Szczecin, 18.10.2016
Akademia Morska w Szczecinie

Transport wodny w Horyzoncie 2020
Konkursy na rok 2017

Rafał Duczmal
Inteligentny, zielony i zintegrowany transport

Krajowy Punkt Kontaktowy Programów Badawczych UE
Instytut Podstawowych Problemów Techniki PAN
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W niniejszej prezentacji wykorzystano materiały udostępnione m.in. przez KE i/lub Ministerstwa oraz Agendy RP

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Structure of Horizon 2020

Excellent Science

- European Research Council (ERC)
- Future and Emerging Technologies (FET)
- Marie-Sklodowska-Curie Actions
- Research Infrastructures

Industrial Leadership

- Leadership in enabling and industrial technologies (LEIT)
- Access to risk finance
- Innovation in SMEs

Societal Challenges

- Health, demographic change and wellbeing
- Food security, sustainable agriculture and forestry, marine and maritime and inland water research and the bioeconomy
- Secure, clean and efficient energy
- Smart, green and integrated transport
- Climate action, environment, resource efficiency and raw materials
- Europe in a changing world - inclusive, innovative and reflective societies
- Secure societies - protecting freedom and security of Europe and its citizens

Spreading excellence and widening participation

Science with and for Society

Joint Research Centre (JRC)

The European Institute of Innovation and Technology (EIT)

Euratom Research and Training Programme 2014-2018

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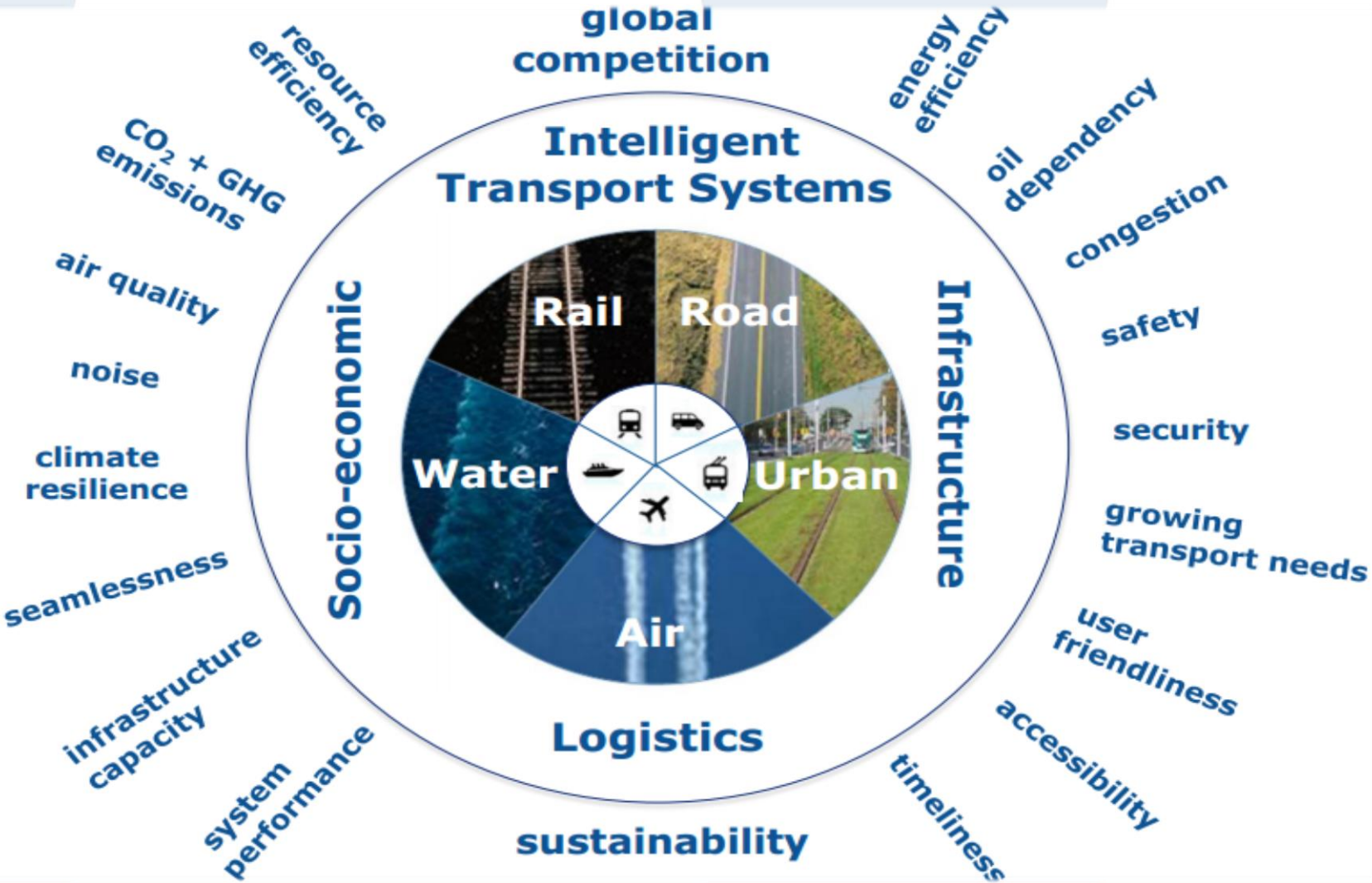
Transport



