

# JOINT CALL FOR PROPOSALS FOR RESEARCH AND INNOVATION PROJECTS ON **URBAN ACCESSIBILITY AND CONNECTIVITY**

Co-funded by the European Commission (Grant N° 875022)

## Call text

### IMPORTANT DEADLINES

**Submission deadline pre-proposals:**

**March 17<sup>th</sup>, 2020 at 13.00 (CET)**

**Submission deadline full proposals:**

**September 22<sup>th</sup>, 2020 at 13.00 (CET)**

*Last updated: 11 March 2020*



Project no. 875022

### Urban Accessibility and Connectivity (UAC)

**Sustainable urban accessibility and connectivity** is defined as the ease with which activities and opportunities may be reached in an urban transport system, with lower negative environmental impacts. Network connectivity reflects the directness of routes, using different modes to travel between points. It applies both for passenger and freight transport.

More precisely, **Sustainable Urban Accessibility and Connectivity**<sup>1</sup>:

- allows the basic access and development needs of individuals, companies and society to be met safely, securely and reliably, and in a manner consistent with human and ecosystem health, and promotes equity within and between successive communities and generations;
- is affordable, operates fairly and efficiently, offers a choice of transport and interaction modes, and supports a competitive economy, as well as balanced urban development;
- limits emissions and waste, uses renewable resources at or below their rates of generation, and uses non-renewable resources at or below the rates of development of renewable substitutes, while minimizing the impact on the use of land and the generation of noise.

The ERA-NET Cofund Urban Accessibility and Connectivity (EN-UAC) is supported by the European Commission and funded under the Horizon 2020 ERA-NET Cofund scheme under grant agreement N° 875022.

#### JPI URBAN EUROPE

**The aim of the JPI Urban Europe is to create attractive, sustainable and economically viable urban areas, in which European citizens, communities and their surroundings can thrive.**

**The JPI Urban Europe focuses on how to:**

- Transform urban areas into centres of innovation and technology
- Ensure social cohesion and integration
- Reduce the ecological footprint and enhance climate neutrality
- Take advantage of technological solutions and realize efficient and sustainable urban systems and networks (mobility, energy, water, ICT, etc.)

[www.jpi-urbaneurope.eu](http://www.jpi-urbaneurope.eu)

---

<sup>1</sup> Adapted from the definition of a sustainable transport system in: European Union Council of Ministers of Transport (2001): 'Strategy For Integrating Environment And Sustainable Development Into The Transport Policy – council resolution', as worded in minutes of the 2340th Council Meeting Transport/ Telecommunications, 7587/01, Luxembourg, 2001; cf. [https://europa.eu/rapid/press-release\\_PRES-01-131\\_en.htm?locale=en](https://europa.eu/rapid/press-release_PRES-01-131_en.htm?locale=en)

Contents

<b>1. Introduction</b>	<b>4</b>
<b>1.1 Structure of call text</b>	<b>4</b>
<b>1.2 Background to urban accessibility and connectivity</b>	<b>4</b>
<b>1.3 Available budget and funding scheme</b>	<b>6</b>
<b>2. Scope and topics of the call for proposals</b>	<b>7</b>
<b>2.1 Aims, approaches and recommendations for the proposals</b>	<b>7</b>
<b>2.2 Types of research, development and innovation activities to be supported</b>	<b>9</b>
<b>2.3 Call topics</b>	<b>12</b>
<b>3. Eligibility criteria and guidelines for applicants</b>	<b>21</b>
<b>3.1 Consortium: who can participate and apply</b>	<b>21</b>
<b>3.2 What can be applied for</b>	<b>22</b>
<b>3.3 When can applications be submitted</b>	<b>23</b>
<b>3.4 Preparing and submitting an application</b>	<b>23</b>
<b>3.5 Summary of the transnational eligibility criteria</b>	<b>23</b>
<b>3.6 Eligibility check</b>	<b>24</b>
<b>4 Assessment Procedure</b>	<b>25</b>
<b>4.1 Procedure</b>	<b>25</b>
<b>4.2 Evaluation criteria</b>	<b>27</b>
<b>4.3 Conflicts of interest (Expert Panel)</b>	<b>28</b>
<b>5 Project implementation</b>	<b>29</b>
<b>6 Contact details and other information</b>	<b>30</b>
Annex A: Specific Funding Agencies' Budgets and Rules of Eligibility	31
Annex B: Urban Living Labs	59
Annex C: Data Management	61
Annex D: Glossary	62

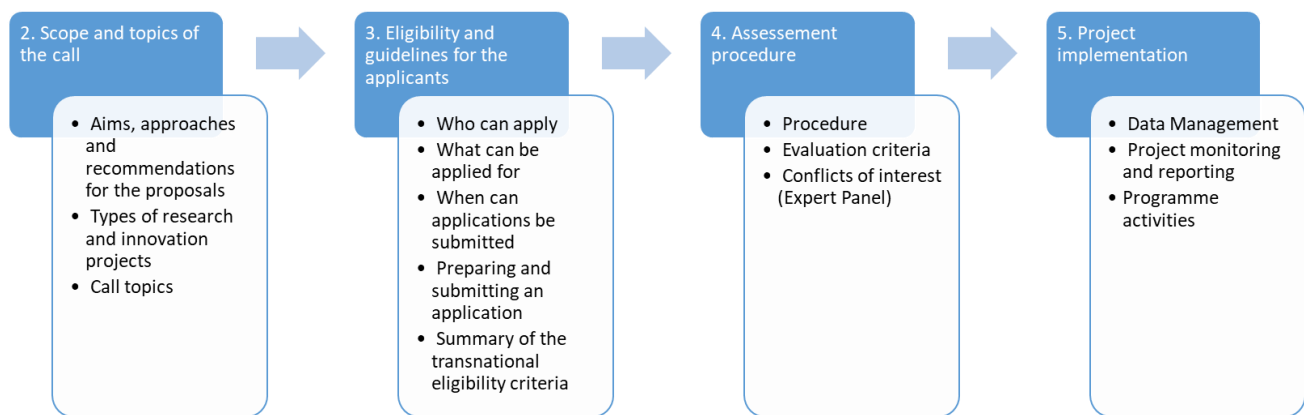
## 1. Introduction

This document describes the objectives, scope, and topics of the call, rules for participation and procedures for proposal development and project implementation. Further information on the joint call can be found on the JPI Urban Europe (<http://www.jpi-urbaneurope.eu>) website.

### 1.1 Structure of call text

This call text for proposals is structured as follows (see also figure below):

- First, the scope (aim and topics) of the call is explained in chapter 2.
- In chapter 3, the eligibility criteria for an application are explained as well as the instructions for submission.
- In chapter 4, the assessment procedure and evaluation criteria are covered.
- Finally, in chapter 5 the implementation of the project with regards to project monitoring and programme activities is described.



### 1.2 Background to urban accessibility and connectivity

Providing affordable, accessible, safe and reliable urban accessibility and connectivity with minimal or zero impact on the environment is the aim of many European, national, regional and local transport policies and of solutions offered by private companies. Over decades high efforts have been taken by the European Commission, Member States, local and regional authorities private companies and other stakeholders to advance mobility and transport systems, create new technological solutions, address issues of urban, regional, and city to city mobility and transport, covering all modes including walking, cycling, private car and road freight transport, public road and rail transportation, and (intermodal) rail freight transport. However, despite the high transport network densities in urban areas, the often high service levels for public transport and in freight transport, and the relatively efficient operations accessibility, connectivity and especially sustainability challenges remain.

The urban mobility and transport is far from sustainable; in order to be able to comply with the Paris Agreements, SDG1 (Make cities and human settlements inclusive, safe, resilient and sustainable)<sup>2</sup> of the 2030 Agenda for Sustainable Development, and various national, regional and local policies, a radically transition to a fossil-free, zero emission transport system is needed.

Indeed, current urban mobility and transport still cause significant negative effects in terms of air quality, noise, climate change contribution, local emissions, disturbance and spatial division with local impacts (with

<sup>2</sup> <https://sustainabledevelopment.un.org/sdg11>

high exposure because of the high people densities) and impacts on the broader, even global, level. Other policies aim for a significant reduction in traffic casualties or realising time-affordable, inclusive and accessible transport.

The quality of accessibility and connectivity is not evenly distributed; differences occur specifically for groups that are variously disadvantaged (e.g. in terms of gender, levels of income, disabled people, the elderly, cultural diversity etc.), for specific activities (including business and accessing services), in specific geographic areas (deprived areas), in specific periods (peak hours), and under specific conditions (weather, emergency situations...).

Society, policy makers and stakeholders seek effective approaches and a suite of interventions to bring about the necessary changes and transitions. In the multi-layered governance landscape with its various domains, actor-specific aims, ambitions, and values, preferred approaches might differ. Further, not only public entities, but a broad set of other actors including citizens, citizen organisations and NGOs and private and public-private companies take their part in mobility and transport.

One can already observe an acceleration of the measures taken by national or local authorities aiming to reduce the (urban) transport environmental footprint. For instance, the increase of the carbon tax, the extension of low-emissions zones (LEZ) in historical city centres or the banning of petrol/diesel-powered cars to city centres (in Sweden, Germany... already, and in many other countries in a near future), and promoting low-emission modes of transport.

These policies might have the desired local effects, but still fall short given the huge challenges we face. Also, the measures might impact accessibility and connectivity and that affects society, in different areas, of different groups and circumstances in different and perceived unfair ways (see for example the carbon tax as a trigger of the recent movement of the 'yellow jackets' in France). The variety of local initiatives and the variety in national approaches also result in a fragmented landscape of regulations that potentially hamper effective strategies and approaches to deliver effectively across a broad set of aims.

To add to the complexity, the urban mobility and connectivity 'system' is ingrained and interwoven in the existing urban fabric, both in physical terms as in terms of functionality, with an increasing interdependency with energy and information systems, and with the entry of new non-traditional global actors in the mobility and transport market. Interventions in mobility and transport have short- and long-term consequences for travel and logistics choices (route, travel mode, activity patterns including shopping patterns, retail concepts), economic development and spatial structure. At the same time changes in demography, macro-economic development and the development of completely new business models, and land-use patterns impact mobility and transport.

New disruptive innovation might help or hinder attaining sustainable urban accessibility and connectivity by fundamentally changing or at least challenging current practices, uses, competitive positions, and (legislative, financial) structure. Terms of accessibility, usability, safety and affordability/equality need to be addressed in both current and future systems. Also, such developments might introduce, strengthen or weaken today's inequalities amongst people (economic, social, mental, physical abilities) and areas in terms of accessibility, usability, safety, and affordability.

Although the dynamics of the interactions in this highly complex setting of various stakeholders are not always well understood, there is already a strong knowledge base on various aspects of sustainable urban accessibility and connectivity on which we can build further to address challenges put forward by stakeholders against the backdrop of regional, national and European policies.

## ERA-NET Urban Accessibility and Connectivity

Against this background, a set of (interrelated) challenges has been identified to which we must respond in order to move on towards realising sustainable urban accessibility and connectivity for all, taking advantage of current solutions and approaches.

This call for proposals focuses on the following challenges in order to create a portfolio of projects that will address related issues and create and test innovative solutions:

- *Challenge 1: Evolving solutions for an integrated approach on sustainable urban physical mobility and transport, land use and digital connectivity*
- *Challenge 2: Develop and support the implementation of innovative mobility systems and services with a potential to contribute to sustainable urban mobility*
- *Challenge 3: Transform and re-organise urban spaces to pave the ground for sustainable urban mobility and accessibility at local level, from the street scale to the district*
- *Challenge 4: Develop effective policy options for achieving a shift towards sustainable urban accessibility and connectivity*
- *Challenge 5: Change behaviours and perspectives towards sustainable urban accessibility and connectivity*

### 1.3 Available budget and funding scheme

The total available budget for this call is approximately 22.5 M€, including support from the European Commission through Horizon 2020.

The national/regional funding agencies (the list is given in annex A), which are the direct beneficiaries of the European Commission grant under the ERA-NET Cofund EN-UAC project, are not eligible for funding under this co-funded call.

Each national/regional funding agency will provide funds directly to their eligible beneficiaries in accordance to the agencies' rules and regulations.

Table 1, provided in Annex A, shows the national and regional contribution that is available for this call from each funding agency.

Table 3, provided in Annex A, gives the funding rules and guidelines for each national/regional funding agencies.



Project no. 875022

## 2. Scope and topics of the call for proposals

### 2.1 Aims, approaches and recommendations for the proposals

#### **Focus on urban areas, in the context of achieving climate neutral and sustainable cities**

Projects are expected to focus their activities on urban areas (including peri-urban areas), which could include attention for (effects on) urban-rural mobility flows.

#### **Forward-looking, solution-oriented, contributing to transport and mobility policy, especially in relation with SUMPs (Sustainable Urban Mobility Plans) and SULPs (Sustainable Urban Logistics Plans)<sup>3</sup>**

The results of the funded projects are expected to make a clear contribution to the attainment of relevant urban, regional, national and European EU Transport Policy objectives (including TEN-T).

This can be achieved by **delivering usable and accessible sets of instruments, approaches, policy options and tools** (notably for SUMPs and SULPs) that can help cities, citizens, communities, businesses and institutions to use new developments in urban mobility to their full potential and to limit their possible adverse effects and unintended consequences.

Projects are expected to especially address the potential impact and possibilities for deployment of (potentially new) mobility and transport modes, technologies, services and concepts by analysing behavioural responses and estimating effects on the various aspects of sustainability (i.e. the environment, economic development and people's well-being) for both passenger and freight transport.

#### **Connection to earlier European, national, regional research and innovation actions**

The projects resulting from this call are expected to build on existing knowledge and experiences as achieved in earlier relevant European, national and regional research and innovation (R&I) programmes, pilots and test implementations and field labs.

These projects should indicate how they are positioned with respect to the state-of-the art.

In particular, the projects are expected to explain clearly how they complement and go beyond earlier or on-going European, national and regional R&I projects in the domain or on the subject they would like to explore. Where relevant, a connection must be made to the European Union Strategic Transport and Innovation Agenda (STRIA)<sup>4</sup>, contributing to, for instance, the following roadmaps (1) cooperative, connected and automated transport, (2) transport electrification, (4) low-emission alternative energy for transport, (5) network and traffic management systems, (6) smart mobility and systems and/or (9) infrastructure.

#### **Transnational benefit**

Projects should support collaboration that goes beyond individual national efforts and demonstrates sharing, operationalising and transferring existing knowledge, resources, and research facilities to mutual benefit.

Clear added value of the transnational consortium should be demonstrated and, if relevant, the added value for national investments.

#### **Interdisciplinarity**

The complexity of urban sustainability challenges and specifically challenges on sustainable urban mobility and connectivity requires interdisciplinary approaches to analyse the challenges and find solutions.

---

<sup>3</sup> SUMP: Sustainable Urban Mobility Plans (see also: <https://www.eltis.org/mobility-plans/sump-concept>) and SULPs: Sustainable Urban Logistics Plans (see also: <https://www.eltis.org/resources/tools/planning-sustainable-urban-logistics>)

<sup>4</sup> See: <https://ec.europa.eu/jrc/en/publication/strategic-transport-research-and-innovation-agenda-stria-roadmap-factsheets>

Relevant disciplines include, but are not limited to for example social sciences (economics, geography, political science, psychology, sociology...), technical sciences (engineering, computer sciences) and application fields such as transportation planning, logistics, traffic engineering, spatial planning, and policy development.

### **Transdisciplinarity, involvement of “stakeholders”, practitioners, citizens, community groups, NGOs**

The complex societal challenge of bringing around sustainable urban accessibility and connectivity also asks for knowledge on and insight in transition, innovation and implementation processes, acceptance of new systems and services and insight in short- and long term behaviour of stakeholders.

Therefore collaboration and co-production of knowledge with research users and such as with professionals in companies and governments, citizens, citizen groups and NGO (grouped under the generic name of “stakeholders” below) is highly relevant.

**All projects must clearly engage stakeholders and demonstrate user needs** relevant to the project goals (see the evaluation criteria below in section 4.2).

Stakeholders might, for example, be involved in the choice of the topic of the proposal, in the design and advising on the project or/and in carrying out parts of the work programme. Therefore, consortia submitting proposals to this call are asked to describe how stakeholders are involved in the project (such as throughout the various stages of project design, conduct, analysis and dissemination). The extent of involvement may vary according to the context of the study proposed and national/regional regulations of participating funding organisations.

Stakeholders may be associated to the project as full partners (this is particularly expected for applied research and innovation proposals, see below the definitions), or as associated, co-operation partners that do not receive directly funding but can contribute to the project through various forms (steering committee, advisor, provider of data...). See Annex A for individual funders rules.

Projects are expected to take a transdisciplinary and preferably co-creative approach already from the early project formulation stages.

### **Outputs and outcomes of the projects, broader impacts of the proposed activity**

Establishment of potential long-term partnerships, leveraging of existing knowledge networks and project co-design between researchers and stakeholders are essential components of the proposed projects.

Outputs should be targeted towards decision-making (including public and private spheres as well as communities) and innovations (technological, organisational and institutional as well as social).

The proposals are expected to clearly present:

- how stakeholders will be engaged and contribute to the project and will be involved into the dissemination and use of the results;
- their plan for broadly disseminating their outputs and outcomes, to enhance scientific and technological understanding and transfer their results to end-users; and describe their strategy for longer-term sustainability of project outcomes;

The projects are also asked to contribute to and feed with their results the knowledge base ELTIS (The *Urban Mobility Observatory*)<sup>5</sup>.

### **Inclusion of diversity (including gender dimension) or specific population’s considerations**

Applicants are highly encouraged to integrate diversity considerations in submitted proposals, as well as underrepresented populations in the planned research. This includes not only the diversity distribution in the

---

<sup>5</sup> <https://www.eltis.org>



consortium, but also the inclusion of diversity perspectives and analysis in the research itself if it is relevant. A project is considered diversity (or gender) relevant when it concerns individuals or specific groups of people and/or when its findings may affect individuals or specific groups.

### 2.2 Types of research, development and innovation activities to be supported

This call is open for proposals referring to a broad range of project types, from basic research to innovation (see definitions below).

Different funding agencies will have the possibility to fund different parts of the R&I landscape. Table 1 in Annex A indicates the kind of activity that will be funded by each funding agency.

