

Guide for Proposers Zero Emission Mobility

2022 Programme

A Programme of the Climate and Energy Fund as part of the Electric Mobility Initiative of the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) in support of implementing the Mobility Master Plan 2030 for Austria

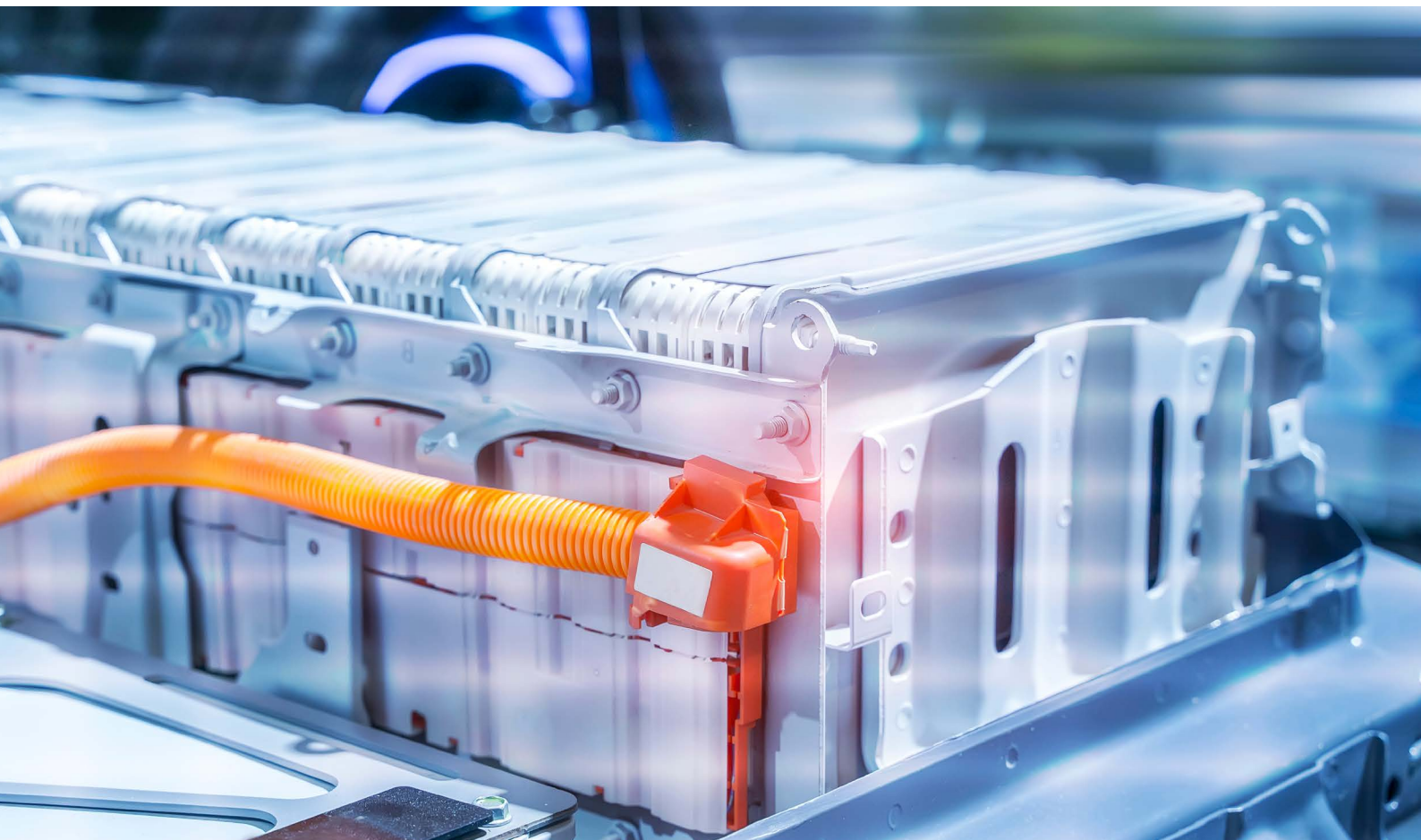


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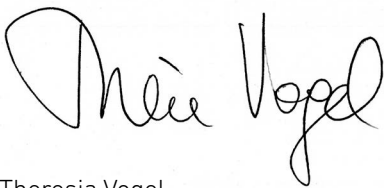
Preface