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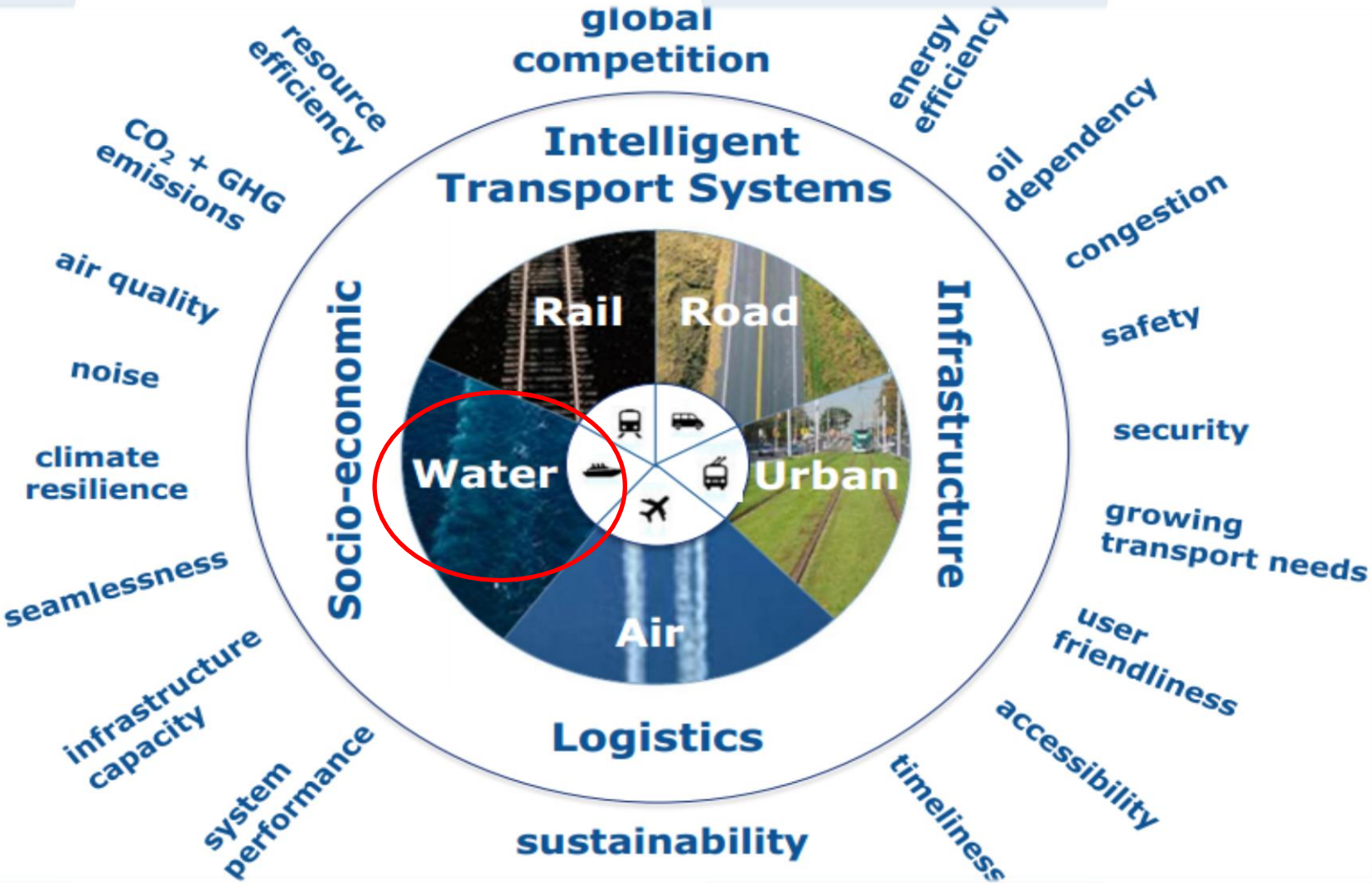
Transport