The combination of different of research approaches within one project (with differentiation at work package level) is possible as long as involved funding agencies' eligibility rules are fulfilled.

However, it is clear that the purpose, expected impact at the end of the project, level of involvement and role of stakeholders (companies, cities, practitioners, end users' representatives...) in a project depends on the positioning with respect to R&I activities.

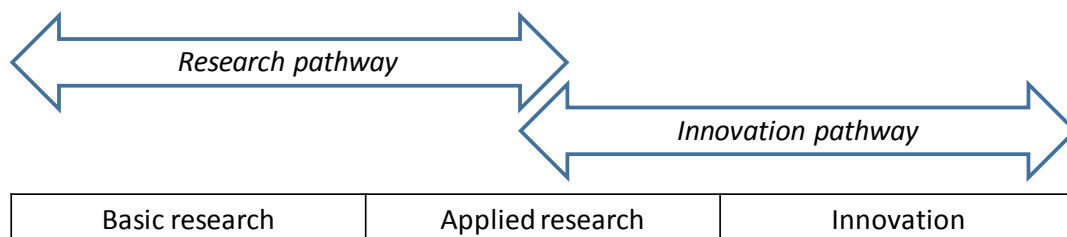
The assessment procedure of the proposals is built to take into account these differences in characteristics, goals and expectations: even if all R&I proposals will be evaluated with the same set of criteria, some sub-criteria will differ (see section 4.2) and the relative weighting between an academic expertise and a more practical expertise will also be adjusted.

The call text and in particular each of the challenges presented below call for proposals that belong to this broad range of R&I activities, depending on the issues.

Research/innovation is seen as a continuum and most projects will be a mix of both.

However, to help ensure a balanced portfolio, we are asking applicants to identify which pathway is the best fit. **Each proposal must choose one of the two following pathways, depending on its main purpose:**

- a ***“research pathway” to support projects*** aiming at producing knowledge, analysing data, better understanding and modelling phenomena and developing expertise and tools that will be useful to stakeholders, practitioners and policy makers. This pathway welcomes proposals mainly focused on basic and/or applied research;
- an ***“innovation pathway” to support projects*** aiming at developing or improving practical, operational solutions – technological and organisational - for companies, local communities and authorities in charge of urban transport and urban planning and management. This pathway welcomes proposals mainly focused on applied research and innovation;



Both pathways are equal in relevance for this call.

For proposals combining both research and innovation approaches, the Main Applicant has to choose the pathway that is the most relevant considering the main objective and major novelty brought by his project.

### Definitions of basic research, applied research and innovation/implementation

The key characteristics of the three stages of R&I activities are defined as follows:

- **“basic urban research”** is defined as research activities driven by the desire to know, understand, and explain how cities function and interact across domains and sectors. Basic urban research by this definition encompasses qualitative as well as quantitative approaches, and examples can be found in any academic discipline. The subject of this type of research can be an individual aspect of a city or a city in its entirety, or even a network of related cities. Basic urban research can be theoretical, comparative or case specific. For basic research, the prime goal is to expand on the common knowledge about how cities function. In line with this, it places a high value on traditional scientific method and publication in *peer reviewed journals*. In many cases, this type of research would still have value to end users so they should be engaged where appropriate.
- Understanding of how cities function (including urban mobility and connectivity) is essential to be able to achieve effective (policy) intervention. Achieving this through knowledge creation is often referred to as **“applied urban research”**. Applied urban research in this context is about how city officials, citizens, practitioners, and others can influence and interact with a city, with a purpose of improving it or adapting it in some respect. In applied urban research, there is good opportunity to involve citizens, and representatives from non-academic institutions (NGO’s, citizen organisations, companies, governments) in the projects, to bring the practitioners’ perspective in order to co-produce knowledge relevant for user stakeholders. Applied urban research is designed to be tangible and applicable to such a degree that the results are likely to have an impact on actual decisions and policy. Apart from publication in peer-reviewed journals, knowledge exchange activities such as policy briefings, policy seminars and other events targeted at stakeholders are important, as well as dissemination in popular media.
- While basic and applied urban research are both focused on producing knowledge, **“urban innovation and implementation”** take things one step further, and promotes the actual creation or advancement towards new policies, practices, services, products or processes – such as integrated systems, tools, services and data – in such a manner that the first impact already takes place during the project phase. Initiatives should therefore have an emphasized focus on experimentation, testing, implementation, evaluating and spreading results, and are always carried out in close collaboration with practitioners and other stakeholders. Policies, practices, processes, services or products being developed could be of commercial value, but equally welcome is innovation directed at public governance, management, and operation.

The following table provides some key characteristics of the two pathways.

**Table: Characteristics of the two pathways**

	<b>research pathway</b>	<b>innovation pathway</b>
Desired impact	Advance towards answering the questions: <ul style="list-style-type: none"> <li>- “How do cities really function?” in a way that can be generalised and add to the universal body of knowledge about cities, and serve as a foundation for future research.</li> <li>- “What works, when attempting to improve cities?” in a way that can be generalised enough to serve as useful knowledge for decision-makers and practitioners.</li> </ul>	Advance towards the development, implementation, demonstration, testing, evaluation, and uptake of approaches for new products, services, policies, practices, and processes, with potential for improving economic, social, or environmental sustainability in cities.
Importance of generating results fitting for publication in reputable academic journals	Very important	Encouraged
Methodological approach	Rigorous scientific method including methodological advancement	Systematic, proven approach
Foundation of work on evaluation and analysis of empirical observations	Encouraged	Required
Involvement of practitioners and/or target audience	Involved at least as advisors	Directly involved into the workload
Role for applying <i>Urban Living Labs</i>	Welcome	Encouraged
Role for policy research	Fits well	May fit
Valorisation of project results	Provision of insights to an important societal issue, production of useful knowledge for stakeholders/decision makers/practitioners	Market potential of the project or capacity to respond to a demand or need
Role of interdisciplinarity	Encouraged	
Academic disciplines expected in project	All welcome	
Preference for qualitative or quantitative methods	Both welcome	
Background of evaluators for project assessment	Well-respected university researchers, well-respected researchers with strong experience on utilization of research results, representatives of companies, cities and other relevant stakeholders.	

### 2.3 Call topics

The call is divided into five challenges. The context, issues and opportunities that define each challenge are first presented in terms that aim to inspire research and innovation ideas. Then, some tracks or expected results/outcomes for the projects are suggested. These are non-exhaustive examples that may be addressed either through the *research pathway* or through the *innovation pathway*.

Because of the intricacy of issues, the five challenges have overlaps and there are also crosscutting issues (use of data, tools for decision makers...). Each challenge considers these transverse issues from a specific perspective these transverse issues. Therefore, a proposal must be attached to at least one challenge but may be related to several challenges if it considers a crosscutting subject or an issue that is at the frontier of several challenges.

#### **Challenge 1: Evolving solutions for an integrated approach on sustainable urban physical mobility and transport, land use and digital connectivity**

Today, many cities across Europe have officially adopted an overarching, systemic approach to deal with the complexity of urban mobility. There is an official, EU framework, which encourages cities, in member states, to develop a Sustainable Urban Mobility Plan (SUMP)<sup>6</sup> - and SULP for the logistics/freight transport aspects in towns and cities.

However, the perimeter and objectives of such framework should evolve to integrate emerging constraints, new mobility solutions and, more generally, the so-called *game changers* in mobility. The Guidelines for developing and implementing a Sustainable Urban Mobility Plan<sup>7</sup> have been very recently revised in order to take into account new trends and changes in the context since the first edition.

In particular, several issues are not yet satisfyingly addressed and considered within existing planning tools, notably to take into account the impacts of the *game changers* (electrification, automation and connected, intelligent transport systems, data economy, shared mobility, integrated space management...).

Frameworks to address sustainable urban mobility, connectivity and accessibility are not, so far, well integrated with other sectors that will probably become more interconnected with mobility solutions, like the energy system for electric vehicles or the telecommunication system for ITS (Intelligent Transport Systems), for cooperative and connected mobility... More generally, ICT (data mining, artificial intelligence, block chain transactions, virtual/augmented reality, virtual presence...) as an enabling technology has the potential to radically modify accessibility and connectivity, to change the need for physical movement of persons and goods and might also change the view on spatial proximity.

Moreover, these interactions may lead to more fragility and risks of vulnerability, instability and unreliability that are already induced by a growing complexity and inter-dependency between the transport modes and mobility services. A key challenge is therefore to ensure inclusive, accessible, reliable as well as safe, robust and resilient urban passenger and freight transport and connectivity. The transport system should be capable to cope with various types of systems interactions and with internal (peak demand) and external, natural and man-made disruptions, and protect the rights of individuals.

---

<sup>6</sup> As appearing in the Urban Mobility Package (European Commission 2013) as central elements for addressing the challenges related to urban areas; the SUMP concept is “a set of guiding principles that can be adapted to the specific circumstances of the urban area under consideration.”; the SUMP approach is already applied in numerous cities all over Europe (see <http://www.eltis.org/mobility-plans/city-database> and <https://www.eltis.org/mobility-plans/sump-concept/>).

<sup>7</sup> <https://www.eltis.org/mobility-plans/sump-guidelines>

There are also many uncertainties - and probably a significant amount of hype - about the impacts of the development of new mobility services and solutions (automated vehicles, MaaS...), of immobility (*e.g.* virtual presence, telecommuting, co-working) solutions on mobility patterns and on urban accessibility and connectivity. Uncertainties have been partly identified and explored in an article promoting the notion of Triple Access System (*TAS*) of spatial proximity, physical mobility and digital connectivity<sup>8</sup>. This article also invites to think about '*flexible solutions*' and to consider in a more integrate way the 'subsystems' of physical mobility, spatial forms (proximity, land use), and digital connectivity. Integrative approaches beyond these three subsystems promise radical new potentials for a sustainable system transition.

To address these challenges, projects contributing either to the **research or innovation pathway** may consider the following subjects or perspectives, in order to study and seek to better understand them and propose, develop, check feasibility of, test, demonstrate and validate relevant solutions (please note that these subjects are examples that projects can focus on, and that projects also need to take into consideration the specific characteristics of these two pathways with regard to the envisioned project content):

- the complex (inter-)dynamic interactions and implications of the development of *game changers* (including non-transport technologies that may affect social and business practices and in consequence mobility drivers), of the interplay between mobility, spatial forms and distribution of housing, amenities, services and activities and digital connectivity (cf. the *TAS* concept), and how this could radically affect and modify urban mobility patterns and contribute to a transition to sustainable accessibility and connectivity; forecasting, scenario development to face disruptive changes in mobility are welcome,
- emerging mobility/immobility (virtual presence, e-commerce...) services and solutions and how they can be integrated into modelling tools (LUTI, agent-based modelling...) used for decision-making, planning, management of urban mobility and prediction of the impact of decisions,
- the potentials of virtual mobility to mitigate the mobility of persons and goods, via integrated concepts and solutions,
- the uncertainties and the way to integrate them into existing and future tools and to think "flexible" in future mobility policymaking approaches, in designing mobility services and solutions, developing modelling tools and approaches that are able to deal with uncertainties and unknown transport options and mobility services,
- new solutions through enabling technologies (big data, artificial intelligence, physical internet etc.) and solutions based on new and enabling digital technologies for information, navigation and guidance (intelligent assistance, augmented intelligence etc.),
- management systems and strategies for mobility and the local and regional energy system, in order to foster energy flexibility, sector coupling, and storage solutions,
- the vulnerability of individual systems and of the interdependencies between systems, the risks of propagation of disruptions within systems and over system borders ("spill over") – especially in the new configurations with more interconnections between sectors,
- tools to assess (diagnostic, prognostic...) the level of resilience of urban mobility systems and help to improve it (planning, correcting measures...),
- concepts and solutions that bring about a high level of resilience and capacities of adaptation to sudden changes (incidents) or long term changes while maintaining accessibility.

---

<sup>8</sup> Glenn Lyons. Cody Davidson (2016) Guidance for transport planning and policymaking in the face of an uncertain future, Transportation Research Part A: Policy and Practice Volume 88, June 2016, Pages 104-116

### Challenge 2: Develop and support the implementation of innovative mobility systems and services with a potential to contribute to sustainable urban mobility

Numerous innovations are developed or proposed in the field of mobility of persons and transportation of goods. These include innovative transport techniques (such as various types of personal light electric vehicles, drones, small scale delivery vehicles), intelligent transport systems (such as traffic management, connected and cooperative driving, geofencing), electric mobility, various implementations of automated driving in passenger cars, in public transport as well as in freight transport, and mobility and transport services (MaaS, TaaS, shared vehicle concepts, shared ride concepts).

Initiators seek to implement their concepts and aim for viable business models. Mobility and transport largely take place in public spaces, and quite often, initiators ask authorities to support initiatives by providing legislation, space, and sometimes funding. Authorities therefore have to decide how to deal with claims of these sometimes disruptive innovations on scarce resources in terms of urban space, funding and organisational capacity. They need to have insight in potential use (mode share, market potential) and effects on traffic safety, accessibility and sustainability – all with inherent uncertainties regarding attractiveness, adoption, performance in large-scale deployment and the interaction with traditional systems and in different (future) spatial settings and socio-economic environments.

Therefore, there is an urgent need of methods and tools to better assess the impacts – *in all their dimensions* – of innovations (technological but also on the services or in the regulation domain) affecting urban mobility. These instruments should help decision-makers to develop policies for supporting development and implementation of innovative mobility and transport concepts that contribute to sustainable, affordable, accessible and reliable urban accessibility and connectivity and tap on the innovativeness of private initiatives.

The short and long-term effects of innovations on accessibility, including congestion, should be estimated by well elaborated methods, in general terms and for specific user groups. Disparities between user groups, different urban areas and different travel patterns might arise in terms of quality, affordability, access and usability innovative concepts or the underlying, supporting systems and concepts (like data collection, information and payment systems). Innovative concepts might bypass, neglect or even discriminate specific groups in society for example related to gender, socio-economic class, age, ethnicity, physical and mental abilities and digital proficiency. New concepts for sustainable mobility and connectivity should not place people or groups of people in a disadvantaged position in society.

Beside accessibility, innovative concepts can have both positive and negative effects on (traffic) safety, local and global emissions, noise, space usage and energy use. Therefore, there is a need to determine which (new) mobility and transport technologies, services and policies have the potential to contribute to the transition to more sustainable, safe, wealthy and liveable cities. The overall direct and indirect effects of these innovations should be regarded in comparison to, in addition to or in competition with existing options like walking, biking and using efficient public transport and/or highly efficient logistics services.

For achieving sustainable urban mobility, there is no one single best solution: individuals' and societal groups' needs and characteristics differ, people have different needs and preferences. Also, the physical (geographical, spatial), socio-economical and regulatory circumstances differ between urban areas. This could mean that for specific combinations of users' (groups) and urban settings, specific mobility innovations would be most appropriate and likely to contribute to sustainability aims.

It will be beneficial to support solutions that cater areas with spatial concentration and proximity (where "walkability", "bike-ability", efficient public transport and efficient logistics services are feasible) as well as solutions for areas with lower densities – such as exurban areas where efficient high quality public transport



and logistics operations are harder to achieve, and perhaps other solutions must be found to achieve sustainable mobility and transport.

To address these challenges, projects contributing either to the **research or innovation pathway** may consider the following subjects or perspectives, in order to study and seek to better understand them and propose, develop, check feasibility of, test, demonstrate and validate relevant solutions (please note that these subjects are examples that projects can focus on, and that projects also need to take into consideration the specific characteristics of these two pathways with regard to the envisioned project content):

- methods and tools to measure and assess how the deployment of new mobility services and initiatives may affect various aspects of sustainability (i.e. the environment, economic development and people's well-being) in a comprehensive way,
- simulation, modelling and evaluation approaches to estimate the short and long-term impacts and effects of concepts in terms of use (mode share) and the potential positive and negative effects on traffic safety, local and global emissions, noise, space utilisation and other impact on the physical environment. Approaches and framework to assess the effects of the concepts on their own and in combination with other/existing mobility and transport options,
- approaches, methods and tools to determine to what extent concepts are beneficial for all, or bypass, neglect or even discriminate specific groups in society or specific (low density) areas, to determine the consequences for specific groups that are left out (for example in terms of affordability, quality and accessibility of the transport modes, consequences for wellbeing),
- concepts and methods to identify, avoid and mitigate the digital mobility divide,
- approaches for monitoring the development of new concept, their uptake and their effects, and (organisational, procedural, regulating) mechanisms and planning systems to continually improve upon sustainable connectivity and accessibility,
- transport, land-use and telecommunications systems solutions for fair and inclusive mobility, and targeted support for a self-defined urban mobility for groups with prevalent diseases like people with dementia,
- solutions that are more relevant for lower density areas than heavy public transport while contributing to the goals of sustainable development,
- approaches and tools to integrate local mobility into new ambitions towards carbon-neutral (or even energy-positive) urban neighbourhoods and districts.

### **Challenge 3: Transform and re-organise urban spaces to pave the ground for sustainable urban mobility and accessibility at local level, from the street scale to the district**

New mobility and transport technologies and services as well as developments in digital connectivity will have an impact on spatial organisation, the utilisation of public space and the configuration of activity spaces. Moreover, the development of emerging mobility technologies and services may conflict with existing modes for the use of public spaces (for instance, reserving public parking places for electric vehicles will reduce the offer for other vehicles or, on the place of micro-mobility technologies like electric scooters in pedestrian areas). Indeed, old and new solutions (like human-driven cars versus autonomous vehicles) are likely to have to share the space for the near future.

The challenge here is to promote and support a sufficient and fair distribution/re-allocation and utilization of public space for sustainable and spatially efficient forms of mobility in urban spaces along a "human scale" (notably walking and bicycling) or based on sustainable public transport.

Public spaces should be better designed and managed, from the street scale to the district level, according to current needs and future demand for mobility and transport, taking into account the (changing)

preferences and views on spatial quality and attractiveness of the urban environment (in terms of noise, landscape, air quality, personal safety...) for residents, visitors and other stakeholders.

Temporal dimension – the *times of the city* – should also be considered, as an opportunity for a better use of public spaces, since mobility demand and patterns change throughout the day (including the night).