A rapid transformation of the mobility sector is essential if Austria's ambitious goal of climate neutrality is to be achieved by 2040. The Austrian Climate and Energy Fund supports this process with initiatives including the Austrian Automotive Transformation Platform (AATP), to help Austrian companies adapt to this rapidly changing market environment and realise the potential this brings in terms of jobs and added value. As well as supporting technologies which are already competitive, a key part of achieving this goal lies in research and innovation. In 2021, purely electric vehicles made up 12% of all new vehicle registrations, an increase of 108% over the previous year. As this share grows, the focus of debate increasingly shifts away from questions of drive type to include considerations of related infrastructure, efficiency gains, and the provision of services. While it appears that battery-powered passenger cars have become an established fact, there is also huge momentum driving the electrification of passenger transportation, freight traffic and special vehicles fleets.

This is the focus of the Zero Emission Mobility funding programme. In what is now its fifth call, the programme again focuses on the three thematic fields of vehicles, infrastructure, logistics and mobility solutions. The open technology approach to achieving 100% electrification allows existing systems to be optimised without creating barriers to new developments. For close-to-market projects, the focus on research and development will be complemented by a demonstration period of at least 6 months in order to create a bridge between research and the market and facilitate practical application of the technologies. Furthermore, networking with other funding programmes will be intensified and interfaces with current EBIN and ENIN funding programmes established to ensure the optimal use of synergies between the different forms of public support. Calls will be launched for two studies which will focus more deeply on the question of implementing the "right to plug" and integrating electric mobility into the power system.

In this way, the Zero Emission Mobility funding programme is helping to find answers to questions involving climate and mobility and allows Austria as a technology location to involve SMEs and start-ups in generating know-how and local value in order to benefit from the transformation of the mobility system over the long term.

We look forward to receiving submissions for your innovative projects and wish you every success.



Theresia Vogel
Managing Director of the Climate and Energy Fund



Ingmar Höbarth
Managing Director of the Climate and Energy Fund

1.0 Key Items at a Glance

Zero emission technologies offer the opportunity to substantially reduce greenhouse gas emissions from transport, and to create a sustainable, interoperable mobility system. The Climate and Energy Fund supports technology and implementation-oriented electric mobility projects designed to integrate components, systems and services into a comprehensive mobility system.

The present call is embedded in a long-term strategy of the funding programme (see Chapter 2).

An amount of EUR 8 million in funding is available for the 5th Zero Emission Mobility Call.

These funds are intended to support flagship projects and cooperative R&D projects. The projects should promote 100 % electrification of vehicles and enable the development and testing of intelligent electric mobility and hydrogen infrastructure and seamless integration into publicly accessible mobility systems and logistics solutions. The use of hydrogen in combustion engines is not eligible for funding under this programme.

The call additionally includes two R&D services: one is designed to explore questions concerning the “right to plug” and the other focuses on the integration of electric mobility into the power system. Both R&D services must be aimed at achieving climate neutrality by 2040.

The project proposals must be submitted via [eCall](#) by the submission deadline of **14 October 2022, 12:00**.

Zero Emission Mobility is a funding initiative of the Climate and Energy Fund in support of implementing the Mobility Master Plan 2030 for Austria and achieving climate neutrality by 2040.

PLEASE NOTE:

If the application does not meet the formal requirements for project submissions in accordance with the conditions and criteria of the relevant funding instrument and the call, and if the deficiencies are not rectifiable, the application will be excluded from the further procedure and will be formally rejected without exception in accordance with the principle of equal treatment of applications. The FFG's eCall system provides support in this respect, but the ultimate responsibility for compliance with the formal requirements still rests with the applicants. A check list specifying the conditions and criteria of the relevant funding instrument and the call can be found in Annex 1.

Funding may only be granted if it has an incentive effect. The FFG Missions Guideline thus requires all consortium members to declare via eCall whether the funding leads to a change in their behaviour.

Projects that fall exclusively into the research category “Industrial Research” are not eligible for funding under the Funding Guidelines for Environmental Assistance in Austria (UFI).

