

Frequently Asked Questions

FP7-TRANSPORT-2012-MOVE-1 Call for Proposals

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As a general rule, we suggest that every applicant carefully reads all the documents of the information package relevant to the topic and type of action they are applying for, including

- The Call Fiche;
- The Guide for Applicants and its annexes;
- The relevant parts of the Work Programme 2012 and its annexes.

This is important in order for applicants to have a complete picture and a good understanding of what is required before even starting to draft a proposal.

The following questions and answers are published in order to answer specific questions and to ensure transparency and equal treatment of potential applicants.

Topic **GC.SST.2012.1-7** : " Urban freight Electric Vehicles for clean city logistics"

Q1. : Are electric pedal assisted bicycles or tricycles could be part of the fleet including autonomous road vehicles ?

A: The call is intended to address self-propelled road vehicles with different types of drive trains provided that they use electricity drawn from the grid as an energy source. As the aim of the project is to replace current petrol or gasoline vehicles by electric vehicles with similar load carrying capacities this call is not intended to include pedal assisted electric bicycles, or tricycles.

Q2. : The call text requests to take into account the first results of projects under topic GC.SST.2011.7-5 (Urban – interurban shipments). Does a specific project is identified?

A: The project which was selected under the call topic GC.SST.2011.7-5 is the project called STRAIGHTSOL for "STRAtegies and measures for smarter urban freIGHT SOLutions"

The project started on 01/09/2011 and the partners list is below:

- 1 TRANSPORTOKONOMISK INSTITUTT, Norway
- 2 VRIJE UNIVERSITEIT BRUSSEL, Belgium
- 3 CENTRE FOR RESEARCH AND TECHNOLOGY HELLAS, Greece
- 4 UNIVERSITY OF SOUTHAMPTON SOUTHAMPTON United Kingdom
- 5 INSTITUTO SUPERIOR TECNICO, Portugal
- 6 CONSORCI CENTRE D'INNOVACIO DEL TRANSPORT, Spain
- 7 NEDERLANDSE ORGANISATIE VOOR TOEGEPAST NATUURWETENSCHAPPELIJK ONDERZOEK, Netherlands

8 UNIVERZA V LJUBLJANI, Slovenia

9 KUEHNE+NAGEL SOCIETE ANONYME FOR TRANSPORTS & LOGISTICS
KUEHNE+ NAGEL A.E.

10 OXFAM ACTIVITIES LIMITED OXFAM, United Kingdom

11 DHL EXEL SUPPLY CHAIN SPAIN, Supply Chain Spain

12 AJUNTAMENT DE L'HOSPITALET DE LLOBREGAT, Spain

13 EMEL - EMPRESA PUBLICA MUNICIPAL DE ESTACIONAMENTO DE LISBOA,
Portugal

14 TNT Express Worldwide N.V., Netherlands

15 GS1 NORWAY, Norway

Topic GC.SST.2012.2-3. : "Demonstration of heavy duty vehicles running with liquefied methane"

Q1.: According to the text of the topic, there are at least 2 previous projects to be taken into account. To this end, I would kindly ask you if you could help me in finding the contacts for GREEN and INGAS projects?

A : You can find information concerning the projects GREEN and INGAS in the following websites:

http://cordis.europa.eu/fetch?CALLER=FP6_PROJ&ACTION=D&DOC=13&CAT=PROJ&QUERY=011b4bbeb6c1:f600:39655436&RCN=75801 and www.ingas-eu.org.

Topic TPT.2012-1.1: "Forum to help implement the future orientation of the overall transport system as defined by the White Paper"

Q1. What are the topics with regard to White Paper goals that the Commission deems the most important to achieve, also in regard to the STTP? And does the Commission expect, besides some of the 10 Goals mentioned in page 9 of the White Paper Communication, to focus also on some of the specific 40 initiatives?