A better insight is needed in the potential of solutions based on enabling digital technologies for information, way-finding, guidance, assistance and improving the comprehensive user-experience of public space – including for people with different cultural backgrounds or language understanding, specific needs - that can be a complement and can interrelate with the built environment (Intelligent Assistance, Augmented Intelligence, Internet of Things and ambient intelligence).

These insights are needed to move towards future-proof and integrated public urban mobility spaces (e.g. for multi-use/multimodality, active mobility modes, shared/automated mobility, urban aerial mobility) that ensure a fair and inclusive use of urban public space and transport infrastructures, also for people with limited mobility options. The resulting insights can help local and regional authorities to deal with competing claims on public space.

To address these challenges, projects contributing either to the **research or innovation pathway** may consider the following subjects or perspectives, in order to study and seek to better understand them and propose, develop, check feasibility of, test, demonstrate and validate relevant solutions (please note that these subjects are examples that projects can focus on, and that projects also need to take into consideration the specific characteristics of these two pathways with regard to the envisioned project content):

- reorganisation / management of urban space and urban planning at the neighbourhood / district level that lead effectively people to move without their cars for short-distance travel; and how cultural, group-specific characteristics affect the results,
- space design concepts and urban environments that are more suitable and attractive for new mobility solutions (shared, automated...),
- potential conflicting goals like the *city of short distances* versus spatial needs for new services, pedestrian areas versus access to shops with cars... and how active modes may still be promoted and prioritised in the urban space with respect to other emerging solutions (AV, electro-mobility...) that also take a part of the available space,
- the pressure of emerging modes of transport like on-demand transport, electric scooters, autonomous vehicles... on the public space and their conflicts with other uses, including emerging problems (like potential enhancement of intra-urban social segregation) and risks (like accidents) induced by new sustainable mobility policies,
- uses, forms and regulations of city streets that can help achieve a new balance between mobility and public space uses. In particular, how can the pedestrianisation of city streets be combined with the maintenance of the accessibility of city districts, both local and supra-local? And which policy development processes can help find this new balance?
- solutions like tactical urbanism (temporary changes in the use of public spaces like streets): what solutions for tactical urbanism, real-time management of public spaces and facilities, curb management concepts to reduce congestion, better manage the freight transport and goods delivery including online shopping delivery, and allow a more efficient, time-dependant use of the public space? how they may affect long term behaviours and long term urban trends?
- development or refurbishment of existing tools to find the most suitable sustainable mobility solution on real time, infrastructure trackers to know the status of streets, sidewalks and bike lanes...,



- pilot innovations in digital technologies to enable and boost the transformation of the public mobility space (planning, management, participation, monitoring),
- pilot innovations to enhance physical and/or digital accessibility/usability of the public space and to trigger sustainable mobility (data content and data infrastructure, interior, design),
- approaches to strengthen interrelations between the built environment, the public space, transport nodes (e.g. with public transport or logistics hubs) and different (new) means of transport or mobility models (AV, shared mobility and MaaS, micro-mobility means...), utilising potentials of IoT/ambient intelligence.

For most of these subjects, it may be interesting to build on what has been learnt so far from previous transition experimentations.

### **Challenge 4: Develop effective policy options for achieving a shift towards sustainable urban accessibility and connectivity**

Achieving sustainable, affordable, and reliable urban accessibility and connectivity requires balancing the interests of various stakeholders, adopting and integrating promising mobility and transport concepts, spatial concepts and innovations in digital connectivity, and tuning public policies with private and citizens' initiatives. This transition asks for a careful implementation and large-scale deployment of new mobility, connectivity and spatial concepts, taking into account the dynamic short- and long-term interactions.

Implementation and deployment approaches should be evidence-based. Therefore, there is a need to use available knowledge<sup>9</sup> and to expand knowledge on how to achieve the transition with the desired effects whilst minimising negative consequences, achieving synergies and limit conflicts between different policy domains (incl. land use, energy, health), and to prevent or mitigate possible rebound and compensational behavioural responses. The policy development also should use insights on how to effectively and continuously involve relevant actors and stakeholders – including hard-to-reach groups and new actors in the mobility field – that may have formal but also informal strategies, so to create effective solutions and conditions that assure long lasting changes in socio-technical systems.

Potential policy options could cover areas including pricing (including internalising external costs), land-use and urban planning (real estate, amenities, infrastructure provision), public procurement strategies, provision of mass transit alternatives (such as small/large buses running on a schedule or on demand), start-up and operational subsidies, legislation, regulation and permit systems, mobility budgets, organisational models and innovative incentive approaches. The policies will have a strategic perspective, but should also address short-term challenges and support the transition process. This would require adaptive and agile processes and policies, for instance taking advantage of the pervasive data availability that enables to quickly identify trends and developments in mobility of people, transport of freight and connectivity.

Effective policies must ensure inclusiveness, consider potential privacy, data integrity, vulnerability, third party dependency and (cyber) security issues, as well as take into account (multi-scale) organisation and governance complexities, legislative contexts and financing challenges. Taking into account multiple stakeholders also implies developing compatible and mutually reinforcing public policies and practices and viable business models. Policies can only be regarded as being effective when the societal benefits (of the

---

<sup>9</sup> See the extensive overview on experiences in European cities as published in the “European Local Transport Information Service” (<http://www.eltis.org/>) database and, for example, the experiences in the MATCHUP Programme (aims to redesign cities with a set of technical solutions in the energy, mobility and ICT sectors and additional non-technical solutions, such as specific social engagement activities. To do this, different key actors – policy makers, universities, industry, investors and, most importantly, citizens – join forces to develop smart models of innovation, inclusion and prosperity to restore cities' liveability – see: <https://www.matchup-project.eu/solutions/>)

transition and of having sustainable accessibility and connectivity) exceed the societal costs and the distribution of impacts is fair.

Public and private actors as well as individuals will need usable (new) practices, procedures, role- and organisational models, financial arrangements, negotiation and participation models and most likely decision supporting tools and technologies (e.g. planning/modelling/simulation, design- and effect and societal cost-benefit evaluation tools) to be able to find integrated and workable way in the complex and dynamic urban multi-stakeholder ecosystem.

Urban Living Labs and local “grass roots” initiatives, community-led social innovation and NGO projects can play an excellent role in creating stakeholder, public, private, citizen and end-user involvement in the co-creation of solutions for sustainable and inclusive mobility<sup>10</sup> and freight transport<sup>11</sup>.

Finally, an important issue is to upscale and translate results of successful demonstrations, experimentation or living labs into the full deployment of the innovations, where existing national, local barriers and constraints or the organisation of the actors may reduce their impact or even hinder their implementation.

To address these challenges, projects contributing either to the **research or innovation pathway** may consider the following subjects or perspectives, in order to study and seek to better understand them and propose, develop, check feasibility of, test, demonstrate and validate relevant solutions (please note that these subjects are examples that projects can focus on, and that projects also need to take into consideration the specific characteristics of these two pathways with regard to the envisioned project content):

- approaches on resolving conflicts between different scales of and actor perspectives in transport planning: schemes to improve governance and cooperation between different types of stakeholders and policy makers, processes for decision-making,
- principal levers (incl. legal and regulatory frameworks, pricing mechanisms and incentives) for public and private policy strategies, including viable business models, that are tuned to the needs of the various citizen groups in cities and urban areas and that can be scaled up and/or translated to contribute to sustainable mobility,
- decision support and user involvement tools that help to explore effective policy, including land use, transport and effect models and effect assessment tools,
- frameworks that are more suitable for upscaling successful experimentation and facilitate the adoption of innovations; it would be interesting to understand better why some innovative solutions whose effectiveness and relevance has been shown on a small scale are failing to develop;
- adaptive and agile policy frameworks that make use of pervasive data availability and the innovativeness of actors in the mobility field whilst safeguarding sustainability aims and guaranteeing accessibility for all,
- integrated supply- and demand-side solutions to achieve sustainable accessibility and connectivity,
- pilot new systemic settings, integrated approaches and financial arrangements with relevant actors in the context of the triple-access system model (TAS) by merging novel solution in planning, mobility services and ICT,
- interventions, components and innovative framework conditions in real world settings to test integrated concepts for the future-proof transformation of urban mobility spaces,

---

<sup>10</sup> Frank Nevens, Niki Frantzeskaki, Leen Gorissen, Derk Loorbach (2013) Urban Transition Labs: co-creating transformative action for sustainable cities, in: Journal of Cleaner Production Volume 50, 1 July 2013, Pages 111-122

<sup>11</sup> Valerio Gatta, Edoardo Marcucci, Michela Le Pir (2017) Smart urban freight planning process: integrating desk, living lab and modelling approaches in decision-making, in: European Transport Research Review, September 2017, 9:32

- innovative mobility concepts and/or the related business that rely on sharing detailed data and are able to satisfactorily resolve potential privacy and data security issues – both for the users (customers) and for employees.

To address some of these subjects, transnational comparisons are welcome.

### **Challenge 5: Change behaviours and perspectives towards sustainable urban accessibility and connectivity**

This question is not new<sup>12</sup>: a lot of research has been made and an important knowledge is already available on mobility behaviours and travel preferences. However, it is clear that there is still a gap between knowledge and reality and there are discrepancies, and even contradictions, between increasingly environmentally centred perceptions and the actual mobility practices – related to housing choices, location of economic activities and services, configuration of public transport offers – that are still often resource-intensive.

Therefore, this issue has to be revisited again, building on previous research activities and existing knowledge, to be able to find action perspectives to ease the transition toward sustainable, affordable and reliable urban accessibility and connectivity.

An important aspect is to understand better actual needs. And, when developing mobility solution or taking mobility related decisions, to take into account the heterogeneity of needs and behavioural reactions, the interdependence of individual decisions, the role of social-economic-cultural background, gender, physical and mental abilities, preferences and sensitivity to price and other incentives as key factors such as access to services that motivate personal mobility and logistics (freight transport) choices. This is certainly a challenge where “*one size does not fit all*”.

Considering the changes in the technological environment and the emergence of new tools, especially ICT tools, in the last decade, it is also crucial to know how increased advanced information-based services (incl. real-time availability of information) and the availability of optimisation tools or services influence mobility and consumption behaviour, including the consequences for city logistics and thereby freight transport. In particular, it is important to understand the (potentially different) responses of different entities (societal groups, companies as well as decision makers, planners and policy makers) to such developments<sup>13</sup>.

Also, it is important to examine to what extent carbon or climate change urgency awareness, health promotion and life style objectives might help to bring about paradigm shifts that eventually result in changes in actual, day-to-day behaviour, or if other incentives are needed to achieve the necessary radical transition towards sustainable mobility and accessibility.

To address these challenges, projects contributing either to the **research or innovation pathway** may consider the following subjects or perspectives, in order to study and seek to better understand them and propose, develop, check feasibility of, test, demonstrate and validate relevant solutions (please note that these subjects are examples that projects can focus on, and that projects also need to take into consideration the specific characteristics of these two pathways with regard to the envisioned project content):

- revisiting existing knowledge and models for the prediction of individual and collective mobility behaviours, including uncertainties, responses to new technologies and policies – with the potential

---

<sup>12</sup> See for instance the “old” review Satoshi Fujii, Ayako Taniguchi (2006) Determinants of the effectiveness of travel feedback programs — a review of communicative mobility management measures for changing travel behaviour in Japan, in: Transport Policy 13 (2006), Pages 339–348

<sup>13</sup> See for instance: Sara F. Jahanmir Joana Cavadas (2018) Factors affecting late adoption of digital innovations, in: Journal of Business Research, Volume 88, July 2018, Pages 337-343

rebound effects – and taking into account various types of actors and patterns of mobility (with different transport modes),

- emerging needs and trends, that could be *game changers* affecting urban mobility behaviours and logistics choices (and, in a longer term, activity place and residential/location choices), like an increasing use of ICT for distant activities, the value of time, global awareness of climate change emergency, health promotion...
- the collective framework conditions appropriate for individual decision-making,
- impact and effectiveness of various incentives (economical and non-economical), like carbon taxes, personal or household carbon quotas or tradable permits, mobility budget, congestion charging, High Occupancy Vehicles lane, nudges, mobility management, services offered by companies to their employees to promote a more sustainable mobility, PTP approach (Personalized Travel Planning)<sup>14</sup>. (Existing) living labs, experimentations and serious games approaches may be considered in this context,
- the relative importance on mobility behaviours, on travel modes preferences and on the effects of incentives of factors such as social-cultural background (incl. values, ethics), age, gender, personal abilities (mental, physical), personal safety, economic position, group-pressure, education, information provision / raising awareness; in particular, investigate if there are “generational effects” on mobility patterns and choice. *Mobility biographies* may also be an interesting tool to (re-)explore,
- factors of attractiveness of sustainable mobility modes and solutions; in particular, evaluate to which extent approaches involving users to the co-design of mobility policies or transport solutions favours their adoption,
- tools that facilitate a (user-centric) co-design of urban mobility policies and solutions,
- the questions of transport equity and more specifically “transport poverty” and the most efficient means to reduce it.

---

<sup>14</sup> See for instance <https://www.eltis.org/discover/case-studies/personalised-travel-planning-boost-walking-and-cycling-haringey-uk> ; <http://ptpcycle-europe.eu/>

### 3. Eligibility criteria and guidelines for applicants

**Some requirements are common for all applicants and all funding agencies.**

In addition to these *general requirements*, there are *specific funding agency rules* which apply to applicants that claim funds from a specific funding agency (see Annex A for guidance and agency web links with further information). Applicants have to pay careful attention to the relevant national funding rules and contact the relevant national contact person with any queries to avoid any issues related to national eligibility.

The term “proposal” is used both for the pre-proposal in the first stage of the selection procedure and the full proposal in the second stage.

#### 3.1 Consortium: who can participate and apply

Each project proposal must be submitted by a project consortium consisting of at **least three eligible applicants from at least three participating countries** (see Annex A – Table 1).

##### Applicants

Applicants are defined as organisations/institutions/companies (*i.e.* legal entities).

The Principal Investigator (PI) is defined as the person who is the lead investigator for an Applicant.

The Main Applicant coordinates the whole project.

In addition, a proposal must have at least two additional Co-applicants.

The proposal may also include Co-operation Partners, described below.

Each PI must only participate in a maximum of two proposals, and only once as the PI of a Main Applicant.

Only applicants eligible to the funding of the participating organisations<sup>15</sup> from the following countries are eligible to apply as Main Applicant or Co-applicant: Austria, Belgium, Cyprus, Denmark, France, Germany, Italy, Latvia, the Netherlands, Norway, Poland, Romania, Slovenia, Sweden, Turkey, the United Kingdom. Non-eligible applicants (e.g. from other countries or non-eligible to receive funding from a participating country) may participate as a Co-operation Partner.

Applicants can be organisations such as:<sup>16</sup>

- Companies (from industry/large companies to SMEs)
- Cities, municipalities, regions, regional development agencies, public transport authorities
- Consumers (e.g. business enterprises, test households, etc.)
- Citizens’ representatives, NGOs
- Research organisations (universities, university colleges, research institutes or other authorities with research undertakings)

Consortia may include of partners active across several positions within the research and development system (*i.e.* innovation, applied research, fundamental research) and across disciplines (natural sciences, social sciences, humanities, and engineering).

Please pay careful attention to the specific Funding Agencies’ rules regarding eligible applicants in Annex A.

---

<sup>15</sup> see Annex A – Table 1

<sup>16</sup> Please note that a specific funding agency may not fund each type of organisation. If a partner is not eligible for funding, the partner can still participate as cooperation partner. For further information see Annex A.

### **Definitions**

#### **Main Applicant's role**

The Main Applicant is the body responsible for running and managing the project. It will be the contact point with EN-UAC on behalf of the whole consortium and is responsible for the administrative management of the complete project, should it be awarded funding.

In addition, the Main Applicant is responsible for leading the project activities.

The specific eligibility rules of the respective funding agency apply.

#### **Co-applicants' role**

There may be more than one Co-applicant from any one country. If there is more than one Co-applicant from a country, one of them needs to be identified as the national consortium leader. Each Co-applicant should be located in a participating country.

The specific eligibility rules of the respective funding agency apply.

#### **Co-operation Partners**

Partners that are not eligible for funding from participating agencies, e.g. partners from countries not participating in this call, may be included in the projects as Co-operation Partners.

Co-operation Partners can be included in the consortium if (a) they finance their activity from other sources and (b) the consortium in general fulfils the requirements on the number of applicants from participating countries.

It should be noted that Co-operation partners do not count toward the minimum of *three eligible applicants from at least three participating countries outlined in paragraph 3.1.*

#### **Project consortium**

The added value resulting from transnational cooperation must be addressed in the proposal. There is no limit to the total number of partners who may be involved in each project. However, proposals for medium-sized projects submitted by consortia comprising applicants from approximately 3-5 funding agencies are expected. Consortia need to be balanced between countries both in terms of number of partners and distribution of budget. No partner may represent more than 50% of the total budget of the project (some countries may also impose lower participation levels for their funding, so please check regional/national eligibility guidelines in Annex A).

### **3.2 What can be applied for**

#### **Project duration**

Projects may be funded for a **maximum of 3 years** (starting between December 2020 and March 2021. The starting date may depend on the budget allocation (rules) of the specific funding agencies). The end date of a project should be harmonised for all applicants in the same consortium.

#### **Funding**

There are no fixed minimum or maximum limits for a project size. Medium-sized projects with total budgets requested from the funding organisations in the range of 1-2 M€ are typically expected, which allows approximately 12-15 projects to be awarded funding though total project costs can be higher.

There are, however, (national) funding limits for the respective partners. Annex A indicates the bandwidth of funds available from each of the respective national funding agencies. For more information on the specific funding agencies' rules, please see also Annex A.

In the proposal, a justification of the requested budget is required. The estimated budget must be given in Euros only and be tabulated according to the proposal template provided. All costs must be eligible according to the funding agencies' rules available (see Annex A). In case of doubt, applicants should consult their respective funding agencies.



### Funding agencies' rules and eligibility criteria

In addition to the general rules and procedures laid out in this document, there may be specific funding agencies' rules (e.g. funding agencies' eligibility criteria for certain organisations, co-funding requirements, national evaluation rules, etc.).

Please note also there are limitations regarding the types of activities that different funding agencies are able to support.