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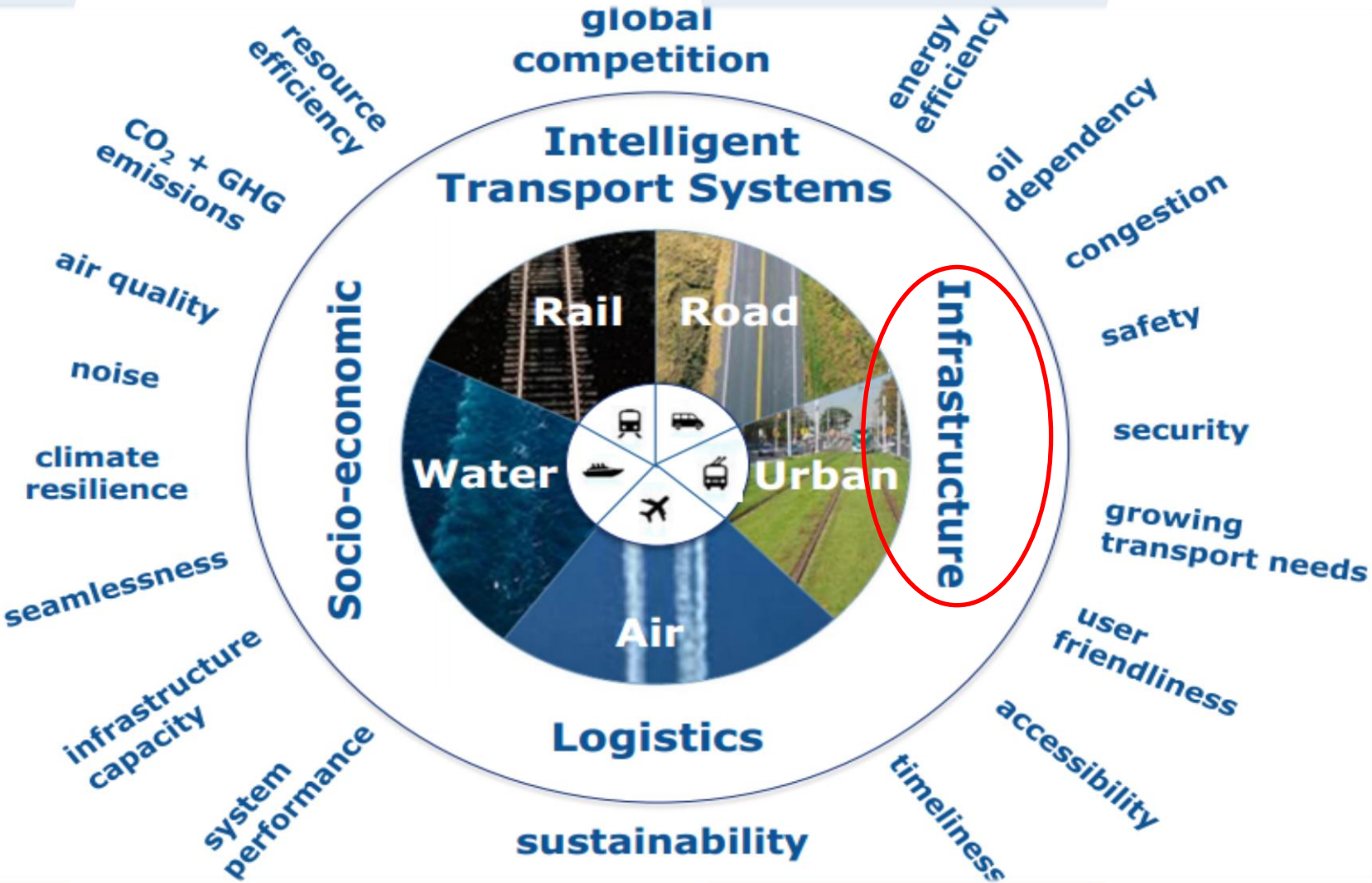
Transport



