form in a checklist included in the proposal

**Evaluation criteria**

The criteria against which eligible proposals are assessed by national/regional funding organisations (and/or related independent experts). The evaluation criteria relate to S/T quality, impact and implementation. Relevance is also considered.

**Evaluation Summary Report (ESR)**

The assessment of a particular proposal following the evaluation by independent experts is provided in an Evaluation Summary Report. It normally contains both comments and scores for each criterion.

**ERA-NET TRANSPORT III (ENTIII)**

Coordination Support Action in FP7 to coordinate national/regional transport relevant funding programmes and the responsible actors (<http://transport-era.net/>). This call is a result of the ENTIII project and predecessor activities.

**Experimental Development**

‘Experimental development’ means the acquiring, combining, shaping and using of existing scientific, technological, business and other relevant knowledge and skills for the purpose of producing plans and arrangements or designs for new, altered or improved products, processes or services. These may also include, for example, other activities aiming at the conceptual definition, planning and documentation of new products, processes and services. The activities may comprise producing drafts, drawings, plans and other documentation, provided that they are not intended for commercial use.

**F****Fundamental research**

‘fundamental research’ as part of applied research means experimental or theoretical work undertaken primarily to acquire new knowledge of the underlying foundations of phenomena and observable facts, without any direct practical application or use in view

**G****Grant Agreement (GA)**

The GA is a legal instrument to provide funding to successful proposals.

**I****Industrial research**

‘Industrial research’ as part of applied research means the planned research or critical investigation aimed at the acquisition of new knowledge and skills for developing new products, processes or services or for bringing about a significant improvement in existing products, processes or services. It comprises the creation of components of complex systems, which is necessary for the industrial research, notably for generic technology validation, to the exclusion of prototypes as covered by ‘experimental development’

**Information and Brokerage events**

Open event organised by *Electromobility+* to explain the characteristics of the call and a chance for potential applicants to meet and discuss proposal ideas and collaborations.

**M****Milestones**

Control points where decisions are needed with regard to the next stage of the project.

**N****National Contact Points (NCP)**

Official representatives nominated by the national /regional funding organisations to provide tailored information and advice in the national language(s).

**n/r (national/regional)**

Acronym for “national/regional”

**Negotiation**

The process of establishing a grant agreement between the national/regional funding organisations and an applicant whose proposal has been favourably evaluated, and when funds are available.

**Non-profit**

A legal entity is qualified as “*non-profit*” when considered as such by national or international law.

**O****Organisational innovation**

‘Organisational innovation’ means the implementation of a new organisational method in the undertaking’s business practices, workplace organisation or external relations. Changes in business practices, workplace organisation or external relations that are based on organisational methods already in use in the undertaking, changes in management strategy, mergers and acquisitions, ceasing to use a process, simple capital replacement or extension, changes resulting purely from changes in factor prices, customisation, regular seasonal and other cyclical changes, trading of new or significantly improved products are not considered innovations

**P****Part A**

The part of a proposal dealing with administrative data and the roles and aptitudes of the participants in the consortium. This part is completed using the web-based EPSS.

**Part B**

The part of a proposal explaining the project and the work to be carried out (technical and scientific content). This part is uploaded to the EPSS as a pdf file. A template format is given in Annex 2 to this Guide.

**Proposal**

A description of the planned research activities, information on who will carry them out, how much they will cost, and how much funding is requested

**Public body**

Public body means any legal entity established as such by national law, and international organisations.

**R****RTI**

Research, Technology and Innovation.

**S****Social Innovation**

Social innovations are new concepts and measures to resolve societal challenges, adopted and utilised by social groups concerned. Like new products and processes become innovations only with success in markets, social innovations must generate lasting value for target groups. As part of social change, social innovations include services, rules, procedures, and social practices more effective than comparable concepts. Turning an idea to become a social innovation, it needs to meet social demand, providing capability to resolve an issue, and receive acceptance by those concerned. Beyond resolution of particular needs, social innovations provide influence pertaining to adaptation and development of various modes of governance (refer e.g. to [https://www.zsi.at/en/about\\_us/mission\\_statement\\_and\\_vision](https://www.zsi.at/en/about_us/mission_statement_and_vision)).

