

Climate-friendly freight network

Funding initiative of Germany, Sweden, Austria and France

GUIDE FOR APPLICANTS

Updated 25 May 2010

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
Urban freight distribution				
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
Long-distance transport and the freight transport corridors				
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
Intermodality in freight transport				
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
Intelligent logistics				
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).

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 in relation with national calls. It may be suitable in some countries that the contact point define with the applicants which call is the best depending on the proposal

The initiative does not have a definite closure date. Therefore, basically proposals can be handed in at any time before the end of this year.

Attention: The specific national conditions and time frames (which prevail in any case of contradiction or uncertainty) of the involved countries are usually not identical. Therefore, interested applicants are advised to carefully check the specific conditions of the corresponding country (see section D.)

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 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 the MEEDDM or to Agence National de la Recherche (ANR) (or Fond Unique Interministeriel (FUI). Coordination by Predit for the pre-proposal.

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 Verkehrstechnologien, Am Grauen Stein, 51105 Köln, 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

It is recommended to submit proposals at the latest by 31 July 2010. (Participants from Austria by 15 July 2010). The national specific conditions will be presented in the following.

Austria:

Proposal can be related to the IV2Splus Trans-National Program call (“2. Ausschreibung IV2Splus transnational”). Further information can be retrieved via 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 15th of July 2010. A follow-up deadline is envisaged for Autumn 2010 (please retrieve further information from the web-page).

France

Funding can be awarded in different ways and by different calls. Proposals shall be sent in any case until 31 July to MEEDDM.

PREDIT can decide on funding at any time .

The French national agency of research (ANR) will open two calls at the end of this year: “Landsurface transport vehicles” (Vehicule de transport terrestre) and “sustainable towns” Precise information can be provided under (<http://www.agence-nationale-recherche.fr/AAPProjetsOuverts>)

The 11th call of the Fond Unique Interministeriel (FUI) call of the French ministry of Industry is foreseen in Septembre 2011. More information under (<http://www.competitivite.gouv.fr/spip.php?rubrique63&lang=fr>)

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. (BMWi).

Pre-proposals are highly recommended.

It is furthermore advised to contact BMWi’s project management organisation “Mobility and Transport Technologies”, 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 15th 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

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 : +33.1.40.81.63.47

Michel Julien, michel.julien@developpement-durable.gouv.fr

Germany

Projekträger Mobilität und Verkehrstechnologien,
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
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Sweden

VINNOVA
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More information on ERA-NET TRANSPORT is available at 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