It is strongly recommended that these are checked with the contact person at the respective funding agency (see Annex A) before submitting a proposal.

### **3.3 When can applications be submitted**

The **call for pre-proposals** is **open until 17 March 2020 (1:00 p.m. CET)**.

In May 2020, applicants will be invited to enter the second stage of the procedure: the **call for full proposals** will **close on 22 September 2020 (1:00 p.m. CET)**.

### **3.4 Preparing and submitting an application**

#### Language and forms

Pre-proposals/full proposals must be prepared **in English using the designated proposal form**.

Proposals written in other languages will be ineligible.

The proposal form should be completely filled in. Incomplete proposal forms will be ineligible.

The Excel sheet detailing the budget and the funding demand has also to be filled in.

#### Submission:

Pre-proposals and full proposals must be submitted on the ANR (Agence Nationale de la Recherche) electronic submission system (<https://aap.agencerecherche.fr>).

An online help document for submission is provided, detailing the procedures and duties of the Main Applicant and of its Co-applicants.

It is not possible to resubmit or revise the pre-proposal/full proposal after the submission deadline.

By submitting a pre-proposal/full proposal, applicants agree that it will be forwarded to the responsible funding agency as well as to all other participating funding agencies involved in this action.

If technical questions about the use of the system remain, please contact the Call Secretariat at ANR (see section 6).

### **3.5 Summary of the transnational eligibility criteria**

- Only transnational projects will be funded;
- Each consortium submitting a proposal must involve at least three Applicants eligible for funding coming from three different countries whose funders participate in the call. All three legal entities must be independent from each other.
- The project coordinator must be eligible to be funded by his/her national/regional participating funding organisation.
- The duration of a project must not exceed 3 years.
- Pre-proposals/full proposals must be written in English and respect the template form (in terms of overall size, limit of pages – no more than 12 pages for the pre-proposal - and characters). The template form



must be completely filled in. The Excel sheet detailing the budget and the funding demand has also to be filled in.

- Pre-proposals/full proposals have to be submitted on the ANR electronic submission system.
- Pre-proposals/full proposals have to be submitted before the corresponding deadlines indicated in this document.
- In general, no fundamental changes between the pre- and full-proposals concerning the composition of the consortia, objectives of the project or requested budget will be accepted. The Call Secretariat, however, may allow such changes in exceptional cases, duly justified.

### 3.6 Eligibility check

The Call Secretariat will verify the eligibility of the pre-proposals/full proposals according to the transnational eligibility criteria described in the previous section.

The participating funding agencies will perform a check for compliance according to their funding rules.

Both transnational and funding agencies' eligibility criteria must be met.

If either the Main Applicant or the proposal does not meet the eligibility requirements, the proposal will not be admitted to the evaluation procedure.

In case (a) Co-applicant(s) is (are) not eligible, the proposal may still be eligible if and when the eligibility criteria are met by the proposal without this (these) partner(s).

In both cases, this will be communicated to the Main Applicant.

If a proposal is "eligible", this does not mean that it will be awarded funding, but only that the proposal will be admitted to the evaluation procedure.



## 4 Assessment Procedure

### 4.1 Procedure

#### Pre-proposal stage

Within the framework of EN-UAC, a two-stage procedure will be adopted.

In the first stage, consortia are invited to submit pre-proposals (description of consortium members, concise project description of **no more than 12 pages**, and budget indications with limited details fulfilling national requirements).

The pre-proposals will be assessed by an Expert Panel composed of international experts.

The Panel will consist of recognised experts in relevant fields, academics as well as practitioners and innovators, who can assess the scientific as well as the innovative and practical value of the submitted pre-proposals. The Panel will be appointed by the funding agencies. The Expert Panel will assess the pre-proposals using the evaluation criteria described in section 4.2. Each proposal will be assessed by at least three independent experts. Applicants will have no possibility for rebuttal to the panel's evaluation.

Approximately 50 pre-proposals will be selected. Successful consortia will then be invited to elaborate their ideas to full proposals. Unsuccessful consortia will be provided with an overall assessment of the quality of their pre-proposals.

#### Full proposal stage

The proposals will be assessed by an Expert Panel composed of international experts.

Eligible full proposals will be submitted to the Expert Panel.

Each full proposal will be evaluated by at least four independent experts.

The Expert Panel will meet to discuss all proposals, to produce an assessment report for each full proposal and a list of proposals recommended to be considered for funding, in a ranking list.

Based on the ranking by the Expert Panel, and taking into account the available (national) budgets, the participating national and regional funding agencies of EN-UAC will take funding decisions.

Funding decisions are final and cannot be appealed at the transnational level.

A written statement on the evaluation of each full proposal will be sent by the Call Secretariat to the Main Applicants. The Call Secretariat will inform the Main Applicants of projects that have been recommended for funding, on the subsequent contracting procedure.

Note: Each project recommended for funding is required to have a signed consortium agreement (CA) between all partners within six months following the start of the project, at least addressing the following topics:

- Internal organisation and management of the consortium
- Intellectual Property arrangements
- Settlement of internal disputes

The CA is needed prior to the start of the project for all projects together with enterprises: see: [https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52014XC0627\(01\)&from=EN](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52014XC0627(01)&from=EN), par. 27.

Please note that national and regional funding agencies regulations concerning the requirement for a CA, including the date of the signature, may also apply.

## ERA-NET Urban Accessibility and Connectivity

### Time Schedule

17 March 2020	Deadline Submission of pre-proposals
March-April 2020	Eligibility check
May 2020	Meeting of Expert Panel to assess pre-proposals
May 2020	Invite applicants to submit full proposals
22 September 2020	Deadline Submission of full proposals
September-October 2020	Eligibility check
November 2020	Meeting of Expert Panel to assess full proposals
December 2020	Funding recommendation by the Steering Committee
December 2020	National funding decisions and announcement of results to Main Applicants
December 2020-March 2021	Start of the projects
2021	Kick-off meeting
2022	Mid-term Projects Event
2024	Final Projects Event



Project no. 875022

## 4.2 Evaluation criteria

Pre-proposals and full-proposals will be assessed according to specific evaluation criteria by using a common evaluation form. A scoring system from 0 to 5 will be used to evaluate the proposal's performance with respect to the different evaluation criteria.

Some sub-criteria are specific to the pathway. The consortium is responsible for assigning a proposal to one of the two pathways.

*\*) Criteria used for both evaluating the pre-proposals and the full proposals. Criteria without asterisk are used only for the evaluation of full proposals.*

<b>Excellence – Intellectual Merit</b>		5 points
<ul style="list-style-type: none"> <li>▪ Clarity and pertinence of the objectives *)</li> <li>▪ Appropriateness of conceptual approach *)</li> <li>▪ Added value of transnational co-operation *)</li> <li>▪ Feasibility of aims and objectives of project</li> <li>▪ Feasibility and suitability of project design and methods</li> <li>▪ Handling of development risks</li> </ul>		
Sub-criteria adapted to the “research pathway” <ul style="list-style-type: none"> <li>▪ Originality, contribution to new strategic knowledge, advancing the state-of-the-art *)</li> </ul>		Sub-criteria adapted to the “innovation pathway” <ul style="list-style-type: none"> <li>▪ Innovativeness of the approach compared to existing solutions *)</li> </ul>
<b>Impact and User Engagement (societal and broader impacts of project results)</b>		5 points
<ul style="list-style-type: none"> <li>▪ Fit to address the challenges of the call text *)</li> <li>▪ Integration of gender and diversity perspectives in the project plan and goals when applicable *)</li> <li>▪ Engagement of research users worldwide (e.g. communities, cities, policy makers, regulators, NGOs, or industry) and the extent to which the project is likely to be of value to end users *)</li> <li>▪ Suitability of proposed arrangements for disseminating and communicating outcomes of the project.</li> </ul>		
Sub-criteria adapted to the “research pathway” <ul style="list-style-type: none"> <li>▪ Potential of the project to provide insights to an important societal issue and produce useful knowledge for stakeholders/decision-makers/practitioners</li> </ul>		Sub-criteria adapted to the “innovation pathway” <ul style="list-style-type: none"> <li>▪ Market potential of the project, capacity to respond to a demand or a need</li> </ul>
<b>Quality (Inter-disciplinarity and Personnel) and Efficiency of project implementation</b>		5 points
<ul style="list-style-type: none"> <li>▪ Value for money *)</li> <li>▪ Appropriateness of costing</li> <li>▪ Feasibility and appropriateness of timescale *)</li> <li>▪ Suitability of expertise, balance of substantial contributions of members to project consortium *)</li> <li>▪ Composition of consortium compared to the topic's needs, transnational relevance and complementarities *)</li> <li>▪ Interdisciplinary, cross-sectorial collaboration, and co-creation *)</li> <li>▪ Adequateness of the work package structure and work plan</li> <li>▪ Appropriateness of governance/management arrangements for project</li> <li>▪ Risk assessment, regulatory and ethics issues properly addressed (when necessary)</li> <li>▪ Other key expertise of consortium members</li> </ul>		

Evaluation scores will be awarded for each main criterion and not for the various sub-criteria.

For pre- and full proposals, each criterion will be scored by the Expert Panel, using the following scale:

**0: Failure.** The proposal fails to address the criterion in question, or cannot be judged because of missing or incomplete information.

**1: Poor.** The proposal shows serious weaknesses in relation to the criterion in question.

**2: Fair.** The proposal generally addresses the criterion, but there are significant weaknesses that need corrections.

**3: Good.** The proposal addresses the criterion in question well, but certain improvements are necessary.

**4: Very good.** The proposal addresses the criterion very well, but small improvements are possible.

**5: Excellent.** The proposal successfully addresses all aspects of the criterion in question.

Half marks can be used.

The threshold for individual criteria will be 3.

The overall threshold, applying to the sum of the three individual scores, will be 10.

### 4.3 Conflicts of interest (Expert Panel)

All necessary steps will be taken by the Call Secretariat to ensure no conflict of interest by Expert Panel members for those proposals which have been assigned to them for review.

The Expert Panel members will be required to formally declare that no conflict of interest exists at any time of their evaluation duty and will sign a confidentiality agreement concerning all documents and the entire process. In case of breaching the rule of no conflict of interest, the member will be discharged from participation in the Expert Panel. Projects that were assigned to the respective reviewer will be assigned to another reviewer.

The Call Secretariat will perform a first review of potential conflicts of interest before sending the proposals to the reviewers. Reviewers are bound to indicate after receiving the proposals whether there is a conflict of interest with any of the researchers or research groups in the proposals for review. Reviewers will sign a formal declaration that they will not participate in the call nor have any conflicting interests regarding the researchers or research groups participating in the projects that are reviewed.

## 5 Project implementation

This call is part of the Joint Programming Initiative Urban Europe that includes various joint programme activities (e.g. knowledge sharing, networking) described in this section.

Projects funded via this call will become part of the programme of the JPI Urban Europe. Participants of projects funded via this call are expected to actively participate in the programme activities and to consider this in the planning of their project proposal by including budget to participate in the programme activities.

### Data management

The JPI Urban Europe wish to promote open, transparent and robust urban and global change research by encouraging more open sharing of research data, leading to wider data analysis, more data re-use, and the combination of datasets from multiple sources. The JPI Urban Europe believe that an increased emphasis on the open sharing of research data has the potential to stimulate new approaches to the collection, analysis, validation and management of data, and to the transparency of the research process. However, the JPI Urban Europe also recognize that not all research data can be shared openly, and that there will be legitimate reasons to constrain access, for example the risks to the privacy of individuals must always be considered where data arise from, or are derived from, personally identifiable data. For detailed information on the requirements regarding data management within this call, please see Annex D.

### Project monitoring and reporting

Project monitoring and reporting will be in accordance with the respective funding agency's rules.

In addition to the funding agency's requirements, the consortia are expected to deliver progress reports to the Call Secretariat, in English, on an annual basis, including a description of their transnational cooperation and a publishable summary of the project status. A reporting template will be provided on the programme website.

A detailed survey must be completed by the main applicant together with the annual joint reports. This survey includes key performance indicators for project progress and their contribution to the overall aim of the call.

Furthermore, one project observer from one of the participating funding organisations will be assigned to each of the funded projects to monitor the progress in transnational cooperation on behalf of the participating funding organisations and to provide a communication link between the project, the Call Secretariat, the JPI Urban Europe and the European Commission.

### Programme activities

The coordination of the programme is seen as very important for creating added value to the researchers involved in the programme. Three project events are foreseen. A project kick-off will be organised in 2021, a mid-term event in 2022 and a final event in 2024. Active participation of the funded projects is obligatory, e.g. by preparing short project presentations and/or posters.

All consortia of funded projects are expected to prepare popular science summaries of the project contents for programme activities and JPI Urban Europe publications (e.g. for brochures, (digital) newsletters, the website etc.). *(Note: Projects receiving funding also from the European Commission must ensure that all outcomes [publications, etc.] of transnational EN-UAC projects include a proper acknowledgement of JPI Urban Europe, the European Commission, and the respective funding agencies.)*

Time and budget of a maximum of € 20,000 should be reserved by the consortium as a whole for monitoring and programme activities.



Project no. 875022

## 6 Contact details and other information

### General information on the joint call

Updated information on this joint call and all relevant documents/templates are published on [www.jpi-urbaneurope.eu](http://www.jpi-urbaneurope.eu).

If you have questions on the general call process and proposal submission, please contact the Call Secretariat.

### JPI Urban Europe

Aurélien Gaufrès

Agence Nationale de la Recherche (ANR)

E-mail: [aurelien.gaufres@anr.fr](mailto:aurelien.gaufres@anr.fr)

Pascal Bain

Agence Nationale de la Recherche (ANR)

E-mail: [pascal.bain@anr.fr](mailto:pascal.bain@anr.fr)

### Contact points of participating funding agencies

For questions regarding specific funding agencies' rules and additional forms please check "Annex A: Specific Funding Agencies' Budgets and Rules of Eligibility" first. Additional information can be obtained by contacting the indicated national contact persons at the participating funding agencies.



Project no. 875022

## Annex A: Specific Funding Agencies' Budgets and Rules of Eligibility

**Table 1: Participating Funding Agencies: Budgets and research foci**

Country/ Region	Agency	Funding (M€)	Funds may be used for the following stage(s) of the research, development and innovation process		
			Innovation and implementation	Applied research	Basic research
Austria <sup>1)</sup>	FFG	2.0	XX	XX	
Belgium <sup>1)</sup>	FRS-F.N.R.S.	0.2			XX
	FWO	0.7			XX
	Innoviris	1.0	XX	XX	X
	VLAIO	1.0	XX	XX	
Denmark <sup>1)</sup>	IFD	1.0	X	X	
Cyprus <sup>1)</sup>	RIF	0.2		XX	X
France <sup>1)</sup>	ANR	1.5		XX	XX
Germany <sup>1)</sup>	BMBF	2.0	X	XX	X
Italy <sup>1)</sup>	MIUR	0.6	X	XX	XX
Latvia <sup>1)</sup>	VIAA	0.3		X	XX
Netherlands <sup>1)</sup>	NWO	1.67	X	XX	XX
Norway <sup>1)</sup>	RCN	1.0	XX	X	X
Poland <sup>1)</sup>	NCN	0.5			XX
Romania <sup>1)</sup>	UEFISCDI	0.5	XX	XX	XX
Slovenia <sup>1)</sup>	ARRS	0.3			XX
Sweden <sup>1)</sup>	Formas, SWEA, Vinnova	3.4	XX	XX	XX
Turkey <sup>1)</sup>	TÜBİTAK	0.35	X	X	X
United Kingdom <sup>1)</sup>	ESRC	1.7	X	XX	XX

<sup>1)</sup> Country eligible to access the European Commission funds.

XX = The funding agency is primarily focused on funding research in this stage.

X = The funding agency has the mandate to fund projects in this stage.

**Table 2: Participating Funding Agencies: Funding opportunities for non-research organisations**

Table 2 is drafted to give some guidance to the applicants in the consortium building process and to make it easier to read the specific Funding Agencies' rules in Table 3. It only serves as a reading guidance, please consult Table 3 for the detailed eligibility criteria per funding agency. If stated "YES", conditions apply that are also described in the national eligibility requirements in Table 3. This "YES" or "NO" only applies to being a main or co-applicant for this country. In every country it is possible for these organisations to join as a co-operation partner.

Country/ Region	Agency	Possibilities to provide funding to:		
		Cities	Companies	NGOs
Austria	FFG	YES	YES	YES
Belgium	FRS-F.N.R.S.	NO	NO	NO
	FWO	NO	NO	NO
	Innoviris	YES	YES	YES
	VLAIO	NO	YES	YES
Denmark	IFD	YES	YES	YES
Cyprus	RIF	YES	YES	YES
France	ANR	YES	YES	YES
Germany	BMBF	YES	YES	YES
Italy	MIUR	YES	YES	NO <sup>17</sup>
Latvia	VIAA	NO	YES	NO
Netherlands	NWO	NO	NO	NO
Norway	RCN	YES	YES	YES
Poland	NCN	YES	YES	YES
Romania	UEFISCDI	YES	YES	YES
Slovenia	ARRS	NO	NO	NO
Sweden	Formas, SWEA, Vinnova	YES	YES	YES
Turkey	TUBITAK	YES	YES	NO
United Kingdom	ESRC	YES	YES	YES

<sup>17</sup> Unless they belong also to one of the participant categories eligible for funding by MIUR (see national Annex).