**“Stepping Stones”**

ENT Action Group with a dedicated call in the field of sustainable mobility.

**SME**

‘SMEs’ are micro, small and medium-sized enterprises. SMEs are defined in Recommendation 2003/361/EC of 6 May 2003.



**S/T Quality**

“Scientific and/or technological excellence” of the transnational project

**T**

**Thresholds**

For a proposal to be considered for funding, the evaluation scores for individual criteria must exceed certain thresholds. There is also an overall threshold for the sum of the scores.

**W**

**Work Package**

A work package (with dedicated tasks) is a major sub-division of the proposed project with a verifiable end-point – usually a deliverable or a milestone in the overall project.

## 12. Annexes

### 12.1 Annex 1: N/R specific definitions and Contact Points (in alphabetical order)

#### National/Regional Specifications for Austria

##### Information and Contacts:

Program “Mobilität der Zukunft” (Mobility of the Future) – “Future Travelling” Call 2013  
Austrian research Promotion Agency (FFG)  
Sensengasse 1, 1090 Vienna, AUSTRIA

Future Vehicle Technologies: Mr. Thomas Uitz  
thomas.uitz@ffg.at  
T: +43 57755 5032

Traveller of the Future: Ms. Nicole Prikoszovits  
nicole.prikoszovits@ffg.at  
T: +43 57755 5033

#### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

- *Eligible project type for Austrian applicants: applied research (industrial research or experimental development)*
- *Austrian partners register to the FFG eCall <https://ecall.ffg.at/Cockpit/Cockpit.aspx?target=113860&> and upload the national cost-sheets*
- *If in your project are more than one Austrian partners, you have to nominate one leading partner. The leading partner submits the national cost-sheets.*
- *We recommend to make an appointment at the FFG for a counselling interview and a voluntary pre-proposal check (till 13.9.2013 the latest)*

Additional documents are mandatory for Austrian applicants (refer to the FFG

DOWNLOADCENTER: [http://www.ffg.at/downloadcenter\\_ent3\\_call2013](http://www.ffg.at/downloadcenter_ent3_call2013)):

- *National cost-sheets (.xls)*
- *Guidelines of the Instrument: Cooperative R&D Projects*
- *Guidelines for eligible costs (Kostenleitfaden, Version 1.3)*

## National/Regional Specifications for Basque Country

### Information and Contacts

*Program name: GAITEK -projects for the development of new products*

*Program owner: Basque Government (Innobasque and EVE supports the Basque Government program in ENT III)*

Related web links: [www.spri.es/idi/idi/](http://www.spri.es/idi/idi/) ; [www.euskadi.net/industria](http://www.euskadi.net/industria)

#### Contacts:

*Innobasque*  
*Ms. Cristina Ugarte*  
*Mail: [cugarte@innobasque.com](mailto:cugarte@innobasque.com)*  
*T: +34 94 420 94 88*

*EVE*  
*Ms. Mónica Díaz*  
*Mail: [mdiaz@eve.es](mailto:mdiaz@eve.es)*  
*T: +34 94 403 56 00*

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

- *Small, medium and large companies, associations and foundations of companies are the beneficiaries of the Basque funding programme GAITEK (research centres, universities and public entities can be subcontracted by the beneficiaries of the Basque funding programme).*
- *Eligible project type: applied research*
- *The company must be registered in the country of the programme owner to receive funding.*
- *The company must have a stable financial situation.*
- *The company must be up-to-date of its tax duties.*
- *The project shall not have a previous grant from the programme owner to receive further funding.*
- *Funding is provided as a grant*
- *Max funding for SMEs is up to 50% and for large companies up to 40%.*
- *The company must have enough own financing for the project for which they are applying for funding. The company must guarantee an own contribution (min. 25%) to the costs of the project.*
- *The company cannot receive funding over a certain amount (250,000 Euro per beneficiary and per year).*
- *All information needed for evaluation should be available.*
- *The project must add benefit to the regional economy.*
- *The duration of the project should be 1-3 years and has to be revised annually.*
- *Budget information does not need to include taxes.*

