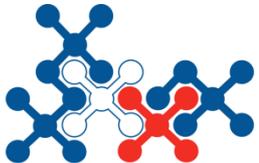




Omówienie tematów badawczych dla miast

- Konkurs 2017 z obszaru transport H2020

Prelegent: Zbigniew Turek



Krajowy Punkt Kontaktowy
PROGRAMÓW BADAWCZYCH UE
Instytut Podstawowych Problemów Techniki PAN



Budget for 2016-2017 calls

	2016 Budget EUR million	<i>2017 Budget EUR million</i>
Calls		
Mobility for Growth	210.10	<i>225.50</i>
1. Aviation	59	<i>87</i>
2. Waterborne	38	<i>40</i>
3. Safety	52	<i>14</i>
4. Urban Mobility	12	<i>24</i>
5. Logistics	14	<i>13</i>
6. ITS	30	-
7. Infrastructure	-	<i>38</i>
8. Socio-Economic and behavioural research	5,1	<i>9,5</i>
Automated Road Transport	64.00	<i>50.00</i>
European Green Vehicles Initiative	78.50	<i>128.00</i>
Contribution to Blue Growth	9.00	<i>8.00</i>
SME instrument	57.57	<i>61.23</i>
FTIPilot-2016	14.65	-
Other Actions	17,45	<i>14,55</i>
Estimated total budget	451.27	<i>487.28</i>





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Coordination and Support Actions (CSA)

- ✓ Celem tych akcji jest promowanie współpracy oraz koordynowanie działań badawczych, innowacyjnych lub politycznych; w ich zakres wchodzi definiowanie, organizowanie i zarządzanie wspólnymi inicjatywami oraz takie działania jak konferencje, spotkania, studia, wymiana personelu, upowszechnianie dobrych praktyk, tworzenie wspólnych systemów informacyjnych i grup eksperckich.
- ✓ **Finansowanie dla wszystkich uczestników i wszystkich działań: 100%.**
- ✓ **Liczba partnerów:** min. 1 uczestnik.





Research and Innovation Actions (RIA)

- ✓ Projekty badawcze i innowacyjne prowadzone są przez międzynarodowe konsorcja, których celem jest stworzenie nowej wiedzy, technologii, produktów, demonstracji, walidacji prototypu na małą skalę laboratoryjną. Projekty mogą zawierać też elementy demonstracyjne lub pilotażowe.
- ✓ **Dofinansowanie dla wszystkich uczestników i wszystkich działań: 100%.**
- ✓ **Liczba partnerów: min. 3 partnerów.**





Innovation Actions (IA)

- ✓ Projekty innowacyjne składają się z działań nastawionych bezpośrednio na plany produkcyjne i/lub projektowanie nowych, zmienionych lub ulepszonych produktów, procesów lub usług. Projekty mogą zawierać elementy prototypowania, testowania, demonstracji lub pilotażu produktu na dużą skalę, przed wprowadzeniem na rynek. Ponadto projekty te mogą zakładać również realizację działań badawczych lub rozwojowych.
- ✓ **Finansowanie dla wszystkich uczestników i wszystkich działań: 70% (org. non-profit: 100%).**
- ✓ **Liczba partnerów:** min. 3 partnerów.





Wezwania konkursowe realizowane przez **Coordination and Support Action (CSA)**

Mobility for Growth: Urban Mobility

MG-4.3-2017. Innowacyjne podejścia do integracji węzłów miejskich z korytarzami sieci bazowej TEN-T

Mobility for Growth: Logistics

MG-5.4-2017. Potencjał „Internetu Rzeczy”

Mobility for Growth: Socio-economic and behavioural research and forward looking activities for policy making

MG-8.2-2017. Big data w obszarze transportu: Szanse badawcze, wyzwania i ograniczenia

http://ec.europa.eu/research/participants/data/ref/h2020/wp/2016_2017/main/h2020-wp1617-transport_en.pdf

Lub

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/index.html#>





Mobility for Growth: Logistics

MG-5.4-2017. Potencjał „Internetu Rzeczy”

Mobility for Growth: Infrastructure

MG-7.1-2017. Odporność na ekstremalne wydarzenia (naturalne i wywołane przez człowieka)