**Table 3: Agency Funding Guidelines**

Country/Region	Austria
Funding organisation	FFG – Austrian Research Promotion Agency
National contact person	<p><i>For content-related questions regarding the call:</i>  Dietrich Leihs  E-mail: <a href="mailto:dietrich.leihs@ffg.at">dietrich.leihs@ffg.at</a>  Tel.: +43 (0)5 7755-5034</p> <p><i>For formal questions regarding the call:</i>  Johannes Bockstefl  E-mail: <a href="mailto:johannes.bockstefl@ffg.at">johannes.bockstefl@ffg.at</a> Tel.: +43 (0)5 7755-5042</p> <p>Website: <a href="http://www.ffg.at">www.ffg.at</a></p>
Funding commitment	2.0 M€
Anticipated number of projects with Austrian partners	---
Maximum funding per awarded project	0.5 M€
Eligibility of a partner as a beneficiary institution	<p>The organisations which are eligible for funding as well as the eligibility criteria for cooperation are listed in the national guidelines available via <a href="https://www.ffg.at/ausschreibungen/en-uac">https://www.ffg.at/ausschreibungen/en-uac</a></p> <p>Austrian project partners shall seek for synergetic collaborations with the Austrian Mobility Labs and make use of their services portfolio to support, complement and leverage R&amp;D activities in transnational projects (overview and contacts: <a href="http://www.urbanmobilitylabs.at">www.urbanmobilitylabs.at</a>). Applicants are asked to get in contact with labs well in time. The (pre-)proposal shall describe the envisaged collaboration and related agreements (LoI, LoC) made with suitable labs. In case a collaboration does not make sense (e.g. no added value visible) or is not possible for any reason the proposal should comprise a brief remark on the reasons.</p>
Eligibility of costs	<p><u>Eligible costs</u></p> <ul style="list-style-type: none"> <li>• Personnel costs</li> <li>• Overhead costs (as surcharge on all cost categories besides third-party costs)</li> <li>• Use of R&amp;D infrastructure</li> <li>• Costs of materials</li> <li>• Third-party costs</li> <li>• Travel costs</li> </ul> <p>For detailed information visit:  <a href="https://www.ffg.at/sites/default/files/downloads/Kostenleitfaden_V21_BF.pdf">https://www.ffg.at/sites/default/files/downloads/Kostenleitfaden_V21_BF.pdf</a></p>

## ERA-NET Urban Accessibility and Connectivity

Submission of the proposal at the national level	Yes, national application via eCall necessary in the full proposal stage <b>before</b> the full proposal call deadline.
Submission of financial and progress reports at the national level	Yes, scientific and financial reporting carried out on an annual basis.
Information available at	<a href="https://www.ffg.at/ausschreibungen/en-uac">https://www.ffg.at/ausschreibungen/en-uac</a>
Other	We highly recommend to contact the NCP during the preparation of the project.

Country/Region	Belgium, Fédération Wallonie-Bruxelles
Funding organisation	F.R.S.-F.N.R.S.
National contact person	Joël Groeneveld Senior Policy Officer Tel. +32 2 504 92 70 E-mail: <a href="mailto:joel.groeneveld@frs-fnrs.be">joel.groeneveld@frs-fnrs.be</a>
Funding commitment	0.2 M€
Anticipated number of fundable research groups	1
Maximum funding per awarded project	0.2 M€
Eligibility of a partner as a beneficiary institution	All eligibility rules and criteria can be found in <a href="#">the PINT-Multi regulations</a> . This call is co-funded by the European Commission (see article III.3). Applicants are strongly advised to contact the F.R.S.-FNRS prior to submission.
Eligibility of costs	The following costs are eligible: <ul style="list-style-type: none"> <li>• Personnel</li> <li>• Equipment (max 20% of the requested funding)</li> <li>• Running costs: travel expenses; organisation of small scientific events in Belgium; consumables and support costs</li> </ul> <p>“Overhead” is not an eligible cost. If the project is selected for funding, these costs will be subject to a separate agreement between the institution of the beneficiary and the F.R.S.-FNRS. General rules and regulations of FNRS apply: <a href="http://www.frs-fnrs.be">www.frs-fnrs.be</a></p>
Submission of the proposal at the national level	Applicants must provide basic administrative data by submitting an administrative application on SEMAPHORE for the same deadline as the consortium application on <a href="#">e-space</a> for the same deadline as the <u>consortium application</u> is submitted. Please select the “ <b>PINT-MULTI</b> ” funding instrument when creating the administrative application.
Submission of financial and scientific reports at the national level	Yearly financial reporting (PINT-Multi regulations, art. IV.4)
Information available at	<a href="http://www.ncp.frs-fnrs.be/index.php/17-appels/284-fnrs-eligibility-criteria-urban-europe">http://www.ncp.frs-fnrs.be/index.php/17-appels/284-fnrs-eligibility-criteria-urban-europe</a>



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

Other	<p>Applicants are strongly advised to contact the F.R.S.-FNRS prior to submission.</p> <p>Applicants must provide basic administrative data by submitting an administrative application on <a href="#">e-space</a> for the same deadline as the consortium application is submitted. Please select the “PINT-MULTI” funding instrument when creating the administrative application.</p>
-------	--

Country/Region	Belgium, Flanders
Funding organisation	The Research Foundation - Flanders (FWO)
National contact person	<p>Toon Monbaliu Advisor Research Affairs Tel. +32 2 550 15 70</p> <p>dr. Alain Deleener Science Policy Advisor Strategic Research Programmes Tel. +32 2 550 15 95</p> <p>E-mail: <a href="mailto:eranet@fwo.be">eranet@fwo.be</a></p>
Funding commitment	0.7 M€
Anticipated number of fundable research groups	2-3
Maximum funding per awarded project	350.000 €
Eligibility of a partner as a beneficiary institution	<p>Both the FWO Strategic Basic Research Projects (SBO), next to the more fundamental research projects (FO), are integrated in this call, each with specific regulations.</p> <p>It is, in the light of the projects eligibility, of utmost importance to respect the appropriate regulations. For example, when it comes to the <b>mandatory valorisation aspect for the SBO projects</b>.</p> <p><b><u>Who can be eligible for FWO funding?</u></b></p> <p>The eligibility of institutions and its researchers can be verified in the relevant regulations:</p> <p>→ For Fundamental research, <a href="#">see articles 10-12</a></p> <p>→ For Strategic Basic Research, <a href="#">see articles 4-8</a></p> <p><b>It is <u>strongly advised</u> to contact the FWO contact points (see above), in order to verify the eligibility of the proposals and avoid ineligible projects/research consortia.</b></p>
Eligibility of costs	<p><b>Beware, the funding rules differ per FWO funding channel (FO and SBO)</b></p> <p>The maximum requested budget per partner amounts to 350.000 EUR (incl. overhead) for both channels.</p> <p>- <b>FO</b>: a 6% structural overhead should be calculated on the direct costs. Example: the sum of all costs (personnel, consumables, travel, etc.) is</p>



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

	<p>300.000 EUR, then the overhead will amount to 18.000 EUR (6% of 300.000 EUR) and the total requested cost 318.000 EUR. This total requested cost may never exceed 350.000 EUR.</p> <p>For detailed cost categories <a href="#">see chapters 7 and 8 in the project regulations</a></p> <p>- <b>SBO</b>: The <a href="#">SBO cost model</a> applies.</p>
Submission of the proposal at the national level	<p>No.</p> <p>When the Flemish sub-proposal has a strategic orientation, i.e. when potential applications are foreseen and thus the strategic basic research channel would be the appropriate choice of funding, <b>we ask researchers to provide us with a ‘valorisation plan’ before the pre-proposal submission deadline</b>. There is no fixed format and one A4 page should suffice. What the FWO wants to know is how the valorisation within Flanders - and potentially internationally – will take place and which Flemish actors are involved in this. This information can be submitted to the general <a href="mailto:eranet@fwo.be">eranet@fwo.be</a> email address.</p> <p>Researchers have to inform the central research coordination units, at their host institutions, about their participation.</p>
Submission of financial and scientific reports at the national level	Financial reporting, yes. Scientific reporting mandatory for the SBO-channel, in view of the valorisation potential.
Information available at	<p>Call page for European programmes (ERA-NET)  <a href="https://www.fwo.be/nl/mandaten-financiering/europese-programmas/era-net/oproepen/">https://www.fwo.be/nl/mandaten-financiering/europese-programmas/era-net/oproepen/</a></p> <p>SBO programme  <a href="https://www.fwo.be/nl/mandaten-financiering/onderzoeksprojecten/sbo-projecten/">https://www.fwo.be/nl/mandaten-financiering/onderzoeksprojecten/sbo-projecten/</a></p> <p>FO programme  <a href="https://www.fwo.be/nl/mandaten-financiering/onderzoeksprojecten/junior-en-senior-onderzoeksproject/">https://www.fwo.be/nl/mandaten-financiering/onderzoeksprojecten/junior-en-senior-onderzoeksproject/</a></p>
Other	<ul style="list-style-type: none"> <li>- The FWO funds basic research in this call.</li> <li>- One and the same researcher can only participate in 2 different research projects/consortia when applying for FWO funding, within the same call. Double funding is not allowed.</li> <li>- No priorities exist as long as the projects fit into the SBO or FO funding channels scope (no thematic restrictions). <b>However, valorisation – with an economic and/or societal finality - is an essential feature for the SBO programme.</b></li> </ul>

Country/Region	Belgium, Brussels Capital Region
Funding organisation	Innoviris – The Brussels Institute for Research and Innovation



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

National contact person	Beata Bibrowska Senior Advisor-EU RDI programs and projects Unit- Strategic Research E-mail: <a href="mailto:bbibrowska@innoviris.brussels">bbibrowska@innoviris.brussels</a> Tel: +32 (0) 2 600 50 22 Website: <a href="http://www.innoviris.be">www.innoviris.be</a>			
Funding commitment	1 M€			
Anticipated number of fundable research groups	Not applicable			
Maximum funding per awarded project	No specific limits			
Eligibility of a partner as a beneficiary institution	<p><b>Eligible actors:</b></p> <ul style="list-style-type: none"> <li>• Private companies established in the Brussels Capital Region with a sustainable activity in this region based upon a sound business model.</li> <li>• Brussels Capital Region universities, research organisations</li> <li>• Public administrations</li> <li>• Associations and municipalities from Brussels Region               <ul style="list-style-type: none"> <li>•Associations and municipalities, public administrations will be financed after analysis of their activities and role in the project.</li> <li>•Some of these actors can be qualified as non-economic ( 100% of funding), or as economic entities ( they will be funded as private entities)</li> </ul> </li> </ul> <p><b>Regional criteria to get the funding:</b></p> <p>Innoviris funded projects shall fulfil some general regional criteria:</p> <ul style="list-style-type: none"> <li>○ Regional beneficiary develops entirely or partially its activities in Brussels Capital Region</li> <li>○ Regional beneficiary will perform a research or demonstration activity in the project</li> <li>○ <b>The project will be innovative and will present the positive impact on regional economy and employment by valorisation of results in the region</b></li> <li>○ Regional Beneficiary has not received public funding for the same activities</li> <li>○ Regional Beneficiary has fulfilled the obligations in the context of previous grants allocated by the Region</li> </ul> <p>All applicants should demonstrate their viability and financial soundness regarding their own contribution to the project and the implementation of the results.</p> <p><b>Very important- the involvement of stakeholders as end users of knowledge, technological or non-technological innovative solutions is mandatory in each type of projects.</b></p>			
Eligibility of costs	<b>Maximum funding rates</b>			
		Large enterprises	Medium size enterprises	Small enterprises Research organisations, universities and associations



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

					without economic activity
	basic research	NA	NA	NA	25%-100%
	applied research	65%	75%	80%	100%
	experimental research- innovation	40%	50%	60%	100%
	<p><b>The level of funding is majored by 15% of top up for international cooperation.</b></p> <p><b>Eligible costs:</b></p> <ul style="list-style-type: none"> <li>○ Personnel costs</li> <li>○ Operational costs</li> <li>○ Investments costs</li> <li>○ Indirect costs (10% of personnel operational costs)</li> <li>○ Subcontracting</li> </ul>				
Submission of the proposal at the national level	<p><b>Yes, the Brussels participants will submit the regional template in the full proposal stage.</b> A special web page and regional application template will be developed at <a href="http://www.innoviris.be">www.innoviris.be</a></p>				
Submission of financial and progress reports at the national level	Yes, scientific and financial reporting will be submitted at annual basis				
Information available at	<a href="https://www.innoviris.be">https://www.innoviris.be</a>				
Other	<b>We invite all to contact the regional NCP for preparation of the projects</b>				

Country/Region	Belgium (Flanders)
Funding organisation	VLAIO
National contact person	<p>Veerle Desmet, scientific advisor E-mail: <a href="mailto:veerle.desmet@vlaio.be">veerle.desmet@vlaio.be</a> Phone: +32 2 432 43 02</p> <p>Elsie De Clercq, scientific advisor e-mail : <a href="mailto:elsie.declercq@vlaio.be">elsie.declercq@vlaio.be</a> Phone : +32 2 432 42 78</p> <p>Website: <a href="http://www.vlaio.be">www.vlaio.be</a></p>
Funding commitment	1 M€
Anticipated number of projects with Flemish partners	---
Maximum funding per awarded project	The minimum and maximum funding per project follows the national rules of the funding scheme: minimum budget of 50 000 € for development projects, minimum budget of 100 000 € for research projects, maximum funding per project is 3M €.



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

Eligibility of a partner as a beneficiary institution	<p>Eligible partners are Flemish enterprises and non-profit organisations (with legal entity, economic activities and valorisation in Flanders). Scientific partners and cities can be involved as subcontractors in the project.</p> <p>Applicants should demonstrate their viability and financial soundness regarding their own contribution to the project.</p>
Eligibility of costs	<p>Eligible costs:</p> <ul style="list-style-type: none"> <li>○ Personnel costs</li> <li>○ Indirect costs (max. 20 000 € per FTE)</li> <li>○ Operational costs (max. 20 000 € per FTE)</li> <li>○ Subcontracting</li> </ul> <p>Funding rates:</p> <ul style="list-style-type: none"> <li>- for industrial development: 25% (large enterprise), 35% (medium size enterprise), 45% (small enterprise);</li> <li>- for industrial research: 50% (large enterprise), 60% (medium size and small enterprise)</li> </ul> <p><b>The funding percentage is increased <u>by 10%</u> for international cooperation.</b> Overall maximum funding rate is 50% (in case of industrial development) and 60% (in case of industrial research).</p>
Submission of the proposal at the national level	<p>VLAIO provides information on the VLAIO website for applicants with additional templates to be completed. Those templates are mandatory to check the eligibility and must be sent to VLAIO on the date of deadline of the pre-proposals. We kindly ask the applicants to apply for a meeting with VLAIO as soon as possible and ultimately 2 weeks before the deadline to check the eligibility aspects.</p>
Submission of financial and progress reports at the national level	<p>VLAIO provides information on the VLAIO website for applicants with additional templates to be completed.</p> <p>The submission of a yearly status update is anticipated, as well as a final report.</p>
Information available at	<p><a href="http://www.vlaio.be">www.vlaio.be</a></p> <ul style="list-style-type: none"> <li>- industrial development projects: <a href="https://www.vlaio.be/nl/subsidies-financiering/ontwikkelingsproject">https://www.vlaio.be/nl/subsidies-financiering/ontwikkelingsproject</a></li> <li>- industrial research projects: <a href="https://www.vlaio.be/nl/subsidies-financiering/onderzoeksproject">https://www.vlaio.be/nl/subsidies-financiering/onderzoeksproject</a></li> </ul>
Other	<p>Please note that VLAIO does not allow multiple funding; the principal investigator should clearly state how the proposed project differs from other granted projects.</p> <p>We highly recommend applicants to apply for a meeting with VLAIO as soon as possible during the preparation of the project.</p>

## ERA-NET Urban Accessibility and Connectivity

Country/Region	Cyprus
Funding organisation	RIF – Research and Innovation Foundation
National contact person	Dimosthenis Perikleous E-mail: <a href="mailto:dperikleous@research.org.cy">dperikleous@research.org.cy</a> Tel.: +357 22205017
Funding commitment	0.2 M€
Anticipated number of projects with Cypriot partners	RIF expects to fund 1 projects
Maximum funding per awarded project	175,000 Euro (or 200,000 Euro if the Cypriot partner is the Coordinator of the International Consortium).
Eligibility of a partner as a beneficiary institution	The RIF potentially supports, through its relevant national call, participation of Research Organisations, Enterprises and Other Organisations, as specified in the National Work Programme RESTART 2016 – 2020 and the Call for Proposals. The Cypriot Consortium can comprise of 1 to 3 partners.
Eligibility of costs	Please refer to the National Call documents and the Work Programme RESTART 2016 – 2020 (available on RIF's IRIS Portal: <a href="https://iris.research.org.cy/#/">https://iris.research.org.cy/#/</a> )
Submission of the proposal at the national level	A submission of a national proposal will be required via the IRIS Portal. Please refer to the National Call documents (available on RIF's IRIS Portal: <a href="https://iris.research.org.cy/#/">https://iris.research.org.cy/#/</a> )
Submission of financial and scientific reports at the national level	The submission of an interim report (including both financial and scientific information) is anticipated, as well as a final report. Please refer to the National Call documents and the Work Programme RESTART 2016 – 2020 (available on RIF's IRIS Portal: <a href="https://iris.research.org.cy/#/">https://iris.research.org.cy/#/</a> )
Information available at	<a href="http://www.research.org.cy">http://www.research.org.cy</a> and <a href="https://iris.research.org.cy/">https://iris.research.org.cy/</a>
Other	Please refer to the National Call documents and the Work Programme RESTART 2016 – 2020 (available on RIF's IRIS Portal: <a href="https://iris.research.org.cy/#/">https://iris.research.org.cy/#/</a> ) for further information.