## National/Regional Specifications for Belarus

### Information and Contacts

Program “Functional and Machine-building Materials and Technologies, Nanomaterials and Nanotechnologies in Modern Technics – “Future Travelling” Call 2013

National Academy of Sciences of Belarus (NASB)  
66, Independence av., Minsk, BY-220072, REPUBLIC of BELARUS  
<http://www.nasb.gov.by>

**Future Vehicle Technologies:** Mr. Victor Zhornik, Dr. Sci.  
[zhornik@inmash.bas-net.by](mailto:zhornik@inmash.bas-net.by)  
T: +375 17 2842518

**Traveller of the Future:** Mrs. Larisa Sudnik, Dr. Sci.  
[lsudnik@tut.by](mailto:lsudnik@tut.by)  
T: +375 17 2947541, +375 17 2939898

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

- *Eligible project type for Belarus applicants: applied research (industrial research or experimental development)*
- *If in your project are more than one Belarus partner, you have to nominate one leading partner. The leading partner submits the national cost-sheets*

## National/Regional Specifications for Catalonia

### Information and Contacts

**Agency:** ACCIO - Agency for the support of businesses in Catalonia  
*Passeig de Gràcia, 129*  
*08008 Barcelona*  
*Telephone: 00 34 934 767 200*  
*Fax: 00 34 934 767 300*

**Program:** “Nuclis d’innovació tecnològica – Nuclis Transnacionals ERANET” (“Future Travelling” Call 2013); <http://www.acc10.cat/ACCIO/cat/ajuts-financament/ajuts2013/innovacio/empresa.jsp>

#### Contacts:

|                                     |   |
|-------------------------------------|---|
| <i>Future Vehicle Technologies:</i> | <i>Mr. Joan Comas</i><br><a href="mailto:joan.comas@gencat.cat">joan.comas@gencat.cat</a><br><i>T: +34 935 524 682</i>      |
| <i>Traveller of the Future:</i>     | <i>Mr. Lluís Maria Tortras</i><br><a href="mailto:ltortras@gencat.cat">ltortras@gencat.cat</a><br><i>T: +34 935 676 948</i> |

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

**Who can be funded (Who cannot be funded)?** : *Small, medium and large companies can be funded. Private research centres, universities and other public research entities registered in Catalonia can participate as subcontractors.*

**Which type of projects are / are not eligible?:** *Technically and financially feasible R&D projects in the “Future Vehicle Technologies” and “Traveller of the Future” domains with an impact increase in the R&D company activities are eligible.*

**Which types of costs are /are not eligible?:** *Personnel costs, external collaborations for R&D activities related to the project, equipment (where applicable), IPR activities (for SME only), other costs such as travelling and management costs are eligible.*

**Funding is provided as a grant**

#### Limits of funding per proposal

- *Eligible expenses for the Catalan part of the “Future Travelling” project from 150.000 euros with a maximum aid of 200.000 euros (2 years- long projects).*
- *Large companies: Maximum of 50% of the costs of research activities and 25% of the costs of development activities can be funded*
- *Medium companies: Maximum of 60% of the costs of research activities and 35% of the costs of development activities can be funded*
- *Small companies: Maximum of 70% of the costs of research activities and 45% of the costs of development activities can be funded*

#### For more information:

- *Connect-EU Groups: “sustainable surface transport”*
- *Link to reporting and follow up: <http://www.acc10.cat/ACCIO/cat/ajuts-financament/justificacio-ajuts/>Others: <http://www.catalonia.com/en//index.jsp>*

## National/Regional Specifications for Flanders

### Information and Contacts

Program EraNET Transport III – Call 2013 “Future Travelling”  
IWT (Agentschap voor Innovatie door Wetenschap en Technologie)  
Koning Albert II-laan 35 b16, 1030 Brussel, Belgium

Wim Van Brempt

[wvb@iwt.be](mailto:wvb@iwt.be)