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Budżet wyzwania Transport

6339 mld € na czas trwania H2020, **w tym finansowanie** poniższych wspólnych przedsięwzięć - JUs:
- Clean Sky
- SESAR
- Shift2Rail
- Fuel Cells & Hydrogen (wkład finansowy *Transportu*)

938, 52 mln € przeznaczono na realizację projektów Programu Prac 2016-2017

- Konkursy: coroczne, dwuletnie, otwarte
- Jedno lub dwuetapowa procedura składania wniosków

* Program Prac zaktualizowany 20.09.2016

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Budget for 2016-2017 calls

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

BY-NC-ND

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Konkurs *Mobility for Growth 2017*

Waterborne

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Tematy w obszarze Waterborne

MG-2.2-2016: Development, production and use of high performance and lightweight materials for vessels and equipment

MG-2.3-2016: New and improved transport concepts in waterborne transport

MG-2.1-2017: Innovations for energy efficiency and emission control in waterborne transport

MG-2.4-2017: Complex and value-added specialised vessels

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MG-2.1-2017: Innovations for energy efficiency and emission control in waterborne transport

Specific Challenge:

Waterborne transport still has huge potential in terms of energy use reduction and emission control, also and in particular with regard to existing ships. The specific challenges are to defend the lead in world markets and introduce a step change in energy efficiency and emission reductions; to explore alternative fuels through real world demonstrators; to prepare the ground for vessel electrification where sailing distances and infrastructures permit it; and to optimise the basic performance of vessels.

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MG-2.1-2017: Innovations for energy efficiency and emission control in waterborne transport

Scope:

In order to meet these challenges, proposals should address one or several of the following aspects:

—Safe, economical, environmentally sound and practical usage of improved, alternative, low carbon and renewable fuels in waterborne transport, in particular LNG and methanol.

—Advanced energy storage and DC energy systems on-board for full and partial vessel electrification, including hybridisation.

—Development, demonstration and evaluation of innovative pollution reduction and control technologies, including solutions for remote sensing and monitoring of emissions, aspects of human behaviour and training, decision support systems, and modelling and simulation of solutions with full scale verification.

—Reduction of frictional resistance through e.g. new hull coatings, boundary-layer control devices, and air lubrication, including the development of computational and experimental techniques to demonstrate the efficiency gain.

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MG-2.1-2017: Innovations for energy efficiency and emission control in waterborne transport

Expected Impact:

Activities will contribute to a more energy efficient and less polluting waterborne transport in Europe, complying with Directive 2012/33/EU, Directive 2014/94/EU and MARPOL Annex VI, in a tangible and quantifiable way through the demonstration of significant improvements in fuel efficiency (+15% compared to Best Available Technique), the demonstration to full scale of significant reductions in emissions through a variety of measures and their combinations (-80% for pollutants, -50% for greenhouse gases), and the proof of the full economic and operational feasibility of alternative fuels. Energy use reduction, in addition to its positive environmental impact, will contribute to the significant reduction of operational costs and therefore lead also to positive economic impact.

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MG-2.1-2017: Innovations for energy efficiency and emission control in waterborne transport

Budżet wezwania konkursowego na 2 tematy: 40 mln €
Wsparcie KE dla projektu (sugestia KE): 5-9 mln € na projekt
Typ projektu: Innovation action (IA)
Termin zamknięcia konkursu: 26 Jan 2017 (First stage)
19 Oct 2017 (Second stage)

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MG-2.4-2017: Complex and value-added specialised vessels

Specific Challenge:

European yards and marine equipment manufacturers, often consisting of SMEs, are world leaders in the construction of complex vessels, in small and medium-sized, value-added vessels and in highly specialised vessels. In addition to making the production and use of existing vessel concepts more efficient, new waterborne business cases require more specialised and customised vessels. The specific challenge is to explore the best design concepts and construction and production principles for complex, one off and small series vessels, and for modular standardised vessels, also in terms of marketability (technology push) and future skills requirements along the value chain (especially as regards SMEs active in this area).