Country/Region	Denmark
Funding organisation	Innovation Fund Denmark
National contact person	<b>Martin Kyvsgaard, International Coordinator</b> <a href="mailto:Martin.kyvsgaard@innofond.dk">Martin.kyvsgaard@innofond.dk</a> / <a href="mailto:internationale@innofond.dk">internationale@innofond.dk</a> <a href="https://innovationsfonden.dk/en">https://innovationsfonden.dk/en</a>
Funding commitment	1.0 M€
Anticipated number of projects with Danish partners	3 - 5
Maximum funding per awarded project	IFD funds projects with at least one Danish partner. <b>Maximum funding budget for a Danish partner is €300.000.</b> If two or more Danish partners participate in a project the maximum funding budget is €500.000.
Eligibility of a partner as a beneficiary institution	<b>Please find funding rates below.</b> SME's, Large Enterprises, GTS, Universities & University Colleges, Public Hospitals, Other public institutions



Project no. 875022



## ERA-NET Urban Accessibility and Connectivity

Eligibility of costs	<b>Only eligible cost-categories are:</b> Salary, Travel, Subcontracting, Materials, Communication and knowledge sharing and ‘Other expenses’																																				
Submission of the proposal at the national level	Danish applicants must, no later than two weeks after the deadline for submission, register individually in the national e-grant system. Please find a <a href="#">guide here</a> .																																				
Submission of financial and progress reports at the national level	IFD’s funds are paid based on actual expenses and can be reimbursed on a quarterly basis to SME’s and a semi-annual basis for other participants. The progress report must be submitted every six months. The auditor's statement must be submitted annually (unless organization is state-audited).																																				
Information available at	<b>Innovations Fund Denmark’s Internationale Guidelines:</b> <a href="https://innovationsfonden.dk/sites/default/files/2018-10/general-terms-and-conditions-for-international-projects-approved-after-1-feb-2018.pdf">https://innovationsfonden.dk/sites/default/files/2018-10/general-terms-and-conditions-for-international-projects-approved-after-1-feb-2018.pdf</a>																																				
Other	<b>National maximum investment-rates:</b> <table><tr><th colspan="2" rowspan="3">Applicant typology  Activity typology</th><th colspan="6">Investment rates for Innovation Fund Denmark</th></tr><tr><th colspan="2">Actual costs Salary max 1.000 DKK per hour</th><th>Actual costs X institute rate</th><th colspan="3">Public organisations</th></tr><tr><th>SME's</th><th>Large Enterprises</th><th>GTS</th><th>Universities &amp; University Colleges</th><th>Public Hospitals</th><th>Other public organisations</th></tr><tr><td>Industrial Research</td><td>Grant</td><td>75%</td><td>65%</td><td>60%</td><td>90% + 44% overhead</td><td>90% + 3,1% overhead</td><td>90% - no overhead</td></tr><tr><td>Experimental Development</td><td>Grant</td><td>33%</td><td>25%</td><td>60%</td><td>90% + 44% overhead</td><td>90% + 3,1% overhead</td><td>90% - no overhead</td></tr></table> <p><b>Optional:</b> As an alternative to the above public investment under the GBER, Danish SME’s can choose to be financed according to The European Commission’s de minimis regulation no. 1407/2013.</p>	Applicant typology  Activity typology		Investment rates for Innovation Fund Denmark						Actual costs Salary max 1.000 DKK per hour		Actual costs X institute rate	Public organisations			SME's	Large Enterprises	GTS	Universities & University Colleges	Public Hospitals	Other public organisations	Industrial Research	Grant	75%	65%	60%	90% + 44% overhead	90% + 3,1% overhead	90% - no overhead	Experimental Development	Grant	33%	25%	60%	90% + 44% overhead	90% + 3,1% overhead	90% - no overhead
Applicant typology  Activity typology				Investment rates for Innovation Fund Denmark																																	
				Actual costs Salary max 1.000 DKK per hour		Actual costs X institute rate	Public organisations																														
		SME's	Large Enterprises	GTS	Universities & University Colleges	Public Hospitals	Other public organisations																														
Industrial Research	Grant	75%	65%	60%	90% + 44% overhead	90% + 3,1% overhead	90% - no overhead																														
Experimental Development	Grant	33%	25%	60%	90% + 44% overhead	90% + 3,1% overhead	90% - no overhead																														

Country/Region	France
Funding organisation	ANR – Agence Nationale de la Recherche
National contact person	<p>Aurélien Gaufrès E-mail: <a href="mailto:Aurelien.Gaufres@agencerecherche.fr">Aurelien.Gaufres@agencerecherche.fr</a> Tel.: +33 (0)1 73 54 82 29</p> <p>Pascal Bain E-mail: <a href="mailto:Pascal.Bain@agencerecherche.fr">Pascal.Bain@agencerecherche.fr</a> Tel.: +33 (0)1 78 09 80 43 Website: <a href="https://anr.fr/">https://anr.fr/</a></p>
Funding commitment	1.5 M€
Anticipated number of projects with French partners	5 to 7
Maximum funding per awarded project	No more than 300,000 € for a project coordinated by an ANR funded Partner and no more than 200,000 € for other projects.
Eligibility of a partner as a beneficiary institution	<p>Please consult the ANR Funding regulations for detailed information <a href="https://anr.fr/fr/rf/">https://anr.fr/fr/rf/</a></p> <p>Within this framework, public research organisations such as Universities, EPST, EPIC, as well as private entities such as companies, NGO's and</p>



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

	foundations may be eligible (if companies or NGO are in a consortium with at least one public research organisation).
Eligibility of costs	<p>ANR funds basic and industrial research projects. Experimental development and innovation activities, if not excluded, should be minor activities compared to basic and industrial research activities.</p> <ul style="list-style-type: none"> <li>For public research organisations, ANR grants cover only additional costs of the research projects, except for EPIC research organisations (CEA, BRGM, CSTB...) in consortium with at least one company, for which ANR covers 50% of the full cost;</li> <li>For SME, ANR grants cover 45% of the full cost; 35% for experimental development;</li> <li>For large and medium companies, ANR grants cover 30% of the full cost for basic and industrial research projects, 25% for experimental development;</li> </ul> <p>For detailed information on eligible costs, read: <a href="https://anr.fr/fr/rf/">https://anr.fr/fr/rf/</a></p>
Submission of the proposal at the national level	No
Submission of financial and progress reports at the national level	A copy of the periodic joint scientific reports should be sent to the ANR.
Information available at	<a href="https://anr.fr/en/open-calls/">https://anr.fr/en/open-calls/</a>
Other	<p>Please note that ANR does not allow multiple funding; the principal investigator should clearly state how the proposed project differs from other granted projects.</p> <p>We highly recommend to contact the NCP during the preparation of the project.</p>

<b>Country/Region</b>	Germany
<b>Funding organisation</b>	BMBF - German Federal Ministry of Education and Research / DLR Project Management Agency on behalf of BMBF
<b>National contact person</b>	<p>Michaela Thorn Tel.: +49 228 3821-1538 E-mail: <a href="mailto:soef@dlr.de">soef@dlr.de</a></p> <p>Website: <a href="http://DLR-PT.de">http://DLR-PT.de</a> and <a href="http://www.soef.org">www.soef.org</a></p>
<b>Funding commitment</b>	2 M€
<b>Anticipated number of projects with German partners</b>	6
<b>Maximum funding per awarded project</b>	350,000 €
<b>Eligibility of a partner as a beneficiary institution</b>	Research proposals may be submitted by Germany-based institutions of higher education, non-university research establishments, civil society organisations, municipalities, commercial companies.



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

<b>Eligibility of costs</b>	<p>Applicants are strongly advised to consult the BMBF guidelines on eligible costs: Richtlinien für Zuwendungsanträge (AZA/AZK): <a href="https://foerderportal.bund.de/easy/easy_index.php?auswahl=easy_formulare&amp;formularschrank=bmbf">https://foerderportal.bund.de/easy/easy_index.php?auswahl=easy_formulare&amp;formularschrank=bmbf</a></p> <p>According to these guidelines, Universities (state and non-governmental) can apply for a project lump-sum of 20% of the funding in addition to the grant for the expenditures eligible for funding (BMBF grant). This lump-sum should be added to the cost calculation of the project already at the pre-proposal stage.</p>
<b>Submission of the proposal at the national level</b>	<p>Once the funding decision is taken, only those projects selected for funding must resubmit their national partner application via easy-Online <a href="https://foerderportal.bund.de/easyonline/">https://foerderportal.bund.de/easyonline/</a> for transfer into the national electronic submission system.</p>
<b>Submission of financial and scientific reports at the national level</b>	<p>Scientific and financial reporting carried out on an annual basis.</p>
<b>Information available at</b>	<p><a href="https://foerderportal.bund.de/easy/easy_index.php?auswahl=easy_formulare&amp;formularschrank=bmbf">https://foerderportal.bund.de/easy/easy_index.php?auswahl=easy_formulare&amp;formularschrank=bmbf</a></p>
<b>Other</b>	<p>It is expected, that German applicants are familiar with the BMBF framework programme “Research for Sustainable Development” (FONA) and with the BMBF funding priority “Social-Ecological Research”: <a href="http://www.soef.org">www.soef.org</a></p>

<b>Country/Region</b>	Italy
<b>Funding organisation</b>	MIUR – Ministero dell’Istruzione, dell’Università e della Ricerca
<b>National contact person</b>	<p>Aldo Covello Email: <a href="mailto:aldo.covello@miur.it">aldo.covello@miur.it</a> Tel.: +39 0697726465</p> <p>Chiara Gliozzi Email: <a href="mailto:chiara.gliozzi@miur.it">chiara.gliozzi@miur.it</a> Tel.: +39 0697727288</p> <p>Website: <a href="http://www.ricercainternazionale.miur.it/">http://www.ricercainternazionale.miur.it/</a></p>
<b>Funding commitment</b>	0.6 M€
<b>Anticipated number of projects with Italian partners</b>	-
<b>Maximum funding per awarded project</b>	200,000€ - this maximum grant can be awarded to each project proposal, even if it includes more than one Italian participant.



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

Eligibility of a partner as a beneficiary institution	<p>The following entities are eligible, providing that they have stable organization in Italy:</p> <ul style="list-style-type: none"><li>enterprises, universities, research institutions, research organizations in accordance with EU Reg. n. 651/2014 of the European Commission - June 17, 2014;</li><li>local and regional administrations and their investee companies (a more detailed description will be given in the Avviso integrativo nazionale)</li></ul> <p>Any participant, in order to be eligible, must comply with the eligibility criteria listed in the art. 2.4 of the “Linee guida al DM 593/2016”.</p> <p>A Principal Investigator can participate (either as coordinator or as partner) in only one project proposal.</p>																			
Eligibility of costs	<p>All activities classifiable as Basic research, Industrial research and Experimental development are eligible for funding. Furthermore, Basic Research and Industrial research activities must be predominant with respect to Experimental development activities (in terms of costs).</p> <p>All costs incurred during the lifetime of the project under the following categories are eligible: Personnel, Equipment, Consulting and equivalent services, Consumables and Overheads. Overheads (“Spese generali”) shall be calculated as a percentage of the personnel costs and cannot be higher than 50% of them. Travel expenses, dissemination and coordination costs are to be included in the overheads.</p> <p>The amount of funding which can be granted to each beneficiary is calculated multiplying the eligible costs for the funding rate listed in the following table:</p> <table><tr><th colspan="2" rowspan="3">Applicant typology  Activity typology</th><th colspan="4">Funding Rates</th></tr><tr><th colspan="3">Enterprises and private research bodies (which meets the requirements of research organization under EU Reg. no. 651/2014 of the Commission - June 17, 2014), and investee companies of local and regional administrations</th><th rowspan="2">Universities, public research institutions, research organizations (public and private) in accordance with Reg. EU n. 651/2014 of the Commission - June 17, 2014), local and regional administrations</th></tr><tr><th>Small Enterprises</th><th>Medium Enterprises</th><th>Big Enterprises</th></tr><tr><td>Basic Research</td><td>grant</td><td>40%</td><td>30%</td><td>20%</td><td>70%</td></tr></table>	Applicant typology  Activity typology		Funding Rates				Enterprises and private research bodies (which meets the requirements of research organization under EU Reg. no. 651/2014 of the Commission - June 17, 2014), and investee companies of local and regional administrations			Universities, public research institutions, research organizations (public and private) in accordance with Reg. EU n. 651/2014 of the Commission - June 17, 2014), local and regional administrations	Small Enterprises	Medium Enterprises	Big Enterprises	Basic Research	grant	40%	30%	20%	70%
Applicant typology  Activity typology				Funding Rates																
				Enterprises and private research bodies (which meets the requirements of research organization under EU Reg. no. 651/2014 of the Commission - June 17, 2014), and investee companies of local and regional administrations			Universities, public research institutions, research organizations (public and private) in accordance with Reg. EU n. 651/2014 of the Commission - June 17, 2014), local and regional administrations													
		Small Enterprises	Medium Enterprises	Big Enterprises																
Basic Research	grant	40%	30%	20%	70%															

## ERA-NET Urban Accessibility and Connectivity

	Industrial Research	grant	40%	30%	20%	50%
	Experimental Development	grant	30%	20%	10%	25%
Submission of the proposal at the national level	<p>For the preproposal submission, in addition to the project proposal, which shall be submitted at European level, the Italian participants are requested to submit further documentation to MIUR, through the national web platform, available at the following link:  <a href="http://banditransnazionali-miur.cineca.it">http://banditransnazionali-miur.cineca.it</a></p> <p><b>These national additional documents must be submitted by the same deadline established for the pre-proposal phase submission as defined in the international joint call. Any participant who does not submit its national documents by the deadline of the pre-proposal phase will be considered not eligible for funding.</b></p> <p>It is strongly recommended to contact the National Contact Persons already in early stage of project preparation.</p> <p>For the full proposal submission, MIUR will require to all Italian participants admitted to the full proposal phase some additional documents describing in more detail the participant and its research activities within the project.</p>					
Submission of financial and progress reports at the national level	<p>The admission for funding is subject to the adoption of the necessary accounting and administrative measures for the allocation of the resources.</p> <p>Funded participants will be requested to submit financial and scientific reports to MIUR.</p> <p>The criteria and provisions provided herewith are intended only for informative purposes. The complete list of criteria and provisions legally valid, which must be respected by all the Italian participants, is included in the “Avviso integrativo nazionale”, published on the MIUR website , and in the applicable Italian laws.</p> <p>Applicable laws and rules  <a href="http://www.ricercainternazionale.miur.it/evidenza/normativa-prog-internazionali.aspx">http://www.ricercainternazionale.miur.it/evidenza/normativa-prog-internazionali.aspx</a>:</p> <ul style="list-style-type: none"> <li>- Decreto legge n. 83/2012</li> <li>- Decreto Ministeriale n. 593 del 26 luglio 2016</li> <li>- Linee guida al D.M. del 26 luglio 2016 n. 593</li> <li>- Procedure operative per il finanziamento dei progetti internazionali ex art. 18 D.M. del 26 luglio 2016 n. 593</li> </ul>					
Information available at	<a href="http://www.ricercainternazionale.miur.it/era.aspx">http://www.ricercainternazionale.miur.it/era.aspx</a>					



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

Other	Name of the funding programme: FIRST (Fondo per gli Investimenti nella Ricerca Scientifica e Tecnologica) and IGRUE account for the EU cofunding.
-------	--

Country/Region	Latvia
Funding organisation	VIAA – State Education Development Agency
National contact person	<p>Uldis Berkis E-mail: Uldis.Berkis@viaa.gov.lv Tel.: +371 29472349</p> <p>Maija Bundule E-mail: Maija.Bundule@viaa.gov.lv Tel.: +371 67785423 Website: www.viaa.gov.lv</p>
Funding commitment	0,3 M€
Anticipated number of projects with Latvian partners	1-2
Maximum funding per awarded project	0.21 M€, max 70 TEUR/year per Latvian partner
Eligibility of a partner as a beneficiary institution	<p>Only the following two types of partners are eligible for funding by VIAA:</p> <ul style="list-style-type: none"> <li>Research institutions: Universities, research institutes, other research institutions: must be listed in the Latvian register of research institutions. Must correspond to the status of Research and Knowledge Dissemination organisation (R651/2014).</li> <li>Enterprises entered into the Latvian Commercial registry are eligible, assumed they are eligible to do the specific research and can prove possession of research resources in Latvia, and their main activity incl. research activity is located in Latvia. Limitations of EU legislation apply (R651/2014) together with financial reporting requirements.</li> </ul> <p>Any other type of participants can participate on their own costs and are not covered by VIAA mandate.</p> <p>No more than two VIAA supported applicants per proposal allowed and the maximum funding commitment should be respected. Applicants are organisations and the funding limit holds per organisation, respecting also the total available funding.</p>
Eligibility of costs	<ul style="list-style-type: none"> <li>Personnel costs (researchers, technicians and other supporting staff to the extent employed on the research project) and relevant personnel taxes, maximum rates must be respected,</li> <li>Other direct costs such as consumables, equipment (only depreciation costs), reagents</li> <li>Subcontracting (up to 25% of total direct costs), with justification, includes also external patents and licenses and all external services</li> </ul>



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

	<ul style="list-style-type: none"> <li>• Travels and allowances according to travel plan</li> <li>• Overheads can reach a maximum of 25% of the direct project costs exempt subcontracting, and must be shown to include only indirect cost categories.</li> </ul> <p>Core activities cannot be subcontracted. The projects should correspond to the priorities of the Call. Duration of the project - up to 3 years. The activities must correspond to "research" according to Latvian Law on Scientific Activity.</p>
Submission of the proposal at the national level	<p>No, but applicants might be asked to provide additional information in order to assess their eligibility. Applicants are obliged to provide any information specified by Provisions of the Cabinet of ministers No 259, 26.05.2015 upon request, especially to present the signed Consortium Agreement.</p> <p>Please, notice that VIAA can disburse any funds only after it obtains a copy of signed Consortium Agreement.</p>
Submission of financial and progress reports at the national level	Yes, submission of financial and scientific reports at national level is required in accordance with the rules of VIAA.
Information available at	<a href="http://www.viaa.gov.lv">www.viaa.gov.lv</a>
Other	<p>We highly recommend to contact the NCP during the preparation of the project.</p> <p>National funding will be provided according to the Provisions of the Cabinet of ministers No 259, 26.05.2015 <a href="http://likumi.lv/ta/id/274671-atbalsta-pieskirsanas-kartiba-dalibai-starptautiskas-sadarbibas-programmas-petniecibas-un-tehnologiju-joma">http://likumi.lv/ta/id/274671-atbalsta-pieskirsanas-kartiba-dalibai-starptautiskas-sadarbibas-programmas-petniecibas-un-tehnologiju-joma</a></p> <p>These provisions and limitations there must be respected without exception</p>

Country/Region	The Netherlands
Funding organisation	NWO – Nederlandse Organisatie voor Wetenschappelijk Onderzoek
National contact person	<p>Carolien Maas – van der Geest</p> <p>E-mail: <a href="mailto:enuac@nwo.nl">enuac@nwo.nl</a></p> <p>Tel.: +31 70 344 05 11</p>
Funding commitment	1,667 M€
Anticipated number of projects with Dutch partners	5
Maximum funding per awarded project	€ 320,000
Eligibility of a partner as a beneficiary institution	<p>For scientists based in the Kingdom of the Netherlands, the NWO eligibility criteria apply. Full, associate and assistant professors and other researchers with a comparable appointment can submit an application if: they are employed (i.e. hold a salaried position) at one of the following organisations:</p> <ul style="list-style-type: none"> <li>• Universities established in the Kingdom of the Netherlands;</li> </ul>