MG-7.2-2017. Optymalizacja infrastruktury transportowej, w tym terminali

Mobility for Growth: Socio-economic and behavioural research and forward looking activities for policy making

MG-8.4-2017. Poprawa dostępności, mobilności integracyjnej i równości: nowe narzędzia i modele biznesowe dla transportu publicznego na obszarach priorytetowych

MG-8.5-2017. Zmiana wzorców: Badanie dynamiki wpływu indywidualnych preferencji, zachowań i stylu życia na wybory dotyczące transportu i mobilności

http://ec.europa.eu/research/participants/data/ref/h2020/wp/2016_2017/main/h2020-wp1617-transport_en.pdf

Lub

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/index.html#>





Wezwania konkursowe realizowane przez **Innovation Action (IA)**

Mobility for Growth: Urban Mobility

MG-4.1-2017. Powiększenie liczby i skali innowacyjnych rozwiązań mających na celu osiągnięcie zrównoważonej mobilności na obszarach miejskich

MG-4.2-2017. Wsparcie dla inteligentnej, elektrycznej mobilności w miastach

Automated Road Transport

ART-01-2017. Infrastruktura ICT umożliwiająca przejście do automatyzacji transportu drogowego

ART-07-2017. Pełnowymiarowa demonstracja automatyzacji miejskiego transportu drogowego

Green Vehicles

GV-08-2017. Integracja komercyjnych, elektrycznych pojazdów miejskich z infrastrukturą do szybkiego ładowania

GV-10-2017. Demonstracja (pilotaż) zelektryfikowanych pojazdów kategorii L w systemie transportu miejskiego

http://ec.europa.eu/research/participants/data/ref/h2020/wp/2016_2017/main/h2020-wp1617-transport_en.pdf

Lub

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/index.html#>





Specific Challenge: (MG-4.1-2017. Powiększenie liczby i skali innowacyjnych rozwiązań mających na celu osiągnięcie zrównoważonej mobilności na obszarach miejskich)

Many innovative solutions (supported by STEER, CIVITAS, national, regional, local, international and other initiatives) for sustainable urban mobility were **locally developed or developed as self-standing projects** in a variety of social, economic and geographical contexts. The specific challenge is to increase the take up of innovative solutions by **transferring them to new contexts and studying and comparing the impacts**. Special attention should be paid to social issues and implications. Where relevant, potential gender differences should be investigated.



Scope: (MG-4.1-2017. Powiększenie liczby i skali innowacyjnych rozwiązań mających na celu osiągnięcie zrównoważonej mobilności na obszarach miejskich)

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

- Traffic and travel avoidance: **planning and location policy**; innovative demand management approaches while providing citizens, businesses and organisations with minimum levels of access; less car dependent lifestyles.
- Optimising the use of existing infrastructure and vehicles: this may include **smart pricing of parking**, public transport and road use; increasing load factors and making the last mile more efficient in urban freight transport; integration between urban freight and passengers transport networks within appropriate city and transport planning governance; innovative use of passenger transport means; planning for increasing the resilience of the urban transport system to extreme weather events.
- Optimising design and use of multi-modals hubs and terminals for passengers and freight; integration of systems, (sustainable) modes and 'mobility as a service', more efficient transfers; transformation of districts; **multi-purpose use of space for vehicles**.
- Supporting modal shift towards more efficient modes: increased walking and cycling; **urban waterborne transport**; mobility management and travel awareness; increased attractiveness of public transport; new coordination and service concepts.
- New governance models for freight and passenger transport: better coordination and cooperation; **synergies between passenger and freight transport**; stakeholder engagement; public consultation and participation, education and training, policy transfer.

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



Expected Impact: (MG-4.1-2017. Powiększenie liczby i skali innowacyjnych rozwiązań mających na celu osiągnięcie zrównoważonej mobilności na obszarach miejskich)

Actions should demonstrate successfully **transfer** a single solution/approach or limited package of mutually reinforcing solutions/approaches **from a small number** of locations in Europe (indicatively not more than five) **to at least ten** new locations in Europe.

Building on clear commitments from action participants for a further Europe-wide take-up and rollout of results during and following the actions, they will result in new insights into the practical transferability of innovative solutions/approaches.