Call overview – topics and instruments

Topics and financing instrument	Flagship Project Large-scale research and demonstration project	Cooperative R&D Project Cooperative research and development project	R&D Service Specified R&D content
Topic 1: Zero Emission Vehicles	Applicable	Applicable	Not applicable
Topic 2: Zero Emission Infrastructure	Applicable	Applicable	Not applicable
Topic 3: Zero Emission Logistics and Zero Emission Mobility Solutions	Applicable	Applicable	Not applicable
Topic 4: Accompanying Research Projects for EBIN and ENIN	Applicable	Applicable	Not applicable
R&D Services	Not applicable	Not applicable	Applicable

Instruments

Information	Flagship Project Large-scale research and demonstration project	Cooperative R&D Project Cooperative research and development project	R&D Service Specified R&D content
Research category	<p>Industrial Research and/or Experimental Development</p> <p>Both research categories can be included in one project; Industrial Research must not exceed 30 % of overall project costs. If both research categories are included, the individual Work Packages (WP) must be assigned to the corresponding research categories. If this assignment is not provided, funding will only be granted for Experimental Development</p>	Industrial Research or Experimental Development	Not relevant
Min. funding amount requested for R&D part of the project	EUR 2 million	None	None
Max. funding amount for R&D part of the project	None	EUR 1 million	EUR 60,000/ EUR 120,000 plus VAT
Funding rate	Max. 85 %, depending on research category and type of organisation. For details, see Technical Guidelines.	Max. 85 %, depending on research category and type of organisation. For details, see Technical Guidelines	No funding rate. 100 % financing
Project duration	2 to 4 years	1 to 3 years	max. 8 months/12 months
Cooperation required	Yes	Yes	No

Budget, deadlines, contacts and further information

Further information	Details
Available call budget	EUR 8 million
Obligatory preliminary meeting	A preliminary meeting until 16 September 2022 is obligatory for flagship projects and voluntary for cooperative R&D projects (see Chapter 4.2).
Submission deadline	14 October 2022, 12:00
Language	English
Contact	DI Dagmar Weigel, MSc Telephone: +43 5 7755-5045 Email: dagmar.weigel@ffg.at
Online information	FFG Zero Emission Mobility website

2.0 The Funding Programme

2.1 Long-term orientation 2018–2022

Previous calls and the predecessor programme, Austrian Electric Mobility Flagship Projects, have already provided funding for numerous innovative projects resulting in the successful development of future-oriented solutions (see [Zero Emission Mobility brochure](#)).

In line with the #mission2030 Climate and Energy Strategy, the programme focus was adjusted in 2018 with the aim of enabling **long-term projectability** for funding recipients. The Zero Emission Mobility programme forms the research core for implementing the electric mobility initiative and makes an important contribution to the national integrated energy and climate plan.

The clear focus of the programme is thus on **zero emission mobility** in road transport with a special emphasis on near-market research consortium projects with integrated demonstration and a clear implementation perspective. The calls are mission-oriented and technology neutral and focus on the three pillars, **vehicle – infrastructure – user**. These three thematic pillars will be addressed in the next few years. The concrete call topics will be defined annually to account for current technology trends and the changing environment, which in turn interacts with the zero emission technology system.

The research programme takes a **systemic perspective** – projects should not primarily focus on individual aspects but address the **system integration** of the technologies developed or entire value chains. They should also demonstrate Austrian technology expertise and innovative system design strengths in the field of electric mobility by drawing on the expertise of complementary partners.

The perspective of the R&D services included in the calls may extend beyond road transport to include other means of transport as well as new technologies and economic aspects.

2.2 Strategic goals of the programme

In Austria, zero emission technologies are embedded in an **intermodal mobility system** made up of trains, electric utility vehicles, buses and cars as well as electric scooters and (e-)bikes on the basis of smart grids and the necessary fuelling and charging infrastructures. The Zero Emission Mobility programme aims to support the development of solutions for the creation of an affordable, environmentally-friendly and efficient mobility system. Relevant project results include both innovative technology developments and integrated mobility solutions offering perspectives of short-term implementation and value creation for Austria.

The aim is to contribute to the goals specified in the Government Programme 2020-2024 such as achieving climate neutrality by 2040 and associated decarbonisation of road transport.