Project no. 875022



	<ul style="list-style-type: none"> <li>• University medical centres;</li> <li>• NWO and KNAW institutes;</li> <li>• the Netherlands Cancer Institute;</li> <li>• the Max Planck Institute for Psycholinguistics in Nijmegen;</li> <li>• the DUBBLE Beamline at the ESRF in Grenoble;</li> <li>• NCB Naturalis;</li> <li>• Advanced Research Centre for NanoLithography (ARCNL);</li> <li>• Princess Máxima Center.</li> </ul> <p>and also have an appointment period for at least the duration of the application procedure and the entire duration of the research for which the grant is being applied for.</p> <p>Personnel with a zero-hour appointment is excluded from applying.</p>																		
Eligibility of costs	<p>The budget is built up using the NWO-wide standardized building blocks, the so-called budget modules. The budget modules (including the maximum amounts) that are available for applicants applying at NWO are stated in the table below. You should only request that which is essential for realising the research.</p> <table border="1"> <thead> <tr> <th>Budget module</th><th>Maximum amount</th></tr> </thead> <tbody> <tr> <td>PhD</td><td>1 position, according to VSNU or NFU rates</td></tr> <tr> <td>Postdoc</td><td>1 position, according to VSNU or NFU rates</td></tr> <tr> <td>Non-scientific staff at (NSS) universities</td><td>€ 100.000, according to VSNU or NFU rates in combination with PhDs and/or postdoc(s)</td></tr> <tr> <td>Research leave</td><td>5 months, 1 fte, according to VSNU or NFU rates <sup>Fell</sup> Bokmärket är inte definierat.</td></tr> <tr> <td>Material costs</td><td>€ 15,000 per year per scientific position</td></tr> <tr> <td>Knowledge utilisation</td><td>€ 25,000</td></tr> <tr> <td>Internationalisation</td><td>€ 25,000</td></tr> <tr> <td>Money follows Cooperation</td><td>less than 50% of the total budget applied for</td></tr> </tbody> </table> <p>When applying for a PhD, a PhD should get a 4-year appointment. Only the first 3 years can be funded through this programme.</p> <p>For the budget modules “PhD”, and “Postdoc”, a one-off individual bench fee of € 5,000 is added on top of the salary costs. This bench fee is intended to encourage the scientific career of the project employee funded by NWO. For personnel outside the Netherlands, the local rates are reimbursed up to a maximum of the VSNU rates: <a href="http://www.nwo.nl/salary-tables">www.nwo.nl/salary-tables</a></p>	Budget module	Maximum amount	PhD	1 position, according to VSNU or NFU rates	Postdoc	1 position, according to VSNU or NFU rates	Non-scientific staff at (NSS) universities	€ 100.000, according to VSNU or NFU rates in combination with PhDs and/or postdoc(s)	Research leave	5 months, 1 fte, according to VSNU or NFU rates <sup>Fell</sup> Bokmärket är inte definierat.	Material costs	€ 15,000 per year per scientific position	Knowledge utilisation	€ 25,000	Internationalisation	€ 25,000	Money follows Cooperation	less than 50% of the total budget applied for
Budget module	Maximum amount																		
PhD	1 position, according to VSNU or NFU rates																		
Postdoc	1 position, according to VSNU or NFU rates																		
Non-scientific staff at (NSS) universities	€ 100.000, according to VSNU or NFU rates in combination with PhDs and/or postdoc(s)																		
Research leave	5 months, 1 fte, according to VSNU or NFU rates <sup>Fell</sup> Bokmärket är inte definierat.																		
Material costs	€ 15,000 per year per scientific position																		
Knowledge utilisation	€ 25,000																		
Internationalisation	€ 25,000																		
Money follows Cooperation	less than 50% of the total budget applied for																		

## ERA-NET Urban Accessibility and Connectivity

	<p>More information on the call, and an explanation of the budget modules can be found at the following web address: <a href="http://www.nwo.nl/enuac">www.nwo.nl/enuac</a></p> <p>Do not hesitate to contact the National Contact Person in case of questions.</p>
Submission of the proposal at the national level	This is not necessary. NWO will receive your application via ANR.
Submission of financial and progress reports at the national level	Yes, submission of financial and scientific reports at national level is required in accordance with the rules of NWO.
Information available at	For full details of the general NWO funding rules, please refer to <a href="https://www.nwo.nl/en/funding/funding+process+explained">https://www.nwo.nl/en/funding/funding+process+explained</a>
Other	<p>The NWO Grant Rules 2017 and the Agreement on the Payment of Costs for Scientific Research are applicable to the part of the project's budget covered by the grant from NWO.</p> <p>At the full proposal phase, it is required to attach a NWO financial details form to the application. This form can be found at the NWO EN-UAC webpage: <a href="http://www.nwo.nl/enuac">www.nwo.nl/enuac</a></p> <p>Under the Dutch General Administrative Law Act, any interested party has the right to lodge an objection to the decision taken by NWO within six weeks of the date of the decision letter. Further information about the objections procedure can be found on the NWO website: <a href="https://www.nwo.nl/en/funding/funding+process+explained/lodging+an+objection">https://www.nwo.nl/en/funding/funding+process+explained/lodging+an+objection</a></p>

Country/Region	Norway
Funding organisation	RCN - The Research Council of Norway
National contact person	<p>Mari Solerød E-mail: <a href="mailto:mso@rcn.no">mso@rcn.no</a> Tel.: +47 952 13 880</p> <p>Verena Hachmann E-mail: <a href="mailto:vha@rcn.no">vha@rcn.no</a> Tel.: +47 947 87 93</p>
Funding commitment	1 M€
Anticipated number of projects with Norwegian partners	Not applicable
Maximum funding per awarded project	Within a single project proposal, the Norwegian contribution requested cannot exceed 250.000 euro.
Eligibility of a partner as a beneficiary institution	<a href="#">Norwegian Research Institutions, civil society organisations, municipalities</a> and companies that have been officially issued an enterprise number under the Register of Business Enterprises



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

Eligibility of costs	Follow <a href="#">these instructions regarding</a> the budget
Submission of the proposal at the national level	Yes. This is a simplified procedure for registration into the RCN system for Norwegian project partners (after the funding decision).
Submission of financial and progress reports at the national level	Yes
Information available at	Here is what you need to know about the RCN funding rules: <a href="https://www.forskningradet.no/en/apply-for-funding/writing-grant-applications/">https://www.forskningradet.no/en/apply-for-funding/writing-grant-applications/</a>  The RCN website: <a href="https://www.forskningradet.no/en/">https://www.forskningradet.no/en/</a>
Other	-

Country/Region	Poland
Funding organisation	NCN - Narodowe Centrum Nauki (National Science Centre, Poland)
National contact person	Alicja Dyląg E-mail: <a href="mailto:alicja.dylag@ncn.gov.pl">alicja.dylag@ncn.gov.pl</a> Tel.: +48 12 341 9069  Katarzyna Jarecka - Stępień E-mail: <a href="mailto:katarzyna.jarecka-stepien@ncn.gov.pl">katarzyna.jarecka-stepien@ncn.gov.pl</a> Tel.: + 48 12 341 9160
Funding commitment	0,5 M€
Anticipated number of projects with Polish partners	N/A
Maximum funding per awarded project	N/A
Eligibility of a partner as a beneficiary institution	Any researcher, with a doctoral degree, employed at a Polish institution may act as a Principal Investigator.
Eligibility of costs	We strongly encourage all applicants to read information on eligible costs included in the <a href="#">Annex to NCN Council's Resolution on funding granted within calls for proposals for international research projects (UNISONO)</a>  You can apply for funding for all costs relevant, necessary and directly connected to the proposed research project including: <ul style="list-style-type: none"> <li>• Personnel costs (please check NCN regulations);</li> <li>• Equipment - the cost of an individual item of equipment must not exceed PLN 500 000,00</li> <li>• Other costs such as: <ul style="list-style-type: none"> <li>- Devices and software: costs of devices other than research equipment, as well as the cost of purchasing software instrumental</li> <li>- Materials</li> </ul> </li> </ul>



Project no. 875022

	<ul style="list-style-type: none"> <li>- Outsourcing</li> <li>- Business trips (travel and subsistence costs)</li> <li>- Visits and consultations</li> <li>- Costs for knowledge transfer</li> <li>- Publication costs (incl. editing and translation costs)</li> <li>- Other consumables</li> </ul> <p>Please note:</p> <ul style="list-style-type: none"> <li>• Applicants are obliged to adhere to the rules included in the <a href="#">Annex to NCN Council's Resolution on funding granted within calls for proposals for international research projects: UNISONO</a></li> <li>• administrative personnel costs and costs of organisation of conferences have to be covered from overheads,</li> <li>• Overhead costs must not exceed a maximum of 20 % of the total eligible costs and may not be increased during the course of a research project,</li> <li>• project duration: 24 or 36 months</li> <li>• if one international project includes partners from two or more different Polish institutions, these institutions must apply as a group of entities. Each entity within the group has a separate budget, but the limit on the remuneration applies to the group as a whole. (Please see: <a href="#">UNISONO</a>)</li> </ul>
Submission of the proposal at the national level	<p>At the <b>pre-proposal stage</b>, Polish applicants are not required to send any additional documents to the NCN.</p> <p>Up to 7 days from the <b>full proposal</b> stage deadline Polish applicants <u>must submit their national applications in the <a href="#">ZSUN/OSF</a> submission system.</u></p> <p>The application will include a <a href="#">budget table</a> that should be calculated according to the Annex to NCN Council's Resolution on funding granted within calls for proposals for international research projects (UNISONO). Budget of the Polish part of the research project in the ZSUN/OSF system should be given in PLN (EURO exchange rate: 1 EUR= 4,3055 PLN).</p> <p><b>Open Access to Publications and Research Data Policy</b></p> <ul style="list-style-type: none"> <li>• It's obligatory to attach a DMP to the national application to NCN in parallel to the full proposal submitted on the international level.</li> <li>• The guidelines for Polish applicants on how to prepare the DMP: <a href="https://ncn.gov.pl/sites/default/files/pliki/regulaminy/wytyczne_zarzadzanie_danymi_ang.pdf">https://ncn.gov.pl/sites/default/files/pliki/regulaminy/wytyczne_zarzadzanie_danymi_ang.pdf</a></li> <li>• If a Polish applicant submits an application in an international competition organized by the NCN in multilateral cooperation, regardless of whether they need to submit a data management plan at international level, they still have to complete it in the NCN application form submitted nationally. The content of the plan applies only to research data that will be created or will be reused</li> </ul>

## ERA-NET Urban Accessibility and Connectivity

	during the implementation of the project by the Polish research team (not the whole international project consortium)..
Submission of financial and progress reports at the national level	Submission of financial and scientific annual reports at national level is required.
Information available at	Applicants are obliged to adhere to the rules included in Annex to NCN Council's Resolution on funding granted within calls for proposals for international research projects ( <a href="#">UNISIONO</a> ).
Other	<p><b>Only proposals involving basic research may be submitted in response to the call for proposals. Basic research is defined as experimental or theoretical endeavours undertaken to gain new knowledge of the foundations of phenomena and observable facts, without any direct commercial use.</b></p> <p>Information about Personal Data Processing at NCN is available under: <a href="https://ncn.gov.pl/dane-osobowe?language=en">https://ncn.gov.pl/dane-osobowe?language=en</a></p>

Country/Region	Romania
Funding organisation	UEFISCDI
National contact person	Elena Simion E-mail: <a href="mailto:elena.simion@uefiscdi.ro">elena.simion@uefiscdi.ro</a> Tel.: +4021 307 19 93
Funding commitment	0.5 M€
Anticipated number of projects with Romanian partners	2-3
Maximum funding per awarded project	250.000 EUR if Romanian coordinator 200.000 EUR otherwise
Eligibility of a partner as a beneficiary institution	Legal entities established in Romania are eligible to get funding - public and private accredited universities, national R&D institutes, other research organisations, SME' s, large industrial enterprises
Eligibility of costs	Personnel costs, consumables, equipment, subcontracting, travel, overhead.
Submission of the proposal at the national level	Not required
Submission of financial and scientific reports at the national level	Yearly basis
Information available at	<a href="http://uefiscdi.gov.ro/articole/4536/Pachet-de-informatii-ERANETERANET-Cofund.html">http://uefiscdi.gov.ro/articole/4536/Pachet-de-informatii-ERANETERANET-Cofund.html</a>
Other	Additional documents might be required from Romanian participants for determining national eligibility after the submission of pre-proposal.

Country/Region	Slovenia
Funding organisation	ARRS – Slovenian Research Agency



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

<b>National contact person</b>	<p>Urša Novak</p> <p>E-mail: <a href="mailto:ursa.novak@arrs.si">ursa.novak@arrs.si</a></p> <p>Tel.: +386 1 400 59 40</p> <p>Website: <a href="http://www.arrs.si/sl/">http://www.arrs.si/sl/</a></p>
<b>Funding commitment</b>	0.3 M€
<b>Anticipated number of projects with Slovenian partners</b>	---
<b>Maximum funding per awarded project</b>	---
<b>Eligibility of a partner as a beneficiary institution</b>	<p>Researchers holding a PhD degree who:</p> <ul style="list-style-type: none"> <li>- meet the requirements for a project leader of a basic or applicative project,</li> <li>- are registered at the Slovenian Research Agency (ARRS), and</li> <li>- are employed at a Slovenian higher education or research institution or will be employed when signing the EN-UAC grant contract at the latest.</li> </ul> <p>Higher education or research institutions of the applicant (i.e. non-profit organizations) need to be registered at the ARRS research organisations records and shall not be business sector entities. Business sector entities may apply, however, they need to ensure their own funding for participation. Eligible entities may participate in the EN-UAC consortium as Main Applicant or Co-Applicants.</p>
<b>Eligibility of costs</b>	<ul style="list-style-type: none"> <li>• Personnel costs , PhD student (those funded as young researchers by ARRS are excluded), post-doc</li> <li>• Social security, health, pension and other contributions according to the national legislation</li> <li>• Material costs (Travel and meeting costs, Consumables, Dissemination and knowledge exchange costs, Other costs)</li> <li>• Depreciation costs</li> </ul> <p>Slovenian teams will be financed as the price category A, B, C or D projects. Total sum of research hours is calculated by dividing total grant sum by the value of research full time equivalent for the chosen price category of the project (A, B, C or D).</p> <p>Overhead is calculated up to 20% of all eligible costs calculated at the level of the chosen project category (without subcontracting costs) being a consistent part of the total grant sum. The calculation of overhead thus lowers individual category of eligible costs in a proportional manner. Overhead costs are used for covering the running costs of the institution related to the implementation of the EN-UAC project.</p>



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

<b>Submission of the proposal at the national level</b>	All Slovenian applicants at the Pre-Proposal and Full Proposal stage are invited to contact ARRS, as the proposed budget is recommended to be examined by ARRS prior to official submission. Additionally, names and research organisations of all Slovenian participants should be forwarded to ARRS with planned budgets for each year of the project (max. 3 years).
<b>Submission of financial and progress reports at the national level</b>	Yes, financial reporting carried out on an annual basis according to national rules.
<b>Information available at</b>	<a href="http://www.arrs.si/sl/medn/urbana/">http://www.arrs.si/sl/medn/urbana/</a> ; <a href="http://www.arrs.si/sl/akti/19/ured-normstand-rd-okt-19.asp">http://www.arrs.si/sl/akti/19/ured-normstand-rd-okt-19.asp</a>
<b>Other</b>	

<b>Country/Region</b>	Sweden
<b>Funding organisation</b>	The Swedish Energy Agency (SWEA) will be the national contact point for this call (administering the call). Swedish funding will be given from SWEA, Formas and Vinnova and the three agencies will collaborate closely.
<b>National contact person</b>	Maria Alm (National contact person for the call) E-mail: <a href="mailto:maria.alm@energimyndigheten.se">maria.alm@energimyndigheten.se</a> Telephone: +46 16 544 21 87  Annika Bergendahl E-mail: <a href="mailto:annika.bergendahl@vinnova.se">annika.bergendahl@vinnova.se</a> Telephone: +46 8 473 30 21  Björn Wallsten E-mail: <a href="mailto:bjorn.wallsten@formas.se">bjorn.wallsten@formas.se</a> Telephone: +46 8 775 41 22
<b>Funding commitment</b>	3,4 M€ (the total budget for Formas, SWEA and Vinnova)
<b>Anticipated number of projects with Swedish partners</b>	Appr. 6-9 projects
<b>Maximum funding per awarded project</b>	-
<b>Eligibility of a partner as a beneficiary institution</b>	All actors operating in Sweden are eligible for funding. (For example, public research organisations/institutions, cities/municipalities and civil sector can receive grants as well as large, medium sized and small enterprises).
<b>Eligibility of costs</b>	The Swedish agencies can fund projects within both the research pathway and the innovation pathway in the call. The Swedish agencies welcome projects related to all of the challenges described in the call text.