Actions will demonstrate how their activities will lead to **faster, more cost-effective and larger scale deployment** of a range of innovative (technological and non-technological) solutions/approaches to achieve sustainable mobility in urban areas. Possible (technological and non-technological) barriers and ways to overcome them should be identified and addressed by actions.



MG-4.1-2017. Powiększenie liczby i skali innowacyjnych rozwiązań mających na celu osiągnięcie zrównoważonej mobilności na obszarach miejskich

Call budget for 2 topics (MG-4.1, MG-4.2): 22 mln: €
EC contribution requested (EC suggestion): between EUR 2 and 5 million per proposal
Type of action: IA
Deadline: 26 Jan 2017 (First stage) 19 Oct 2017 (Second stage)



Konkurs *Mobility for Growth* 2016

Urban Mobility



Specific Challenge:

In order to integrate electromobility in their Sustainable Mobility Plans, European cities need to equip themselves with a **network of electric recharging stations for electric cars and L-category vehicles**. This will help the market to grow, as potentially interested consumers tend not to buy electric vehicles because they are not confident enough about the opportunities to recharge them. However, the real business models do not yet exist. The establishment of recharging **infrastructure for electric vehicles is expensive and, without additional financial support** and/or new approaches, there is a first-mover disadvantage until there are enough vehicles to make the investments profitable.

Scope:

Proposals should focus on the development of integrated approaches and testing of

- **"business" models for the local production and distribution of electricity together with electric vehicles fleet,**
- **to create the conditions for market take up in urban and sub-urban areas.**

This could include private and public recharging stations. Approaches could include e.g. charging at work places, private parking places, homes, public spaces, transport intermodal hubs, system integration of large fleets of electric vehicles (BEVs and PHEVs), multimodal platforms, etc. Specific tests and pilots focussing on the integration of solutions into transport system, in combination with a cross-site evaluation, could be carried out.

Possible **barriers and ways to overcome these barriers** to deploy integrated solutions and business models for electric recharging should be identified. Where relevant, potential gender differences should be investigated.

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



Expected Impact:

Tested and validated business models for electromobility solutions regarding:

—Large scale, sustainable and decentralised **energy production and distribution** (also from transport infrastructure itself) in balance with local use.

—Simple, interoperable, convenient and intelligent billing systems ensuring at the same time a safe and reliable data exchange in cities. This includes **integrated energy infrastructure systems**, bringing together technologies from the energy, infrastructure and transport domains.

—Emergent integrated approaches and **business models for recharging**, looking – among others – at consumer acceptance, value models and ownership.

—Projects should bring innovative **tools and recommendations to integrate electromobility in SUMP**s (for example, planning policies and use of urban space), as well as recommendations for common standards of ultra-low emissions urban areas.

—On the basis of clear commitments from participants for a further Europe-wide take-up and rollout of results during and following the project are expected.

The project proposal should include an **estimation of CO2 savings** obtained through the sustainable urban mobility solutions deployed in the project, on the basis of CO2 intensity of the European electricity grid of 540 g CO2/kW-h. It should also provide information on how this estimate is calculated, for example on the basis of the size of the entire vehicle fleet powered by electricity that will be deployed in the project, and/or on the number of the recharging in the infrastructure that will be deployed in the project.

Call budget for 2 topics: (MG-4.1, MG-4.2) 22 mln: €

EC contribution requested (EC suggestion): between EUR 4 and 5 million per proposal

Type of action: IA

Deadline: 26 Jan 2017 (First stage) 19 Oct 2017 (Second stage)



Konkurs Automated Road Transport



Specific Challenge:

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

Scope:

The focus will be on the **development, testing and real-life validation of ICT** infrastructure architectures, integrating state-of-the-art ICT technologies, systems and functions to enable the transition towards road vehicle automation (up to automation levels 3 and 4). Proposals should bring together **actors from automotive, IT and telecommunication industries** as necessary to address

one or several of the following areas:

- **Functional and technical requirements** for the required connectivity (V2V and V2I) for large-scale deployment of vehicle automation levels 3 and 4, by analysing the use cases for the deployment of stable and reliable connectivity over commercial telecom networks and over dedicated ITS spectrum. **It is envisaged that both types of connectivity are needed for the deployment of large-scale automation.** Proposers should address **cyber-security aspects in depth.**
- In relation to connectivity: **architecture, functional and technical requirements for data generation**, processing, storage and retrieval in the context of large-scale deployment of automation levels 3 and 4. Decision making processes needing data to operate vehicles and/or infrastructure should be distinguished from the provision of infotainment services and from other third party services. Regarding **business models** based on innovative, cross-sector use of data, proposers should address and analyse preconditions which might require public authority intervention. Proposers should address **cyber-security aspects in depth.**
- Tamper-proof in-vehicle platforms for automated vehicles building on and advancing the principles of **cyber security for automated vehicles.**
- Dynamic and **accurate localisation and mapping**, using cloud-based spatial data for highly automated driving (including sourcing, processing and information maintenance); accurate mapping and precise localisation based on European GNSS, using fully the capacity of vehicle connectivity and sensors and map data feedback loops; security of information enabling automated transport systems.



Expected Impact:

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

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

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

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

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

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

Call budget for 3 topics (ART.-01,03,07): 50 mln: €

EC contribution requested (EC suggestion): between EUR 5 and 15 million per proposal

Type of action: IA

Deadline: 26 Jan 2017 (First stage) 27 Sep 2017 (Second stage)



Specific Challenge:

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

Scope:

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

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

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



Expected Impact:

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

Call budget for 3 topics (ART.-01,03,07): 50 mln: €

EC contribution requested (EC suggestion): between EUR 10 and 15 million per proposal

Type of action: IA

Deadline: 26 Jan 2017 (First stage) 27 Sep 2017 (Second stage)



Konkurs *Green Vehicles*



Specific Challenge:

Electrification of different types of transportation and delivery typically in urban and suburban areas (including buses, vans, medium trucks, and specialist vehicles such as trucks for refuse collection) is a privileged path to reduce their **energy consumption and emissions**. At the same time, achieving the same range capabilities using large over-night charged batteries would undermine their payload capacity and vehicle performance (e.g. acceleration and hill climbing ability). It is therefore necessary to **integrate either a range extender or solutions for the fast transfer of significant energy volumes**, be it at terminals, loading/de-loading stops or in-route. However, large magnitude power transfer directly from the grid can be costly and introduce disturbances into the grid. Furthermore, large power flows in relation to the total energy capacity of the involved energy storage systems may be harmful to the energy storage systems. Therefore, the **different options of rapid charging at stops and terminus need to be assessed and compared** with respect to cost and their impact on the power grid. The overall challenge is to design integrated, energy efficient low emission vehicles taking into account **the powertrain, energy storage and the charging infrastructure** needed to cover the intended missions, without compromising on vehicle performance or comfort and safety of the vehicle driver and occupants or increasing the final costs to the users/customers.



Scope:

Actions should address the development of **vehicle drive train concepts and energy storage** (battery and super-capacitor) which can deliver the required vehicle performance and are able to operate in **a pure electric mode with high energy recovery capacity**. This will ensure zero emissions and low noise pollution either on the whole mission or in designated low-emission zones, while permitting in the second case highly efficient, low environmental impact internal combustion engine operation without range restrictions in other areas. Such technologies can be applied to **one or both** of the following vehicle types:

—**Electrified medium duty trucks** for urban and peri-urban applications (freight delivery, refuse collection, etc.) capable of time efficient operation.

—**Electrified high capacity** (at least 12 m) buses for urban use, capable of following normal timetables and when needed to effectively charge and drive at bus stops with multiple bus lines.

For both above applications, where appropriate, development and integration in the vehicles, of **power transfer solutions** for ultrafast (< 30 seconds), superfast (< 5 minutes) and/or fast (< 30-50 minutes) wireless and contact-based electric energy transfer technologies, demonstrating how the system level efficiency and economic impacts can be achieved, including amortisation of infrastructure.

To ensure the acceptability of such systems into the market, negative effects on battery life and the grid, and measures to mitigate them should also be developed and integrated in the global system, as well as **standardisation and health and safety implications**.

Extension of these concepts **to lighter vehicles** should be taken into account wherever appropriate to enhance opportunities for exploitation.

An interaction with interested European cities to provide input on needs and implementation plans will be performed targeting market readiness by 2023.

