

# Funding opportunity

UNDER ERA-NET TRANSPORT »

# Climate-friendly freight network

Freight transport is essential for economic development and efficient transport and distribution of freight is at the top of the wish list for many countries. A lot of research has already gone into making freight transport systems efficient, cost effective and reliable at the lowest possible cost for the environment. This trans-national funding initiative wants to push European knowledge even further.

## FUNDING SPECIFICATIONS

|           |  |
|-----------|--|
| Consortia | A minimum of two partners from the funding countries: Austria, France, Germany and Sweden  |
| Funding   | Grant to the budget, virtual common pot  |
| Type      | Main focus on RTD project, however element of basic research and/or demo. and pilots permissible   |
| Topics    | Urban freight distribution<br>Long-distance transport & freight transport corridors<br>Intermodality on freight transport<br>Intelligent logistics |

### Please note!

|        |  |
|--------|--|
| Timing | Contact national contact point as topics and timing of national calls differ |
|--------|--|

- » Before writing a proposal: Contact your national contact point (see reverse)
- » And check [transport-era.net](http://transport-era.net) > Action Groups > ENT 18: Climate-friendly Freight network

## APPLICATION PROCEDURE

As specific national conditions and timeframes exist, this procedure is recommended:

- A preliminary counselling with your national contact point before developing a proposal (recommended)
- A pre-proposal of max 10 pages (recommended) for commenting by ncp
- A full project proposal (mandatory) consisting of a joint core proposal in English outlining the project content & additional national proposal parts in national languages - required by Austria, France and Germany (see "guide for applicants" )

## National contact points

Austria

Österreichische Forschungsförderungsgesellschaft mbH (FFG)

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France

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## Priority topics of common national interest

| THEME  | DE | SE | AT | FR |
|--|----|----|----|----|
| <b>URBAN FREIGHT DISTRIBUTION</b>  |    |    |    |    |
| City-logistic terminals for the goods-transshipment as part of long-distance transport optimisation  | X  | X  | X  | X  |
| Transport planning and privileged lanes for optimised vehicles   | X  | X  | X  | X  |
| <b>LONG-DISTANCE TRANSPORT AND THE FREIGHT CORRIDORS</b>   |    |    |    |    |
| Better utilisation of capacity – load factors /less mileage by cooperation of hauliers   | X  | X  | X  | X  |
| Testing and demonstration of new business models, e.g. cooperation between different customers to increase the load factor   | X  | X  | X  | X  |
| Demonstration/deployment of very efficient and greener propulsion systems, with its infrastructure on a cross-border freight corridor  | X  |    | X  | X  |
| Harmonized models and methods for measuring "how green is a transport and a corridor"  |    | X  | X  | X  |
| Demonstration of new technologies incl. innovative ITS solutions   | X  | X  | X  | X  |
| <b>INTERMODALITY IN FREIGHT TRANSPORT</b>  |    |    |    |    |
| Developing innovative freight handling and intermodal transfer technologies  | X  |    | X  | X  |
| Increasing the efficiency of intermodal terminals and transport nodes using automation or other enhanced systems   | X  |    | X  | X  |
| Creating new systems and procedures for optimizing intermodal transport at the operations level (e.g. planning systems, capacity management, quality management)   |    | X  | X  | X  |
| Enhancement and development of container transport systems and containers, including monitoring the condition of freight being moved   | X  |    | X  | X  |
| <b>INTELLIGENT LOGISTICS</b>   |    |    |    |    |
| Developing active (automated) route deviation systems for logistics management by integrating real-time traffic information and prediction with route planning; using route deviation detection to improve overall efficiency (e.g. using cooperative logistics) | X  |    | X  | X  |
| Developing ideas for autonomous adaptation and self-control of logistics processes   | X  |    | X  | X  |
| Bottom up oriented supply chain  |    | X  | X  | X  |