Project no. 875022



## ERA-NET Urban Accessibility and Connectivity

	<p>For information regarding eligible costs and the Swedish Energy Agency legislation see <b>the Swedish National Call text for ENUAC</b> in link: <a href="http://www.energimyndigheten.se/utlysningar/">http://www.energimyndigheten.se/utlysningar/</a></p> <p>The proportion of a company's level of support is determined partly based on which research category the various activities in the project are deemed to correspond to and partly based on the size of the company in receipt of the support.</p> <p>Table. 1. Overview of <b>maximum level of support</b> - the actual rate of funding will be decided case by case.</p> <table><tr><th>Type of research and development</th><th>Non-economic actors*</th><th>Small company<sup>[1]</sup></th><th>Medium company</th><th>Big company</th></tr><tr><td>Fundamental research</td><td>100 %</td><td>100 %</td><td>100 %</td><td>100 %</td></tr><tr><td>Industrial research</td><td>100 %</td><td>70 %</td><td>60 %</td><td>50 %</td></tr><tr><td>Experimental development</td><td>100 %</td><td>45 %</td><td>35 %</td><td>25 %</td></tr></table> <p>*) For example universities, university colleges, research institutes and cities/municipalities (excluding their economic entities).</p>	Type of research and development	Non-economic actors*	Small company <sup>[1]</sup>	Medium company	Big company	Fundamental research	100 %	100 %	100 %	100 %	Industrial research	100 %	70 %	60 %	50 %	Experimental development	100 %	45 %	35 %	25 %
Type of research and development	Non-economic actors*	Small company <sup>[1]</sup>	Medium company	Big company																	
Fundamental research	100 %	100 %	100 %	100 %																	
Industrial research	100 %	70 %	60 %	50 %																	
Experimental development	100 %	45 %	35 %	25 %																	
Submission of the proposal at the national level	Following the second stage of the international expert panel evaluation, the Swedish Principal investigators in the projects recommended for funding will be invited to submit a national application to SWEA (via E-kanalen). Information about the submission will be provided in the invitation and by the contact person.																				
Submission of financial and progress reports at the national level	Following the national project decision: one financial and one progress report annually will the funded projects submit to SWEA (E-kanalen)																				
Information available at	For full information see the Swedish national call information for the ENUAC call at the SWEA webpage: <a href="http://www.energimyndigheten.se/utlysningar/">http://www.energimyndigheten.se/utlysningar/</a> or <a href="http://www.swedishenergyagency.se">www.swedishenergyagency.se</a>																				
Other	The Swedish funding agencies fund research and innovation that supports the transition to a fossil-free, sustainable, inclusive and equal transport system. This entails for instance a comprehensive view on all modes of transport, user involvement and encourages different perspectives (e. g social, political, economic, cultural and environmental) that aim to facilitate the transformation of transport to become sustainable.																				

Country/Region	Turkey
Funding organisation	<a href="#">The Scientific and Technological Research Council of Turkey</a> (TÜBİTAK)
National contact persons	General Coordination: Mr. Serhat MELİK

<sup>[1]</sup> The commissions directive (EU) nr 651/2014, appendix 1, article 2.

## ERA-NET Urban Accessibility and Connectivity

	<p>E-Mail: <a href="mailto:ncptransport@tubitak.gov.tr">ncptransport@tubitak.gov.tr</a>, Tel: +90 312 298 1863</p> <p>National Application: Ms. Ebru İMAMOĞLU E-Mail: <a href="mailto:ebru.imamoglu@tubitak.gov.tr">ebru.imamoglu@tubitak.gov.tr</a>, T: +90 312 298 1804</p>
Funding commitment	0.35 M€
Anticipated number of projects with Turkish partners	4
Maximum funding per awarded project	1.000.000 TL (excluding project incentive payments and overhead costs)
Eligibility of a partner as a beneficiary institution	Higher education institutions, their institutes, municipalities, public R&D centres, SMEs and private companies established in Turkey
Eligibility of costs	<p>Personnel, travel, equipment/tool/software, consultancy and service procurement, consumables are eligible for funding.</p> <p>Higher education institutions, their institutes, research hospitals and R&amp;D centres can receive funds as 100% of all eligible R&amp;D costs. SMEs can receive funds as 75% of all eligible R&amp;D costs and large companies receive funds as 60 % of all eligible R&amp;D costs.</p>
Submission of the proposal at the national level	Electronic application is required (pre-proposal form and attachments to be filled), please click for the <a href="#">application system</a>
Submission of financial and progress reports at the national level	First financial and scientific report is taken after a year, and other reporting periods may vary depending on the duration of the project; please click for <a href="#">further information</a>
Information available at	<p><a href="#">1071 Programme - Support Programme for Increasing Capacity to Benefit from International Research Funds and Participation in International R&amp;D Cooperation</a></p> <p>Further information will be announced on <a href="http://www.ufuk2020.org.tr">www.ufuk2020.org.tr</a></p>
Other	-

Country/Region	United Kingdom
Funding organisation	ESRC (Economic and Social Research Council)
National contact person	<p>Tilly Gamble Email: <a href="mailto:JPIUrbanEurope@esrc.ac.uk">JPIUrbanEurope@esrc.ac.uk</a> Tel: +44 787 4795 750</p>
Funding commitment	<p>£1.5 million (approx. €1.7 million)</p> <p>This figure represents 80% of the total cost of the research that will be funded by ESRC through this call. ESRC will only provide funding for 80% of the Full Economic Cost (FEC) of research. The cost figures included in the application should be at 100% FEC. Please see ESRC research funding guide for further information (<a href="https://esrc.ukri.org/funding/guidance-for-applicants/research-funding-guide/">https://esrc.ukri.org/funding/guidance-for-applicants/research-funding-guide/</a>)</p>



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

Anticipated number of projects with UK partners	4-5 projects
Maximum funding per awarded project	£500,000 (at 100% fEC)
Eligibility of a partner as a beneficiary institution	Applicants must be based at an eligible UK Higher Education Institution or Independent Research Organisation. For further information, please see <a href="https://www.ukri.org/funding/how-to-apply/eligibility/">https://www.ukri.org/funding/how-to-apply/eligibility/</a> .
Eligibility of costs	<p>Eligible costs</p> <ul style="list-style-type: none"> <li>• PI and Co-I salary costs for time spent overseeing and providing intellectual input to the activities, time spent setting up and coordinating the activities and associated Indirect and Estates costs</li> <li>• Non-academic Co-I's can be funded in adherence to the ESRC Inclusion of UK business, third sector or government body co-investigators on ESRC proposals policy: <a href="https://esrc.ukri.org/funding/guidance-for-applicants/inclusion-of-uk-business-third-sector-or-government-body-co-investigators-on-proposals/">https://esrc.ukri.org/funding/guidance-for-applicants/inclusion-of-uk-business-third-sector-or-government-body-co-investigators-on-proposals/</a></li> <li>• International Co-I's from outside the participating countries can be funded in adherence to the ESRC Inclusion of international co-investigators on proposals policy: <a href="https://esrc.ukri.org/funding/guidance-for-applicants/inclusion-of-international-co-investigators-on-proposals/">https://esrc.ukri.org/funding/guidance-for-applicants/inclusion-of-international-co-investigators-on-proposals/</a></li> <li>• Research-related costs (such as data collection and analysis)</li> <li>• Project-related costs (such as collaboration with stakeholders, communication, dissemination and knowledge exchange activities and other relevant costs)</li> <li>• Costs of resources for coordinating activities</li> <li>• Travel and subsistence (including within Europe)</li> <li>• International phone calls and/or video conferencing</li> <li>• Administrative expenses</li> </ul>
Submission of the proposal at the national level	Successful projects will be invited to submit via the Research Council's Joint Electronic Submissions system (Je-S) so that ESRC can administer the UK costs. This is a formality and any such projects will not be subject to further peer review or assessment. However, further cost checking will be conducted, as per standard ESRC process, and to confirm that costs are in line with the original costings.
Submission of financial and progress reports at the national level	If successful, you will be required to submit outputs, outcomes and impacts linked to your award through the Researchfish system <a href="https://www.researchfish.com/">https://www.researchfish.com/</a> .
Information available at	For general guidance for applicants please see <a href="https://esrc.ukri.org/funding/guidance-for-applicants/">https://esrc.ukri.org/funding/guidance-for-applicants/</a> .
Other	The UK component of any project will be funded by the ESRC, part of UKRI. Therefore, whilst acknowledging the strong interdisciplinarity of this call, it is still essential that the UK component is substantively social science-led (over 50% social science).



Project no. 875022

## ERA-NET Urban Accessibility and Connectivity

	<p>For information on ESRC's scientific remit please refer to our disciplines classifications at <a href="http://www.esrc.ac.uk/funding/guidance-for-applicants/is-my-research-suitable-for-esrcfunding/discipline-classifications/">www.esrc.ac.uk/funding/guidance-for-applicants/is-my-research-suitable-for-esrcfunding/discipline-classifications/</a>.</p> <p>If you are unsure if the UK component is within ESRC remit please contact the National Contact Person listed above.</p> <p>Whilst ESRC can support innovation and implementation activities as part of our funding for this call, the UK component of the project must be substantively research-led, i.e. the UK component must primarily address the 'research pathway' for the call, even if the overall project is more relevant to the 'innovation pathway'. UK components that are wholly or mostly innovation driven will be deemed ineligible for UK funding.</p> <p>We highly recommend to contact the National Contact Person (NCP) during the preparation of the project.</p>
--	--



Project no. 875022

### Annex B: Urban Living Labs

Projects with [insert call] may employ the approach to research and innovation called Urban Living Labs (ULL). JPI Urban Europe uses this notion to describe methods, approaches and projects that involve high level of stakeholder participation, co-creation, co-production, learning-loops, and experimental approaches to improve urban life. It is hence an umbrella notion for methodological tools when the challenge at hand is understood to benefit from or even require experimental approaches and substantial co-creation between stakeholders and urban actors. Participants in urban living labs shoulder the role of co-creators to explore, examine, experiment, test and evaluate ideas, scenarios, processes, systems, concepts and creative solutions in complex everyday life settings. When more societal functions are involved in a project, it is aimed to ensure a robust knowledge creation. If successfully implemented, an urban living lab helps promote capacity building through close collaboration between scientists, politicians, business and civil society in response to challenges and dilemmas in urban settings. As a multi-stakeholder and innovative approach, it offers different actors the opportunity to influence and change current urban settings through research and explorative activities that involves interaction and learning processes. In this way, sustainable urban development can be concretized, tested and translated into everyday life situations, and include how to best achieve sustainability objectives. The typical outcome of urban living labs tend to be processes, services, systems or products employing working methods that integrates inhabitants and other actors into the entire development process.

Over the recent decade, urban living labs have become common to tackle urban challenges in Europe, offering the opportunity to research and innovate on a wide variety of issues in everyday settings as well as to test hypotheses and elements to pathways towards urban sustainability and liveability transformations. (See [jpi-urbaneurope.eu](http://jpi-urbaneurope.eu) project pages for a variety of applications.) An urban living lab will typically run for the length of a project (usually three years) – although there are examples of longer term lab settings. After this period data is collected, knowledge is shaped, results are drawn together, and learning occur whereby, in some situations, changes in the wider urban context happen. Systematic integration of the outcomes in urban governance might be key to assure long-term impact and contribution of the urban living lab to sustainable and liveable urban transformations in cities and urban areas.

In general, the urban living lab concept is applied to urban areas to institutionally densify the urban innovation ecosystems that deal with the multi-dimensional challenges in urban areas. About half of all the projects granted funding by JPI Urban Europe since 2012 have employed urban living labs in one way or another. More information and abstracts to these projects can be found on the web: <http://jpi-urbaneurope.eu/activities/calls/> >

The following points further characterises urban living labs:

- **STAKEHOLDER ENGAGEMENT:** From the point of view of academic research, an urban living lab is transdisciplinary and profoundly integrates expertise not just from several academic disciplines but more widely from stakeholders in their everyday urban settings. Stakeholders here are those who are or would be affected in an everyday life situations, with all their experience and expectations available and made useful in the project. Note that this goes far beyond what might be achieved by adding a reference group or panel of so-called users to a traditional research project. In an urban living lab, stakeholders are deeply and actively involved from the early stages of the project, and the research is by its design open for surprises and learning that originates from the stakeholders involved. Urban living labs go beyond occasional and periodic consultation and workshops: The research process is designed not only to add the result from the various disciplines, but also to connect them together to form cycles of learning and

feedback. This enables more learning for all parties involved, also non-academic partners, than the simple serial connection of a process from one discipline being followed by a process from another discipline. An urban living lab hence involves partners representing more than one sector of society other than academia, e.g. a municipal government, private companies and non-governmental organizations. It is a forum for research and discovery, that by its design is open for learning and exploration in any direction, between any combination of participants who consider participation mutually beneficial and where the terminology adopted is inclusive and understandable. The learning outcomes should aim to contribute to capacity building on tackling urban challenges. This one of the ways in which urban living labs aim for long-term value-creation and sustainability after project funding ends.

- **PURPOSE.** The purpose of ULLs is not necessarily to produce new and original knowledge, but to respond to challenges, create value and explore ways to shape synergies out of urban dilemmas and achieve sustainability goals. This may include the recycling or adaptation (i.e. implementation) of already existing knowledges and innovations and collaboration with its changemakers and initiators: scaling-across and capacity building rather than scaling-up by streamlining with successfully realized or ongoing projects.
- **METHOD FOR INNOVATION.** While embracing the flexibility, the openness to serendipity, and the iterative nature of working across disciplines, organisations and sectors, an urban living lab maintains the rigour and orderliness characteristic for scientific method. Constituted by the appropriate methods, knowledge and expertise, the methods applied facilitate the creation of knowledge which is translatable to new contexts. An urban living lab may contain activities representing all areas of an urban innovation ecosystem. The urban living lab method is in this sense response-attentive and challenge-driven; processes and initial targets may change depending on participants feedbacks or external circumstances.
- **LOCATION.** An Urban Living Lab is located right where the process and challenge being addressed takes place, in everyday urban life, typically but not exclusively on a neighbourhood scale. In this way, the outcomes can demonstrate a clear practical outcome. There are ethical considerations as to when to apply it and how. If the urban living lab involves digital tools, the reasons for this needs to be carefully evaluated and thought of in relation to context.

### Annex C: Data Management

#### Why the JPI Urban Europe require Data Management Plans

Both the JPI Urban Europe wishes to promote open, transparent and robust urban and global change research by encouraging more open sharing of research data, leading to wider data analysis, more data re-use, and the combination of datasets from multiple sources. The JPI Urban Europe believe that an increased emphasis on the open sharing of research data has the potential to stimulate new approaches to the collection, analysis, validation and management of data, and to the transparency of the research process. However, the JPI Urban Europe also recognize that not all research data can be shared openly, and that there will be legitimate reasons to constrain access, for example the risks to the privacy of individuals must always be considered where data arise from, or are derived from, personally identifiable data.

The JPI Urban Europe considers that the production and implementation of a project specific data management plan is an essential requirement to enable the sharing of research data. Research data includes:

- digital information created directly from research activities such as experiments, analysis, surveys, measurements, instrumentation and observations;
- data resulting from automated or manual data reduction and analysis including the inputs and outputs of simulations and models.

Project specific data management plans should be in accordance with relevant standards and community best practice, and which may vary by subject and disciplinary area. Research data should normally be open by default, unless there are legitimate reasons to constrain access, and the data must be made available with minimum time delay, including being discoverable through catalogues and search engines. Data with acknowledged long-term value should be preserved, protected from loss and remain accessible and usable for future research in sustainable and trustworthy repositories.

To enable research data to be discoverable and effectively re-used by others, including those outside the discipline of origin, sufficient metadata should be recorded and made openly available to enable other researchers to understand the research and re-use potential of the data. Published results should always include information on how to access the supporting data and other research materials. Researchers should ensure that metadata created to support research datasets retained for the long-term is sufficient to allow other researchers a reasonable understanding of those datasets and thereby minimise unintentional misuse, misinterpretation or confusion.

#### Data Management Plan Requirements

A Data Management Plan (DMP) describes the data management life cycle for the data to be collected, processed and/or generated by a research project funded within this call. As part of making research data findable, accessible, interoperable and re-usable (FAIR), a DMP should include information on:

- the handling of research data during and after the end of the project;
- the types of data, samples, physical collections, software, curriculum materials, and other materials to be collected, processed and/or generated in the course of the project;
- the standards to be used for data and metadata format and content (where existing standards are absent or deemed inadequate, this should be documented along with proposed solutions or remedies);
- policies for broad access and sharing including provisions for appropriate protection of privacy, confidentiality, security, intellectual property, or other rights or requirements;
- policies and provisions for re-use, re-distribution, and the production of derivatives;
- plans for archiving data, samples, and other research products, and for preservation of access to them via an institutionally-supported repository.



## Annex D: Glossary

Co-creation	an approach where heterogenous actors collaborate to produce knowledge, instruments, technology, artefacts, policy, know-how, etc.
Innovation	A process in which new ideas (technologies, designs, procedures, etc.), and combinations of them, bring about changes in (sub)systems like supply chains, markets, urban regions, etc. This process can be incremental, radical or even disruptive.
Interdisciplinarity	A collaboration spanning multiple academic disciplines (e.g. natural sciences, social sciences, engineering sciences, technological sciences, medical sciences) and involving the application of complementary methodologies to more innovatively and comprehensively tackle a common problem than would otherwise be possible.
Open data	Data that can be freely used, re-used and distributed by anyone
Smart City	Refers to cities in which ICT is increasingly pervasive and ubiquitous. Cities whose knowledge economy and governance is being progressively driven by innovation, creativity and entrepreneurship; and in which digital technologies can be used to efficiently and effectively run cities and the services provided by them. The integration of technologies needed to manage the Energy-Food-Water Nexus offers the potential to optimise the efficiency and effectiveness of the resources involved.
Sustainability	A multifaceted property that describes the extent to which social, economic and environmental objectives are in balance; that economic activity is not declining, that non-renewable resource throughputs are minimised and that society has high capital and is cohesive, equitable and inclusive.
Transdisciplinarity	A collaboration spanning multiple partners, both academic and non-academic, to solve a common problem. Non-academic partners may include city officials, (non-) governmental agencies and offices, charitable organisations, companies, civil society, grassroots movements etc.
Urban innovation ecosystems:	Relational assemblages of stakeholders, researchers and initiatives which together make up an integrated effort for implementation and validation of approaches and solutions
Urban area	<p>From a morphological perspective: an area encompassing one or more cities plus its built-up environs, irrespective of local body administrative boundaries, often subject to a minimum built-up density threshold and a minimum population size (e.g. clusters of contiguous grid cells of at least 300 inhabitants per km<sup>2</sup> and a minimum population of 5 000).</p> <p>From a functional perspective: a continuous area including one or several urban centre(s) and all population settlements in which a significant proportion of the employed population works in the urban centre(s) or in localities connected to the urban centre(s).</p>
Urban Living Lab	A forum for innovation, applied to the development of new products, systems, services, and processes in an urban area; employing working methods to integrate people into the entire development process as users and co-creators to explore, examine, experiment, test and evaluate new ideas, scenarios, processes, systems, concepts and creative solutions in complex and everyday contexts.