Proposals could foresee cooperation with entities participating in projects funded by **Japan and US** to exchange knowledge and experience and exploit synergies in the field of fast charging and its impact on infrastructure in view of establishing **future international standards**.



Expected Impact:

All actions will contribute to climate action and sustainable development objectives by achieving the following targets.

For electrified medium duty trucks for urban use:

- **Energy efficiency** improvements up to 70% in comparison with equivalent category conventional vehicles are targeted, with full electric driving ranges of at least 50 km (including energy recuperation and superfast charging at delivery stops).
- **Low noise** operation (<72 dB) allowing e.g. off peak delivery.
- **Polluting emissions** below Euro VI with a Conformity Factor of 1.2 in real driving when in range extended mode.

For electrified high capacity buses for urban use:

- Bus energy **efficiency improvements** similar to dual mode medium duty trucks, with an average speed compatible with normal bus operation, depending on whether charging take place only at end terminals or at bus stops.
- **Polluting emissions** below Euro VI with a Conformity Factor of 1.2 in real driving when in range extended mode.
- **Reduced operating costs competitive** with conventional low emissions buses or trucks.

For fast charging infrastructure:

- Power transfer capability above 100kW
- Transfer efficiencies above 90% for static contactless systems

Call budget for 8 topics: 128 mln: €

EC contribution requested (EC suggestion): between EUR 5 and 15 million each depending on the number of developed vehicles and charging technologies

Type of action: IA

Deadline: 01st Feb. 2017

**Specific challenge:**

Growing urbanisation in Europe is generating increased traffic congestion, greenhouse gas emissions, and air pollution. **Economic development requires an efficient and sustainable mobility system and European citizens need affordable and adaptable transport options through synergies between different modes.** L-category vehicles, for individual passenger transport and for small logistics, are an effective solution to address the growing problems of traffic congestion in towns and cities across the EU. Smaller, lighter and more specialised than other vehicles, their use produces economic savings in terms of time gained, energy consumption and space required for moving and parking. **Electrified L-category vehicles (EL-Vs) are a further step towards an even more sustainable urban mobility but they are still a niche market, mainly due to cost, lack of public information and limited direct user experience.** However, last generation EL-Vs, and those currently under development, could meet mainstream customer expectations and contribute to urban quality of life.

**SCOPE:**

Proposals should focus on the demonstration of the potential market penetration of EL-Vs in different European cities. It should enable EL-V manufacturers to make vehicles more attractive to the general public, support a mind-shift and encourage the uptake of EL-Vs (in **particular two/three wheelers and light quadricycles**). The demonstration of EL-Vs as **private, shared, or service vehicles** will make the public more familiar with easy to operate EL-Vs and allow overcoming issues such as range anxiety. Enabling users to experience the wide range of EL-Vs as part of their daily personal mobility, will make them more aware of their real mobility needs and allow **the integration of EL-Vs with other private and public modes of transport**. Surveys among private and professional users should measure in how far the demonstration projects **provide attractive services and match market demands**.

**SCOPE:**

The scope includes

- **deployment of ICT** tools for driver support and services such as communication with back-office, booking, route scheduling, real time monitoring of vehicle performance to enhance eco-driving and for integrating EL-Vs into the urban transport.
- **compatibility of EL-Vs** with other vehicles' charging stations and with cheaper charging devices, such as home chargers.
- compatibilities and potential incompatibilities between different categories of vehicles (L, M, N) should be identified and documented, suitable to serve as a basis for creating or adapting street rules, type approval regulations, standards and policy measures for the deployment of an effective charging infrastructure.

The consortium should have at least two cities as beneficiaries.

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

This topic is particularly relevant for **SME participation**.

**Expected impact:**

Actions are expected

- will supply the manufacturer with **crucial information for the development** and the engineering work of the next generation of EL-Vs.

The work on deployment of ICT tools for driver support and services is expected

- to give the vehicle manufacturers and mobility service providers the **necessary information to develop successful business models**.

Actions will

- give details on their contribution to **speed up the penetration of EL-Vs** into the market and
- **assess the potential market** penetration of EL-Vs and consumers' needs and expectations.
- contribute to **quality of life** in urban environments (including commuting), and
- will **provide recommendations** for effective policy measures supporting the deployment of EVs, as well as for an optimised grid and charging infrastructure, able to guarantee compatibility among different type of EVs.