T: +32 (0)2 432 4307

Jozef Ghijsselen

[jg@iwt.be](mailto:jg@iwt.be)

T: +32 (0)2 432 4240

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

- Eligible project type for Flemish applicants: basic research (SBO-program) or applied research (O&O programme, kmo programme (innovatieproject), sprint programme). Demonstration projects are not eligible for the Flemish partners.
- IWT strongly recommends to submit a 5 page pre-proposal (with a focus on the Flemish contribution) no later than September 15<sup>th</sup> 2013 to IWT ([wvb@iwt.be](mailto:wvb@iwt.be) and [jg@iwt.be](mailto:jg@iwt.be)) which will be followed by a counselling interview (voorbespreking)
- Together with the full proposal (submitted using the EPSS system), additional documents have to be submitted by the Flemish partner(s) to IWT. Send these additional documents to [bedrijfssteun@iwt.be](mailto:bedrijfssteun@iwt.be) (no later than November 4<sup>th</sup> 2013). These documents can be downloaded from [www.iwt.be](http://www.iwt.be)
  - o For a ‘bedrijfsproject (O&O-project, kmo-innovatieproject or sprint-project): “Annex aan ERANET projectvoorstellen voor bedrijfsprojecten”
  - o For a SBO-project, one of the following:
    - “SBO\_Flanders Annex to ERANET proposal Economic”
    - “SBO\_Flanders Annex to ERANET proposal Social”
    - “SBO\_Flanders Annex to ERANET proposal in case of the extension of an ongoing SBO-project”
  - o Cost-sheets (Template kostenmodel)
- If your project involves more than one Flemish partner, a main partner has to be nominated. It is preferred that the main partner collects, integrates and submits the additional documents required by IWT. If the partners however prefer to keep the required valorisation information confidential amongst each other, it can be submitted separately.

## National/Regional Specifications for Germany

### Information and Contacts

*Program: “Metadatenplattform”*

*Bundesministerium für Verkehr, Bau und Stadtentwicklung (BMVBS), Germany  
Referat UI30 „Grundsatzfragen Forschung, Entwicklung, Forschungsförderung,  
Wissenschaftlicher Beirat“*

*For information on the “Future Travelling” call, please contact:  
TÜV Rheinland  
Research Management*

*Ms Miriam Stephan  
[Miriam.stephan@de.tuv.com](mailto:Miriam.stephan@de.tuv.com)  
T: + 49 221 806 4253*

*Mr. Elmar Sticht  
[Elmar.sticht@de.tuv.com](mailto:Elmar.sticht@de.tuv.com)  
T: +49 221 806 4108*

### **Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call**

*The relevant provisions can be found in the “Richtlinie zur Förderung von Forschung und Entwicklung – Traveller of the Future“, which will be published in the Bundesanzeiger. In case the terms of this Guide for Applicants are in conflict with the terms of the German “Richtlinie zur Förderung von Forschung und Entwicklung“, the terms of the latter shall prevail.*

*Please be aware that submission of additional documents is mandatory for German applicants, which are outlined in the call provisions “Richtlinie zur Förderung von Forschung und Entwicklung – Traveller of the Future“.*

*Furthermore, please note that submitted draft consortium agreements will not be assessed and not commented by BMVBS or its delegated agencies.*



## National/Regional Specifications for Israel

### Information and Contacts

For general information on the “*Future Travelling*” call, please contact:

**Dr. Nili Mandelblit**  
**ISERD**  
[nili@iserd.org.il](mailto:nili@iserd.org.il)  
**Tel: +972-3-5118120**

### Funding Agencies:

1. **Office of the Chief Scientist [OCS] in the Ministry of Industry, Trade and Labor**  
**OCS R&D Fund**  
<http://www.moital.gov.il/NR/exeres/270E524E-FDC2-4E8B-8244-48ABAD6FC620.htm>