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MG-2.4-2017: Complex and value-added specialised vessels

Scope:

In order to meet this challenge, proposals should address one or several of the following aspects:

—Develop and validate advanced ferry concepts for European waters (urban, inland waterways and short sea), covering hull designs, equipment and operations, including optimised land-side interfaces.

—Explore and validate low impact cruise and passenger ship designs and operations (noise, discharges, ballast water management), in particular for all seasons operations and challenging environments.

—Develop and validate modular standardised workboat concepts.

—Develop and validate vessel concepts and designs for new waterborne transport and transport support operations, including low-viscous resistance frames and where appropriate novel and more efficient ice-breaking technologies.

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MG-2.4-2017: Complex and value-added specialised vessels

Expected Impact:

The outcome of activities will contribute to the competitiveness of the sector by bringing forward innovative solutions that build on the current and future technological capacities and human resources of European companies: proof of concept up to the level of demonstrators including the assessment of cost-benefits (ferries/passenger vessels), development of standardisation approaches and modular production methods including demonstrators (workboats); market/marketability analysis and preliminary proof of concept (entirely new vessel concepts and ice breaking technologies). The exploitation of results for the benefit of engineering and manufacturing SMEs will be facilitated.

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MG-2.4-2017: Complex and value-added specialised vessels

Budżet wezwania konkursowego na 2 tematy: 40 mln €
Wsparcie KE dla projektu (sugestia KE): 8-12 mln € na projekt
Typ projektu: Innovation action (IA)
Termin zamknięcia konkursu: 26 Jan 2017 (First stage)
19 Oct 2017 (Second stage)

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Konkurs *Mobility for Growth 2017*

Infrastructure

BY-NC-ND

Tematy w obszarze Infrastructure

MG-7-1-2017:	**Resilience to extreme (natural and man-made) events**
MG-7-2-2017:	**Optimisation of transport infrastructure including terminals**
MG-7-3-2017:	**The Port of the future**

BY-NC-ND

MG-7-1-2017: Resilience to extreme (natural and man-made) events

Specific Challenge:

Extreme weather conditions, climate change, damages to the infrastructure (caused by natural and man-made hazards) and traffic impediments negatively impact the reliability of mobility solutions. Risk analysis, adaptation measures and strategies need to be developed that enable minimising the impact of both natural and man-made extreme events on seamless transport operation, protect the users of the transport network in case of extreme conditions, as well as provide optimal information to the operators and users of the transport infrastructure.

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MG-7-1-2017: Resilience to extreme (natural and man-made) events

Scope:

Building on results obtained by FP7 and ERA-NET Road / CEDR projects and EUROCONTROL studies, proposals should address several of the following aspects:

—Identification of risk factors and mapping of the extreme weather conditions and climate risk 'hot spots' and their possible impact on the European transport network; identification of the appropriate risk analysis, adaptation measures, and development of cross-modal implementation strategies or operational strategies that optimise cost-performance-risk.

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

—Integration of terrestrial and satellite systems for the structural health monitoring of key infrastructures located in a natural risk (earthquakes, landslides, floods and extreme weather) prone area and for the monitoring of extreme weather conditions.

—Innovative engineering of links and connections to allow a smooth transfer from one mode to another in case of extreme disruption in one transport mode.

—Assessment of the psychological and behavioural dimensions of safety from the perspective of users, including risk tolerance levels during extreme events.

SME active participation is strongly encouraged.

In line with the Union's strategy for international cooperation in research and innovation, 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.