A: The **Work Programme 2012 - Transport (including Aeronautics)**¹ gives an indication regarding topics to be covered by the project on page 93. Indeed, all the goals of the White Paper² are important to reach in order to achieve the 60% GHG reduction target. However, we consider that in particular the goals highlighted in the Work Programme (1, 3, 4 and 8) require coordinated action from relevant stakeholders. The forum should help the orientation of those efforts. The 40 actions are the means to reach the goals of the White Paper. The Strategic Transport Technology Plan should be seen as one of the initiatives to help deal with those

¹ Please see <http://ec.europa.eu/research/participants/portal/page/cooperation?callIdentifier=FP7-TRANSPORT-2012-MOVE-1>

² COM(2011) 144 final – Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system

problems and objectives identified under point 3.2 Innovating for the future – technology and behaviour. However, as described in the White Paper and its Impact Assessment³, several measures are needed in combination to reach the overall reduction target.

Q2. What are the actors that the Commission would like to see being involved in the Forum? Are there any limits, i.e. should the Forum involve Member States for instance?

A: The description of the content and scope of Topic TPT.2012-1.1 reads " Transport is a series of systems comprising many actors covering areas such as research, technology, planning and scheduling, operations, energy, infrastructure, authorities at local, national and EU level, etc." This means that relevant authorities of Member States can also be considered. It is up to the project consortium or applicant to identify them based on an assessment of which stakeholders are relevant to the goals.

Q3. What are the expected relationships/coordination with the activities of European Technology Platforms and the European Green Car Initiative, and expected involvement/place of industry in this initiative?

A: Here again, it is up to the project consortium or applicant to identify appropriate links with relevant existing fora in order to avoid duplication of efforts and build possible synergies.

Q4. Given the typical CSA-SA budget, the number of physical meetings of the various working groups and Forum plenaries will inevitably be limited. To what extent does the Commission value physical communication at meetings as important?

A: As indicated on page 2 of the Call Fiche⁴, the maximum requested EU contribution for this 2-year project is EUR 1 500 000. Since the budget for the call is indicative, the actual amount available might be slightly less; however, this can be complemented by the beneficiaries' own resources or by third party contribution. This should allow for a sufficient number of meetings of relevant stakeholders (in plenary and/or in working groups), possibly complemented with other forms of communication.

Q5. What is the EC foreseen funding limit for this specific topic?

A: As indicated on page 2 of the Call Fiche, the maximum requested EU contribution is EUR 1 500 000. Since the budget for the call is indicative, the actual amount available might be slightly less (also depending on requests for funding for other projects within the same call).

Q6. What is the duration of the project, i.e. for how long the EC would like to have the services of the Forum? What is the expected time-line for project start?

³ Please see <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SEC:2011:0358:FIN:EN:PDF>

⁴ Please see <http://ec.europa.eu/research/participants/portal/page/cooperation?callIdentifier=FP7-TRANSPORT-2012-MOVE-1>

A: As indicated on page 2 of the Call Fiche, the duration of the project is 2 years. The indicative timetable for the call can be found on page 2 of Annex I of the Guide for Applicants - Coordination and Support Action (Supporting; CSA-SA)⁵. According to this, the project would not start before the end of 2012.

Q7. What is the maximum size of the consortium foreseen for this initiative?

A: There is no limit for the number of partners to be involved in the consortium. The project coordinator must ensure that the partnership is of a manageable size and can work effectively. It is however not necessary that stakeholders become partners of the consortium. One has to distinguish between project partners directly involved in carrying out the tasks and external stakeholders providing their views.

Stakeholders could be called upon as experts (the project paying or not for their travel) or as subcontractors (in case their time should be paid for). The budget of the proposal shall reflect the chosen contractual relationship with stakeholders. In any event, it would be important in the proposal to demonstrate intent and commitment of relevant stakeholders to take active part in the project.

Project partners, on the other hand, will have clear and well defined roles and responsibilities in the consortium (e.g. organising working groups, involving stakeholders etc.).

⁵ Please see <http://ec.europa.eu/research/participants/portal/page/cooperation?callIdentifier=FP7-TRANSPORT-2012-MOVE-1>