**Mrs. Ruth Ben-Avi**  
[Ruth.Benavi@ocs.moital.gov.il](mailto:Ruth.Benavi@ocs.moital.gov.il)  
**Tel: +972-2-6662516**

2. **Chief Scientist Unit, Ministry of Transport and Road Safety**  
[http://he.mot.gov.il/index.php?option=com\\_content&view=article&id=2080:2008-05-25-08-11-30&catid=79:hanala-c&Itemid=97](http://he.mot.gov.il/index.php?option=com_content&view=article&id=2080:2008-05-25-08-11-30&catid=79:hanala-c&Itemid=97)

**Mr. Zeev Shadmi**  
[shadmiz@mot.gov.il](mailto:shadmiz@mot.gov.il)  
**Tel: +972-2-6663283**

### **Supplementing national/regional specifications to the common call framework of the transnational “*Future Travelling*” Call**

The OCS *in the Ministry of Industry, Trade and Labor* will be the funding body for Israeli **Industry participants** whereas the *Chief Scientist Unit, Ministry of Transport and Road Safety* will be the funding body for **academic participants**.

In addition to submitting the proposal to the EPSS, participants have to submit their proposals to the appropriate Israeli national funding body and according to the specific participation rules of that funding body.

For further information on the participation rules of each funding body please refer to contact details above.

## National Specifications for Norway

### Information and Contacts

Utlysning “Future Travelling” 2013  
Transnova - Statens vegvesen Vegdirektoratet  
Pb 8142 Dep  
0033 Oslo, Norway

**Future Vehicle Technologies:**      *Lars Fabricius*  
[Lars.fabricius@transnova.no](mailto:Lars.fabricius@transnova.no)  
T: +47 90 74 18 02

**Traveller of the Future:**            *Tom E. Nørbech*  
[tom.norbech@transnova.no](mailto:tom.norbech@transnova.no)  
T: +47 90 89 68 51

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

- *Project goal: must be relevant for reducing CO2-emissions. Optimisation of internal combustion engines will not receive support from Norway.*
- *Project type: pilot studies and demonstration projects.*
- *Norwegian relevance: if the pilot and demonstration activities do not take place in Norway, the application must describe the project’s relevance in a Norwegian context.*
- *Norwegian applicants can be financed with up to 45% of the total cost of the Norwegian part of the project. The financing is regulated according to Commission Regulation (EC) No 800/2008.*
- *Norwegian partners register to the “Future Travelling” call webpage: <https://epss-futuretravelling.eu>*
- *If your project has more than one Norwegian partner, you have to nominate one leading partner.*
- *A pre-proposal check is mandatory. Deadline for the pre-proposal check is 01.09.2013*

## National/Regional Specifications for Poland

### Information and Contacts

National Centre for Research and Development (NCBR)  
47a Nowogrodzka Str., 00-695 Warsaw  
Poland

Mr. Jakub Murawski  
[jakub.murawski@ncbr.gov.pl](mailto:jakub.murawski@ncbr.gov.pl)  
tel: +48 22 39 07 171  
mobile: +48 519 683 989

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

- Eligible project type for Polish applicants: industrial research and experimental development.
- According to The Act of 30 April 2010 on the National Centre for Research and Development following entities are eligible to apply: scientific institution, scientific consortia, scientific network, industrial scientific centre, scientific units of the Polish Academy of Sciences, legal entities with a registered seat in Poland; enterprises having the status of R&D centre, enterprises conducting R&D activity in other than aforementioned organizational form.
- Organization must be registered in Poland.
- Maximum contribution covered by public funding:

| Type of Activity/Type of Organisation | Large Enterprise | Medium Enterprise | Small Enterprise | Research Entity |
|---------------------------------------|------------------|-------------------|------------------|-----------------|
| Industrial Research                   | 65%              | 75%               | 80%              | 100%            |
| Experimental Development              | 40%              | 50%               | 60%              | 100%            |

- All proposals must be aligned with national regulations, inter alia:
  - The Act of 30 April 2010 on the Principles of Financing Science, published in Journal of Laws No. 96 item 615, 2010;
  - The Act of 30 April 2010 on the National Centre for Research and Development, published in Journal of Laws No. 96 item 616, 2010;
  - The Regulation of the Minister of Science and Higher Education of 28 October 2010 on criteria and rules on granting state aid and “de minimis” aid by the National Centre for Research and Development, published in Journal of Laws No. 215 item 1411, 2010.