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MG-7-1-2017: Resilience to extreme (natural and man-made) events

Expected Impact:

Actions will contribute to substantial improvement of smooth continuity of mobility of people and freight even in case of serious disruptions due to natural or man-made circumstances. Major progress will be made regarding individual mode components' resilience to damage due to extreme weather conditions, including reduction of maintenance and retrofitting needs. Projects will contribute to achieve reliable modal interchanges allowing continuous fluid traffic flow even during or after disruption. A high level of resilience of the transport infrastructure is an essential contribution to sustainable development and of impact on and adaptation to climate change conditions.

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MG-7-1-2017: Resilience to extreme (natural and man-made) events

Budżet wezwania konkursowego na 3 tematy: 37,5 mln €
Wsparcie KE dla projektu (sugestia KE): 3-5 mln € na projekt
Typ projektu: Research and Innovation Action (RIA)
Termin zamknięcia konkursu: 26 Jan 2017 (First stage)
19 Oct 2017 (Second stage)

BY-NC-ND

MG-7-2-2017: Optimisation of transport infrastructure including terminals

Specific Challenge:

The European transport network is highly developed, even if not fully balanced between regions and countries. Whilst some links are still missing and an effort is needed to complete trans-European connections, other corridors and nodes face increasing problems of congestions and under-capacity compared with traffic evolution. Key to improving capacity and availability of the existing transport infrastructure network are innovative systems and processes for re-engineering, retrofitting and upgrading that support a transition to zero intrusion from inspection, construction and maintenance (less, faster and better planned interventions with maximum safety for the workers) and drastically increase the productivity of the system.

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MG-7-2-2017: Optimisation of transport infrastructure including terminals

Scope:

In order to meet these challenges, proposals should address one or several of the following aspects, according the specific situation addressed:

—Re-engineering/re-design methods to adapt the network to new needs and ensure higher efficiency.

—Innovative design and construction methods that are fast, cost-efficient, using low maintenance and environment-friendly materials and flexible enough to accommodate increasing/changing demand. In particular, implementing advanced construction concepts and processes for corridors and hubs, i.e. flexible design and modular concepts, and advanced predictive models.

—Assessment of the multimodal network capacity in view of optimised use and future planning, taking due consideration of the uncertainty of demand evolution.

Attention is to be paid to the design, construction and operation of corridors, terminals, hubs and gateways as points of interchange (within the same mode) or transfer (between the modes). Airports of all sizes and operations are included. The action could also address synchro-modality over key transport corridors, where inland waterways represent a major challenge.

SME active participation is strongly encouraged.

In line with the Union's strategy for international cooperation in research and innovation, international cooperation, in particular with Neighbouring Partner Countries, is encouraged. Proposals should take into consideration research actions already funded under the INFRAVATION ERA-NET Plus.

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MG-7-2-2017: Optimisation of transport infrastructure including terminals

Expected Impact:

Actions are expected to contribute to more optimal use of the multimodal transport system including avoidance of over-dimensioning of the physical network whilst reducing congestion and overload of specific network components and accommodating future demand; major progress is expected regarding accessibility and operational efficiency of multimodal hubs. Increase of the infrastructure performance will also contribute to the achievement of sustainable development in the sector and to minimise effects on climate change via the improvement of construction methods and traffic smoothness.

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MG-7-2-2017: Optimisation of transport infrastructure including terminals

Budżet wezwania konkursowego na 3 tematy: 37,5 mln €
Wsparcie KE dla projektu (sugestia KE): 2-6 mln € na projekt
Typ projektu: Research and Innovation Action (RIA)
Termin zamknięcia konkursu: 26 Jan 2017 (First stage)
19 Oct 2017 (Second stage)

BY-NC-ND

MG-7-3-2017: The Port of the future

Specific Challenge:

Ports are a major example of hubs' need for modernisation. Ports are essential for the European economy as a global player and for the internal market. They are a main catalyst for regional development and their optimisation and inclusion in the territory is fundamental to ensure that efficient operations will not affect negatively the surrounding areas, including city-port relations and the smart urban development of Port Cities. Specific issues (like dredging, emission reductions, and energy transition, incl. electrification, smart grids, port-city interface and the use of renewables management and emissions) are combined with other challenges common to all multi-modal terminals.