In order to achieve sustainable development, framework conditions must be established for a mobility transition which creates a decarbonised, service-oriented transport system. In line with ensuring the Climate and Energy Fund's policy of achieving greatest possible relevance in terms of climate protection, the programme follows the decarbonisation pathway by setting a **technology neutral** focus on locally emission-free vehicles (BEV, FCEV¹). The drive energy must be produced in a climate-neutral manner in accordance with the zero emission principle. Operational demonstration must be based exclusively on electricity and/or hydrogen from renewable resources. The use of hydrogen in combustion engines is not eligible for funding.

¹ BEV = Battery electric vehicle, FCEV = Fuel cell electric vehicle

Zero emission technologies are also of high economic relevance for Austria. Electric mobility alone has the potential to increase value added by around 19 % and the number of jobs by around 21 % until 2030². Realising this potential requires a fast and targeted transformation of the (automotive supply) industry. The most effective way to do this is to coordinate with international suppliers and clients. Another focus of the programme is therefore on the **international relevance** and **exploitation potential** of the technologies developed. With Austria's economic structure in mind, the programme places strong emphasis on the involvement of **small and medium-sized enterprises and actively promotes the integration of start-ups and the establishment of new businesses**.

2.3 Interaction with other funding programmes

Distinction from thematically relevant programmes

Funding for research and development projects involving components and parts of conventional vehicles is granted under the General Programmes of the Austrian Research Promotion Agency (FFG).

The "Mobility of the Future" programme (research theme "Vehicle Technologies") supports the development of components for alternative drive systems, lightweight components and vehicles as well as automotive electronics and connected/automated vehicles, but the focus is not on electric mobility infrastructure or demonstration projects.

Relationship to the calls "Smart Cities Initiative", the "Energy Research Programme 2022 of the Climate and Energy Fund" and the "Electric Mobility Initiative":

- The Smart Cities Initiative supports practical solutions for sustainable urban development. Innovative products, services and processes are demonstrated in real-life urban environments and subsequently rolled out on a broad scale in order to create local added value and a positive climate impact on Austrian cities and communities.

- The Electric Mobility Initiative sponsored by the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) in cooperation with the automobile and two-wheeler importers and the sports retail sector seeks to accelerate the market introduction of electric mobility in Austria. Infrastructure and vehicles which are not part of research and development should primarily receive funding under the Electric Mobility Initiative. Applications are to be submitted directly to Kommunalkredit Public Consulting (KPC). An exception are demonstration facilities (according to Environmental Assistance in Austria – UFI). These demonstration facilities can be submitted to the present call provided that they are directly related to research and development activities (for more information, see Chapter 4.4).
- The EBIN (zero-emission buses and infrastructure) and ENIN (zero-emission commercial vehicles and infrastructure) programmes focus on converting bus and commercial vehicle fleets to zero-emission.
- The Sustainable Mobility in Practice programme supports projects which make a relevant contribution to overcoming the obstacles and barriers to the broad implementation of sustainable forms of mobility as effectively, efficiently and quickly as possible. The focus is on market-oriented and easily replicable projects.
- The Logistics Funding Programme 2019–2023 sponsored by the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) focuses on the (pilot) implementation of innovative logistics concepts for all modes of transport. The funding programme is designed to increase the competitiveness of the Austrian freight transport and logistics sector, to enhance Austria's attractiveness as a business location and to safeguard social and ecological sustainability. Funding is provided for implementation studies, demonstrators and pilot projects which are carried out in close cooperation of (logistics) companies, public authorities and other stakeholders (more information on logistics funding can be found on the [SCHIG website](#)).

Potential applicants are encouraged to examine the programmes and initiatives listed above and to organise a meeting with the relevant project managers in good time.

² [Study on value creation and employment potentials of electric mobility](#)

3.0 The Call

3.1 Call objectives for research projects

The 5th Zero Emission Mobility Call focuses on 100 % electrification (batteries, fuel cells, high-performance capacitors, no combustion engines) of vehicles and the development and testing of intelligent charging infrastructure. A focus is on the integration of electrified, automated public access mobility services in urban and rural transport as well as solutions for zero emission logistics. Another focus is placed on sector integration, experimental spaces and the testing of new structures, business fields and solutions.