Additional information about funding conditions and eligibility criteria are available on website: <http://www.ncbr.gov.pl/programy-miedzynarodowe/era-net/ent-iii/>

## National/Regional Specifications for Sweden

### Information and Contacts

VINNOVA – Swedish Governmental Agency for Innovation Systems

Program Era-Net Transport

Ms. Christine Wallgren

[christine.wallgren@vinnova.se](mailto:christine.wallgren@vinnova.se)

T: +46 (0)8 473 30 09

Swedish Energy Agency, Energimyndigheten

Program Fordonsstrategisk Forskning och Innovation (FFI)

Ms. Linda Rinaldo

[linda.rinaldo@energimyndigheten.se](mailto:linda.rinaldo@energimyndigheten.se)

T: +46 (0)16 544 20 02

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

National funding of projects within Domain I *Future Vehicle Technologies* supplied from the budget of the programme *Fordonsstrategisk Forskning och Innovation (FFI)*. National rules for FFI can be found on:

<http://www.energimyndigheten.se/Forskning/Transportforskning1/Energieffektiva-fordon/Fordonsstrategisk-Forskning-och-Innovation---FFI/>

- The Swedish part of a project must have in total a minimum of co-financing of 25% from industry (not necessarily from a contractual partner within the FFI program).
- Active participation of at least one of FFI's industrial contractors that is one of the Swedish vehicle manufacturers or companies within the Automotive Suppliers (FKG).

National funding of projects within Domain II *Traveller of the Future* will supplied from the VINNOVA budget. National VINNOVA rules can be found on:

<http://www.vinnova.se/sv/Ansoka-och-rapportera/Regler-och-villkor/VINNOVAs-villkor-for-bidrag/>

- **Each project must normally have a co-financing of 50 % to ensure a real co-operation between relevant partners from different parts of society. Different forms of co-financing are accepted; see the separate document on VINNOVA national rules for this call at <http://www.vinnova.se/sv/>**

## National/Regional Specifications for Turkey

### Information and Contacts

Program “Future Travelling” Call 2013

TUBITAK, The Scientific and Technological Research Council of Turkey

Tunus Cad. No. 80  
Kavaklıdere 06100  
Ankara-Turkey  
Tel: 90-312-468 53 00  
Fax: 90-312-427 74 83

Mr. Bayram Yilmaz  
[bayram.yilmaz@tubitak.gov.tr](mailto:bayram.yilmaz@tubitak.gov.tr)  
T: +90 312 4685300 Ext: 1436

### Supplementing national/regional specifications to the common call framework of the transnational “Future Travelling” Call

- **Eligible project type for Turkish applicants:** applied research (industrial research or experimental development)

Industrial research and experimental development phase of R&D is funded and the following sub-phases of these activities are eligible:

- Conceptual development,
  - Technological/technical and economic feasibility studies,
  - Laboratory studies to be conducted in the process of transition from conceptual development to design,
  - Design and development,
  - Prototype production,
  - Establishment of pilot plant,
  - Test run.
- Turkish partners should register to the **TUBITAK PRODIS** (e-submission tool) (<https://eteydeb.tubitak.gov.tr/anasayfa.htm>) and upload the national cost-sheets
  - If there is **more than one Turkish partner**, you have to nominate one leading partner. The leading partner submits the national cost-sheets.
  - For additional information you can visit <http://www.tubitak.gov.tr/tr/destekler/sanayi/uluslararasi-ortakli-destek-programlari/icerik-1509-tubitak-uluslararasi-sanayi-ar-ge-projeleri-destekleme-programi>

Large companies and SMEs can apply for this programme and universities and research institutes can only be funded by subcontracting. SMEs can receive funds as 75% of all eligible R&D costs and large companies receive funds as 60 % of all eligible R&D costs.

**12.2 Annex 2: Instructions for drafting "Part B" of your "Future Travelling" proposal (uploadable PDF)**

*See separate file!*