In addition, the demonstration will

- provide data **on real driving conditions** useful to design policy measures (i.e. optimal amount and distribution of public charging points, identification and possible areas accessible only to electrical L vehicles, interaction with other means of transport and vulnerable road users).
- **contribute to climate** action and sustainable development objectives.



Call budget for 8 topics: 128 mln: €

EC contribution requested (EC suggestion): 7-10 mln € per proposal

Type of action: IA

Deadline: 01st Feb. 2017



Topic: GV-08-2017 Electrified urban commercial vehicles integration with fast charging infrastructure

Project idea: EL-CHARGE - ELectrified urban commercial vehicles integration with fast CHARGing infrastructure

EL-CHARGE will address the development and implementation of vehicle drive train concepts and energy storage (battery and super-capacitor) which can deliver the required vehicle performance, versatility and are able to operate in a pure electric mode with high energy recovery capacity – SME from France and UK, and R&D entity from Norway & Spain , and Standardization body from Netherlands

Technologies will be demonstrated to the following vehicle types:

- Electrified medium duty trucks for urban and peri-urban applications (freight delivery, refuse collection, etc.) capable of time efficient operation – SME manufacturer from Italy.
 - Electrified high capacity (at least 12 m) buses for urban use, capable of following normal timetables and when needed to effectively charge and drive at bus stops with multiple bus lines
- Manufacturer of Electric Buses from Poland.

Presenter: CML Leading Innovation Assessment



Topic: MG-7.1-2017: Resilience to extreme events

Project Idea: Area Infrastructures

Strategic application of new materials, techniques and systems for construction, operations and maintenance in order to ensure reliable network availability during unfavourable conditions.

Presenter: Materials Testing Institute University of Stuttgart

Topic: MG-4.1-2017: Increasing the take up and scale-up of innovative solutions to achieve sustainable mobility in urban areas

Project Idea: Project LEZ

Implementation of a low emissions zone (LEZ) in the city center, limiting access to heavy vehicles (buses and trucks) in order to permit of only those who meet the low emission standards. The intention is to share knowledge and implement new solutions that can best enable operationalizing an LEZ to reduce harmful emissions specifically in the city center through an optimal use of technologies, policies, and enforcement, specifically with the assistance of ICT and picture-processing technology.

Presenter: Jerusalem Muni



Topic: GV-08-2017 Electrified urban commercial vehicles integration with fast charging infrastructure

Project Idea: IN-WIRE - INductive WIREless charging system for urban buses

Presenter: ETRA

Topic: MG-4.2-2017: Supporting 'smart electric mobility' in cities

Project Idea: electromobility solutions and business models (BM) for the local production and distribution of electricity, supporting sustainable urban passenger mobility and freight distribution using EV.

Presenter: ETRA

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

Project idea: Assisted Mobility for Prioritised Areas

Presenter: ETRA

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

Project Idea: CROSSMIND - Collaborative platfoRm for the identification and analysis of drivers of car Ownership Shift towards Sharing Models and its Impact in European Urban areas and automotive inDUstry.

Presenter: ETRA



Project Idea: NETCAR: Embedded dynamic car situation awareness system based on advanced road surveillance employing natural driver's communication interface

An innovative distributed video surveillance system capable of:

exploiting existing external infrastructure for road monitoring (sensing outside of the vehicle) to provide full situational awareness, tracking and notifications to all vehicles (not only those equipped with onboard devices, compliant to C2X).

Proponowany wkład do tematów:

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

Topic: MG-4.1-2017: Increasing the take up and scale-up of innovative solutions to achieve sustainable mobility in urban areas

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

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

Presenter: Gdańsk University of Technology, Multimedia Systems Department



Więcej informacji o zgłaszanych propozycjach oraz innych prezentacji wygłoszonych na konferencji oraz katalog osób uczestniczących w spotkaniach brokerskich dostępny ze strony:

http://transport-ncps.net/index.php?option=com_k2&view=item&layout=item&id=262&Itemid=374&lang=en

Więcej o konferencji TRA2016 <http://www.traconference.eu/>



Dziękuję za uwagę

Pytania?

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