Relevant project results include both innovative systemic technology developments and integrated mobility solutions providing value creation perspectives for Austria. Accompanying research projects for the EBIN and ENIN programmes are also of interest. Special emphasis is placed on the scalability of solutions and the integration of existing components into novel zero emission developments.

The call focuses on 4 thematic areas to obtain these results:

1. Zero Emission Vehicles
2. Zero Emission Infrastructure
3. Zero Emission Logistics & Mobility Solutions
4. Accompanying Research Projects for EBIN and ENIN

In order to achieve high practical relevance and fast implementation of research results on the market, **partners from industry should be encouraged to participate in the consortia**. A further objective of the call is to involve small and medium-sized enterprises (SMEs) or start-ups in the projects as well as including international partners and/or networking with major existing initiatives and projects, where feasible (see also Chapter 2.3).

Project proposals must present

- a thorough analysis of the international state of the art,
- a clear, quantified starting basis for the planned developments, based on the international state of knowledge and technology (indicators on current technologies, costs, emission levels, technology readiness levels etc.) and
- clear, quantified project goals (planned technology indicators, costs, emission levels, technology readiness levels etc.) including a market introduction strategy.

3.2 Call topics for research projects

Project proposals must address at least one of the following topics and may include a **combination of several topics. It is recommended that cooperative R&D projects should focus on only one topic**. The applications must fulfil the requirements described below.

3.2.1 CALL TOPIC 1: Zero Emission Vehicles

While zero emission technologies are penetrating the passenger car market at increasing speed, many other vehicle classes and areas of application still offer potential for development. In principle, this includes all vehicles specified in Sec. 3 of the Motor Vehicles Act (§ 3 KFG), such as vehicles used in:

- the logistics sector
 - road-based passenger transport including new needs-based mobility services
 - the agriculture and the tourism sector
 - the municipal sector
 - airports and railway stations
 - the industrial sector
- and selected vehicles not covered by §3 KFG, including special-purpose vehicles and vehicles for special applications in the construction, mining or tourism industries or similar.

The development of new vehicle concepts and e-bikes, for example offering particularly attractive pricing or for a specific use, is also eligible for funding.

This thematic area, therefore, calls for the submission of projects which (further) develop locally emission-free vehicles that are fully electrically powered by batteries, fuel cells or high-performance capacitors. Projects must consider the vehicle as a whole and, where necessary, take account of special fuelling or charging infrastructure (in combination with topic 3.2.2 – Zero Emission Infrastructure). Flagship projects and cooperative R&D projects of the research category “Experimental Development” must include a demonstration phase in order to prepare a successful market launch and to demonstrate operational capability within the overall system of vehicles and infrastructure.

(Further) development should focus in particular on the potential to reduce costs and increase the efficiency of the system as a whole. Project proposals may also address production aspects in preparation for serial production of batteries and other components in order to enable the efficient and cost-effective scaling up of production.

Operational demonstration must be based exclusively on electricity and/or hydrogen from renewable resources. The use of hydrogen in combustion engines is not eligible for funding.

3.2.2 CALL TOPIC 2: Zero Emission Infrastructure

The availability of suitable fuelling and charging infrastructure is a key prerequisite for the spread of zero emission technologies. In addition to the availability of appropriate charging capacity, the focus is primarily on cost-efficient installation, intelligent integration into the energy system and operation of the infrastructure.

Consequently, this thematic area calls for project proposals which either develop novel infrastructure systems or enhance existing solutions to integrate them in comprehensive infrastructure systems. The focus should be on the development of hardware solutions, but may also include associated software aspects. The feasibility and scalability of the solutions developed must be demonstrated in practical operation (for flagship projects and cooperative R&D projects of the research category “Experimental Development”).

Particular attention is paid to **sector integration**, i.e. intelligently combining mobility-related aspects with other sectors such as energy production, storage and distribution. This integration is essential for developing the most economically efficient solutions. In addition to the development and testing of technical solutions the call encourages the **integration of organisational issues and new business models**.

Planning and implementation must, therefore, take into account the availability of the required energy (including hydrogen, stationary storage, second-life and vehicle-to-grid applications) as well as considering potential scalability at a later stage. Integration into an overall system including operational demonstration (e.g. with photovoltaics, storage system, charging solutions and/or hydrogen and vehicle-to-grid applications) is welcomed. The economic sustainability of the development, and potential transition to regular operations must be demonstrated at the end of the project period³.

