

## **Climate-friendly freight network**

Funding initiative of Germany, Sweden, Austria and France

# **GUIDE FOR APPLICANTS**

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. A new emerging trans-national funding initiative under ERA-NET TRANSPORT wants to push European knowledge even further.

The basic consideration is to set only a wide thematic framework and to provide room for researchers to develop high quality project ideas. The following main topics will be of interest

- i. Urban freight distribution
- ii. Long-distance transport and the freight transport corridors
- iii. Intermodality on freight transport
- iv. Intelligent logistics

Due to national research priorities and provisions in national calls, not all themes can be funded by all national programmes.

## A. Priority topics of common interest

	DE	SE	AT	FR
<b>Urban freight distribution</b>				
City-logistic terminals for the goods-transportation 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 transport corridors</b>				
Better utilisation of capacity – load factors /less mileage by cooperation of hauliers particularly for SMEs (including intermodal freight issues)	X	X	X	X
Testing and demonstration of new business models, e.g. co-operation 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

### Remarks

1. X = Supported by the involved national program
2. Project proposal will be assessed with regard to this list and the content of the national program. In case of any contradiction the latter prevails. Information can be provided by the corresponding national contact points. For Austria reference is explicitly made to the program "I2V - Intermodality and Interoperability" of the BMVIT (Austrian Federal Ministry for Transport, Innovation and Technology).
3. By definition the projects should contribute to the policy goals of involved national programs. However, it is essential that proposers provide in addition proof of an added value to European and border-crossing issues, which cannot be achieved in national projects.

## **B. Definition of projects**

### **1. Type of projects**

The main focus of the funding cooperation is on RTD projects. This includes to a certain extent basic research, provided there is a clearly definable preparatory effect of subsequent RTD projects. Furthermore, projects that include demonstration and pilot components are of importance. Sole studies shall not be in the focus.

### **2. Type of funding**

The funding will be made as grant to the budget.

The definitions of project types from the community framework for state aid for research and development and innovation shall be used ([http://ec.europa.eu/invest-in-research/policy/state\\_aid\\_en.htm](http://ec.europa.eu/invest-in-research/policy/state_aid_en.htm)).

### **3. Composition of consortia**

Participation is principally possible to applicants from the funding countries Austria, France, Germany and Sweden.

Projects shall comprise at least partners of two funding countries. However the number of represented countries will be considered as evaluation criteria, meaning that a higher number of represented countries will lead to better scores in the evaluation.

The work plan of projects shall be implemented in a real cooperation of partners. A simple clustering of rather national (sub-)projects is not sufficient.

### **4. Duration of projects**

The duration of projects is expected to vary between 18 and 36 months.

## **C. Application procedure**

### **Attention: Before writing a proposal**

Interested researchers are advised to contact the national contact points before writing proposals. In a first counselling interview the frame conditions shall be discussed in order to avoid any misunderstanding and to find a suitable time slot.

Proposals can be handed in at any time.

Proposals have to be labelled “ENT18” and shall be submitted to the national contact points (see Annex I).

### **I. Recommended: Pre-proposal**

It is highly recommended to hand in a pre-proposal first. The response from national programs may give guidance on the success chances of a following full-proposal.

This pre-proposal should ideally comprise a description of the following points: subject, method, partners, contact person at involved organisations, total costs and requested public funding. The pre-proposal should be formulated in English and should not exceed 10 pages (see guide for applicants, annex II).

The involved programs will exchange information on incoming pre-proposals. The feed back may give guidance on the success chances of a following full-proposal.

### **II. Mandatory: Full Project Proposal**

Full project proposals submitted for funding decisions must include a joint core proposal in English outlining the project content in order to ensure that every national funding organisation is evaluating the same contents.

Every project partner must base his submission on this joint core proposal. Additional national proposal parts (in national languages) can be required to fulfil the national requirements.

In parallel full proposals have to be handed in by each partner of the project as follows:

#### **Austria**

In Austria, applicants must prepare and submit a full application for project funding in German language. The use of the dedicated template is mandatory. The template and more information is available at [www.ffg.at/content.php?cid=1006](http://www.ffg.at/content.php?cid=1006) Full project applications (“Antrag”) should be sent directly to FFG using the “FFG-eCall” (<https://ecall.ffg.at>). The FFG (Austrian Research Promotion Agency) is in charge for operational issues of the call (supporting researcher in the drafting phase, peer-review process and the preparation of a funding recommendation, funding contracts). The final funding decision is made by the BMVIT (Austrian Federal Ministry for Transport, Innovation and Technology).

#### **France**

For submission in France, applicants are required to prepare and submit a full national application for funding in the French language (submission in English possible for ANR).

In France – depending on the subject – full applications should be sent to one of the following funding bodies involved in Predit: Agence de l’environnement et de la maîtrise de l’énergie (Ademe), Oseo, MEEDDM (no systematic call for the 3 organisations) or Agence National de la Recherche (ANR) (call once a year, in December, results in June) or Fond

Unique Interministeriel (FUI) (2 calls per year by Ministry of Industry). Coordination by Predit.

### Germany

In Germany, applicants must prepare and submit a full application for project funding in the German language. For German researchers a prior submission of a pre-proposal is highly recommended.

Full project applications (“Antrag”) should be sent directly to TÜV Rheinland, Projektträger Mobilität und Verkehr, Am Grauen Stein, 51105 Köln, [www.tuvpt.de](http://www.tuvpt.de).