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MG-7-3-2017: The Port of the future

Scope:

Research is needed to implement new port concepts, new management models, and innovative design, engineering, construction and operation technologies solutions for full customer, stakeholder and citizen satisfaction. The topic is articulated in two parts:

1) Research and innovation actions should address several of the following aspects:

—Multi-modal optimised cost-effective and flexible operations inside the terminal and in the wider port area. Re-engineering of port operational processes via process analysis and identification of interoperable ICT systems to improve the level of integration among all actors (Port Authorities, terminal operators, shipping companies, customs, security forces, city authorities, etc.) and facilitate critical decision-making.

—Sustainable maintenance, repair and reconfiguration.

—Better capacity management with reduced costs and land use. Identification of real-time indicators to improve the quality of services provided.

—Low environmental impact, climate change adaptation and mitigation, and moves towards the circular economy.

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MG-7-3-2017: The Port of the future

Scope:

—Advanced and efficient links and integration in the socio-economic industrial and urban surrounding environment (supporting the smart urban development of Port Cities) efficient connections with the hinterland transport network.

—Efficient connections with the hinterland transport network contributing to an increased use of the most energy-efficient transport modes, in particular rail.

Inland waterways and short sea shipping ports deserve particular attention. Proposals should consider the possible transferability of solutions to other ports and multimodal hubs such as rail-freight terminals, inter-ports, airports and dry ports.

2) Coordination and support actions should focus on clustering retained proposals, identifying appropriate KPIs and relevant monitoring and evaluation of results of actions stemming from this call, from other calls of this programme and other ongoing activities in the sector. A specific task should include the analysis of the port-city relation and the drafting of recommendations aimed at guiding city authorities in urban planning towards the achievement of Smart Port Cities. Dedicated dissemination activities such as conferences, seminars, training courses, could be included in the action programme.

In line with the Union's strategy for international cooperation in research and innovation, international cooperation, in particular with Mediterranean and other Neighbouring Partner Countries, is encouraged.

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MG-7-3-2017: The Port of the future

Expected Impact:

Actions are expected to result in reduction of impact on climate change and the environment of port activities, their operational and infrastructural costs, improvement of logistics efficiency and better integration of the port in the surrounding socio-economic area, including city-port relations and the smart urban development of Port Cities. Realisation of the expected impacts will entail attention to environmental and climate-related concerns.

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MG-7-3-2017: The Port of the future

Budżet wezwania konkursowego na 3 tematy: 37,5 mln €
Wsparcie KE dla projektu (sugestia KE): 3-5 mln € na projekt
Typ projektu: **Research and Innovation Action (RIA)**
Termin zamknięcia konkursu: 26 Jan 2017 (First stage)
19 Oct 2017 (Second stage)

Budżet wezwania konkursowego na 1 temat: 1,2 mln €
Wsparcie KE dla projektu (sugestia KE): do 1,2 mln € na projekt
Typ projektu: **Coordination and Support Action (CSA)**
Termin zamknięcia konkursu: 01 Feb 2017 (Single stage)

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Konkurs *Blue Growth*

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Tematy w obszarze Blue Growth

BG-02-2016-2017: High value-added specialised vessel concepts enabling more efficient servicing of emerging coastal and offshore activities

BG-04-2017: Multi-use of the oceans marine space, offshore and near-shore: Enabling technologies

BY-NC-ND

BG-02-2016-2017: High value-added specialised vessel concepts enabling more efficient servicing of emerging coastal and offshore activities

Specific Challenge:

Increasingly business and services are carried out within the marine space. Examples include: offshore terminals, aquaculture, renewable energy, marine biomass, blue tourism, surveying, environmental monitoring, accident response and clean up, and clearing of marine debris and other pollutants. Costs at sea are higher than for equivalent shore based operations and a significant proportion of them are associated with the support vessels which service these activities. Inappropriate vessels can increase costs because they may have limited operational weather windows, high overheads, slow speed, low efficiency and they may be generally ineffective for the task concerned. European yards and their suppliers (often SMEs), are world leaders in high value-added vessels and highly specialised ships. The challenge is to develop novel specialised vessel concepts which are economically viable and environmentally friendly and which will more effectively serve coastal and offshore activities, thereby supporting European growth and employment through development of a blue economy.