The involvement of grid operators is desired, e.g. in order to be able to simulate or test charging management systems and grid-friendly charging under real-world conditions.

³ Publicly accessible charging infrastructure must meet the requirements of the Federal Act establishing uniform standards for the deployment of alternative fuels infrastructure.

3.2.3 CALL TOPIC 3: Zero Emission Logistics and Zero Emission Mobility Solutions

Sub-Topic 1: Zero Emission Logistics

The logistics sector accounts for a significant proportion of emissions in road transport. In addition, with increasingly strict international regulations on greenhouse gas, pollutant and noise emissions, zero emission technologies are particularly suited to applications in the logistics sector. Potential project ideas may be designed for both urban and rural areas.

Funding is available for the development and demonstration of zero emission freight logistics scenarios, including the use of zero emission vehicles and integration of appropriate fuelling and charging infrastructure solutions. Operational demonstration is crucial in this context (for flagship projects and cooperative R&D projects of the research category “Experimental Development”). The economic sustainability of the development and potential transition to regular operations must be demonstrated at the end of the project period.

Sub-Topic 2: Zero Emission Mobility Solutions

Incorporating zero emission technologies into an integrated mobility system, which subsequently enables a range of purposeful and targeted services (e.g. micro public transport or electric car sharing) to be developed, is a significant challenge. A core element in this process lies in extending the range of ecomobility offerings through the addition of various clean, public access mobility solutions. Meeting this demand requires the development and integration of precisely planned and coordinated infrastructures, vehicles suited to a variety of uses (e.g. zero emission busses), modular service components, and diversified business models.

The implementation of social and organisational innovations is relevant, while a technical innovation component must also be included. Applicants are required to ensure a strong involvement of partners from practice and describe and substantiate the implementation perspective of the planned innovations in the proposal.

The integration of connected and automated vehicles in the form of scalable, needs-based and shared fleet solutions which function as integrative components is also relevant, especially in areas adjacent to urban centres and in rural areas.

Such fleet solutions rely on actively promoting open interfaces (APIs) and linking zero emission services. Furthermore, new mobility options will have to be analysed in terms of their environmental impact and user acceptance, enabling the new mobility options to be scaled up and embedded into a future mode mix, especially in peripheral areas.

The project can be connected across the transport network or to one or more mobility hubs (bus stops, railway stations, airports etc.). The development, integration and testing of suitable fuelling and charging infrastructure solutions as well as operational demonstration are also crucial for flagship projects and cooperative R&D projects of the research category “Experimental Development”.

The economic sustainability of the development, and the option to transfer to regular operations, must be demonstrated at the end of the project period.

The involvement of public transport providers or mobility services is welcomed.

3.2.4 CALL TOPIC 4: Accompanying Research Projects for EBIN and ENIN

Electrifying public transport services and freight transport will make an important contribution to achieving climate neutrality by 2040. Therefore, two new funding programmes will be offered in 2022 for the first time:

- EBIN – Zero emission buses and infrastructure (see: www.ffg.at/EBIN)
- ENIN – Zero emission commercial vehicles and infrastructure (see: www.ffg.at/ENIN)

These two programmes are designed to initiate and accelerate the market ramp-up of zero emission buses and commercial vehicles. Due to the novelty of such vehicles, research questions have yet to be answered in many areas, paired with a lack of practical experience in planning and daily operation. Consequently, in addition to the investment funding noted above, Topic 4 is open to research projects dealing with aspects such as the following:

- optimal design and use of (shared) infrastructure
- optimal incorporation of new vehicles into existing logistics concepts/workflows/operations
- necessary adaptations and enhancements to vehicle components
- scaling strategies for converting entire vehicle fleets to zero emission

Projects must contain an innovative technical component but may also develop and test social and/or organisational innovations (e.g., business and operator models).

Delimitation of the funding programme and costs:

The research activities are eligible for funding under the ZEM programme and must be described in detail in the application. The investment costs for vehicles and infrastructure must be submitted to the EBIN or ENIN programme. This must be explicitly noted in the content description of the ZEM project. ZEM projects and EBIN/ENIN may be combined, however, the applications will be assessed independently.