### Sweden

Applications are to be sent to <http://portal.vinnova.se/ssl/default.asp>

The involved national programs will evaluate the full-proposals and make final funding decisions in due time. Further information can be provided by the national contact points.

## D. The time schedule and nationally specific information

### Austria:

Proposal can be related to the IV2Splus Trans-National Program call (“1. Ausschreibung IV2Splus transnational”). Further information can be retrieved via

[www.ffg.at/content.php?cid=1006](http://www.ffg.at/content.php?cid=1006). Please consider the explanations given in the document “Leitfaden Iv2splusTN AS1 annex EN (172 kb)” from the download center

(<http://www.ffg.at/content.php?cid=714>).

Next deadline for submitting proposals is the 23<sup>rd</sup> of February 2010. A follow-up deadline is envisaged for Summer 2010 (please retrieve further information from the web-page).

### France

The next VTT (Vehicule de transport terrestre - Landsurface transport vehicles) call of the French national agency of research (ANR) will open on the 11<sup>th</sup> of December 2009. The deadline for submission is foreseen in February 2010. Precise information can be provided under (<http://www.agence-nationale-recherche.fr/AAPProjetsOuverts>)

There is also the ANR-call “sustainable towns” which is already open.

The 10<sup>th</sup> call of the Fond Unique Interministeriel (FUI) call of the French ministry of Industry is foreseen in spring 2010. More information under

(<http://www.competitivite.gouv.fr/spip.php?rubrique63&lang=fr>)

A Predit GO 04 (Logistique et transport de marchandises) is foreseen to be published before the end of December 2009.

### Germany

The basis for the German participation is The Third Transport Research Programme of the German Federal Government “Mobility and Transport Technologies”

(<http://www.tuvpt.de/fileadmin/pdf/mobility-and-transport-technologies.pdf>). The program is facilitated by the German Federal Ministry of Economics and Technology. (BMWí).

Project proposals can be handed in at any time. Pre-proposals are highly recommended.

It is furthermore advised to contact BMWí’s project management organisation “Mobility and Transport”, TÜV Rheinland. (see Annex I National Contact Points).

### Sweden:

The Swedish participation is not connected to a national programme. It is possible to submit applications until 15<sup>th</sup> of November 2010.

## Annex I

### “National contact points”

#### **Austria**

Österreichische Forschungsförderungsgesellschaft mbH (FFG)  
Sensengasse 1  
1090 Wien  
Austria  
T: +43 (0) 57755-5030  
Christian Pecharda, [christian.pecharda@ffg.at](mailto:christian.pecharda@ffg.at)

#### **France**

Ministère de l'Ecologie, de l'Energie, du Développement durable et de la Mer (MEEDDM)  
CGDD/DRI/SR  
Tour Voltaire  
92055 La Défense Cedex  
T : +33.1.40.81.36.47  
Michel Julien, [michel.julien@developpement-durable.gouv.fr](mailto:michel.julien@developpement-durable.gouv.fr)

#### **Germany**

Projekträger Mobilität und Verkehr,  
TÜV Rheinland Consulting GmbH  
Central Division Research Management  
Am Grauen Stein 33  
D-51105 Cologne  
T: +49 (0)221 – 806 – 4142  
Alexander Spieshöfer, [alexander.spieshoefer@de.tuv.com](mailto:alexander.spieshoefer@de.tuv.com)  
Felix Fiseni, [felix.fiseni@de.tuv.com](mailto:felix.fiseni@de.tuv.com)

#### **Sweden**

VINNOVA  
Inger Gustafsson  
T +46 8 4733115  
Inger Gustafsson, [Inger.gustafsson@vinnova.se](mailto:Inger.gustafsson@vinnova.se)

More information on ERA-NET TRANSPORT is available at [www.transport-era.net](http://www.transport-era.net).

## Annex II

### **Recommended structure of project pre-proposals (max. 10 pages)**

#### **Cover Page (single page)**

Catchword, possibly an acronym (max. 15 characters),

- Full title of proposal (max. 250 characters),
- Information on coordinator of consortium (name of organisation, address, name of project leader, telephone number, fax, e-mail),
- List of all participating organisations, consortium,
- Short description of project proposal (max. 1200 characters),
- Where appropriate, explanation of need for maintaining confidentiality of information provided in project proposal,
- Date/company stamp/signature (coordinator).

#### **Description of project idea (max. 9 pages)**

1. Description of problem
  - Characterisation and assessment of problem,
  - Contribution to solving challenges of transport within the framework of ENT
2. Innovative character and attractiveness of the approach
  - Scientific and technological state-of-the-art,
  - Innovation beyond state-of-the-art and running activities,
  - Guiding hypothesis/hypotheses for the proposed research,
  - Potential of the intended approach for solving the problem(s) at hand (probability of success),
  - Cost-benefit aspects
3. Basic project concept
  - Main focal points of project, R&D elements,
  - Contributions of the individual partners
4. Plausibility of the implementation concept
  - Organisation and financial safeguarding of market introduction,
  - Inclusion of users/operators, strategies for introduction and diffusion,
  - Procedures for solving conflicts which may arise in the implementation phase
5. Self-evaluation
  - Concept for self-evaluation, criteria,
  - Target agreement concerning quantifiable effects of demonstration/field tests on traffic,
  - Explanation of how the targets and/or the effect analysis were calculated/carried out and how they can be verified in the future
6. Potential of the cooperation partners
  - Qualifications of the coordinator,
  - Expertise of the partners (short).
7. Project duration and concept for financing the work, distribution among the partners