BY-NC-ND

BG-02-2016-2017: High value-added specialised vessel concepts enabling more efficient servicing of emerging coastal and offshore activities

Scope:

Concepts should be developed to a pre-commercial stage technology readiness level (TRL) 5 and include: simulation, model testing, consideration of the most suitable construction and production principles for small series or one off vessels of this type, environmental impact assessment, cost estimation as well as both the marketability (technology push), and the cost effectiveness of the offshore operations concerned (demand pull). Work shall include development and testing of vessel concepts and its equipment so as to reduce costs and enable more efficient operations for coastal or offshore environments as follows:

1 -Specialised vessels for coastal activities (2016)

2 - Specialised vessels for offshore activities (2017)

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BG-02-2016-2017: High value-added specialised vessel concepts enabling more efficient servicing of emerging coastal and offshore activities

Expected Impact:

To support significant economic growth and employment within the EU, the project will:

- Develop solutions to at least technology readiness level (TRL) 5 which will significantly impact on the development of a European marine and coastal economy.
- Aim to reduce costs by at least 20% compared to current practices taking the entire process including increased productivity and vessel cost into consideration.
- Increase the professional skills of workers and the capability of European industry and in particular SMEs within the marine and maritime sectors to develop and commercialise specialised vessels and related technology.

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BG-02-2016-2017: High value-added specialised vessel concepts enabling more efficient servicing of emerging coastal and offshore activities

Budżet wezwania konkursowego na 1 temat: 8 mln €
Wsparcie KE dla projektu (sugestia KE): do 8 mln € na projekt
Typ projektu: Innovation action (IA)
Termin zamknięcia konkursu: 14 Feb 2017 (Single stage)

BY-NC-ND

BG-04-2017: Multi-use of the oceans marine space, offshore and near-shore: Enabling technologies

Specific Challenge:

Combining several activities such as renewable energy, aquaculture, maritime transport and related services in the same marine space, including in multi-use platforms, can serve to divide and reduce the costs of offshore operations and the demand on the space needed for different activities. Research on multi-use platforms funded under the FP7 call 'The Oceans of Tomorrow' has already provided promising designs, technological solutions and models for combining activities in terms of economic potential and environmental impact. However, before reaching a demonstration pilot stage, further technological research and innovations are needed to reduce risks for operators and investors.

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BG-04-2017: Multi-use of the oceans marine space, offshore and near-shore: Enabling technologies

Scope:

Proposals should develop combinations of innovative, cost-effective technologies and methods including automation and remote monitoring technologies, flexible structures and facilities in order to test concepts of multi-use platforms leading to pilot demonstration phases. They should test the sustainable operability of co-located maritime activities around coastal or deep sea environments. They should also address health and safety issues associated with multi-use marine platforms. Environmental and economic viability as well as societal acceptance should also be investigated, especially by involving local communities. Proposals should capitalise on the results of EU and national projects including those testing business models developed for multi-use platforms for their economic feasibility and environmental sustainability.

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BG-04-2017: Multi-use of the oceans marine space, offshore and near-shore: Enabling technologies

Expected Impact:

To reinforce European competitiveness in the Blue Economy, proposals will:

- Bring technologies and selected designs of multi-use facilities at least to technology readiness level (TRL) 5, ensuring validation of technology in the relevant environment.
- Reduce costs of implementation and increase economic viability of multi-use platforms for the European maritime industry.
- Improve health and safety in multi-use marine platforms.
- Secure acceptance of these new developments by local communities and society-at-large.
- Contribute to the implementation of the Integrated Maritime Strategy and its environmental pillar, the Marine Strategy Framework Directive, and take due account of the Marine Spatial Planning Directive.
- Improve the professional skills and competences of those working and being trained to work within the blue economy.

BY-NC-ND

BG-04-2017: Multi-use of the oceans marine space, offshore and near-shore: Enabling technologies

Budżet wezwania konkursowego na 1 temat: 8 mln €
Wsparcie KE dla projektu (sugestia KE): do 8 mln € na projekt
Typ projektu: Innovation action (IA)
Termin zamknięcia konkursu: 14 Feb 2017 (Single stage)

ZAPRASZAMY DO KONTAKTU

KRAJOWY PUNKT KONTAKTOWY PROGRAMÓW BADAWCZYCH UE

Instytut Podstawowych Problemów Techniki PAN

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