Where vehicles and infrastructure are essential to conducting the research project, a funding commitment from the EBIN or ENIN programme must be presented prior to the start of the project. Any additional KPC funding will be applied for and assessed together with the ZEM project.

Costs or partial costs which have already been funded will not be recognised. If you have applied to the FFG or other funding bodies for this project or parts of this project, the relevant information must be provided in eCall.

3.3 General requirements for research projects

The proposal must specify the measurable and quantifiable targets to be met by the end of the project.

In addition, **ecodesign principles** must be applied when further developing vehicle and/or infrastructure components. The environmental impacts must be taken into account across the entire product life cycle (from design and use through to recycling, reuse, disposal etc.) and minimised as far as possible. This approach must be applied to the main components of the cooperative R&D projects and flagship projects submitted.

If the project focuses on the further development of battery concepts, the aims of the European Commission's current Battery Regulation proposal (Proposal for a regulation concerning batteries and waste batteries, repealing Directive 2006/66/EC and amending Regulation (EU) No 2019/1020) should be taken into account, in particular:

- declaration of the carbon footprint of the battery
- at least partial use of recycled materials (e.g. lithium and cobalt)
- compliance with the OECD Due Diligence Guidance for raw material extraction and risk assessment of potential negative environmental effects (Art. 39)
- the concept should include measures that enable a high recycling rate or second life use.

The cooperative R&D projects of the research category "Experimental Development" and flagship projects submitted under Topics 1 to 3 are required to complement the research and development work with a **demonstration component**. The project developments (prototypes, systems, etc.) must be tested under real-world operating conditions during a demonstration phase running over a period of at least **6 months**. Operational demonstration must be based exclusively on electricity and/or hydrogen from renewable resources. A monitoring system must be established to determine whether the prototypes achieve the target values and to identify areas offering potential for further improvement. The potential transition to regular operations should also be presented.

The fuelling and charging infrastructure installed should, as far as possible, be made accessible to other transport infrastructure users during the demonstration phase.

SMEs should be included in the project consortium in order to involve them as potential technology providers. Therefore, project proposals should demonstrate the inclusion of innovative SMEs or start-ups, to an extent over and above the formal requirements of the funding instruments (indicators: number of SMEs, SME share in project costs, knowledge transfer to SMEs).

3.4 R&D Services

A maximum of one study will be funded for each of the following topics:

3.4.1 “Right to plug”

Objectives:

Electric mobility is continuing to advance rapidly. One of the most important levers for driving the mobility transition is expansion of the charging network. Private electric charging points play a key role here: Studies and pilot projects indicate that 80 % to 90 % of all vehicles are charged at home or at work. It is therefore essential that vehicle owners can more easily install single charging units on their private parking spaces.

Although it is now relatively inexpensive to integrate private charging stations in new residential properties, for private persons in existing housing stock there are still major technical and legal challenges involved.

In order to simplify the installation of charging infrastructure in housing complexes, the Austrian Federal Government incorporated the so-called “right-to-plug” into its Condominium Act (WEG 2002) in late 2021. The right to plug is understood as the right to install a slow charging unit in a privately owned parking place without the need for complicated approval processes. It uses the “fiction of consent” to eliminate the need for approval: where previously each individual apartment owner in

a housing complex was required to actively agree to such modification, since the amendment to WEG 2002, consent for single charging stations (max. 3.7 kW single phase or 5.5 kW three phase) is deemed to have been given where all the owners have been duly notified and no one has objected within two months of notification. Furthermore, the regulations for agreeing on the installation of shared charging stations change from 1 July 2022. It is no longer necessary for an absolute majority of co-owners to agree; a two-thirds majority of the votes cast is sufficient if at least one third of the co-owners participate in the vote.

The goal of this study is to evaluate how the amendment to the WEG impacts the installation of charging stations in existing housing. In addition, the study will examine whether it would be appropriate to also incorporate the “right to plug” into the Austrian Tenancy Act (MRG) and the Limited Profit Housing Act (WGG), and the measures this would require.

Expected results:

The study should involve the relevant stakeholders and address the following topics:

Topic: Evaluating the 2022 amendment to WEG with respect to the “right to plug”

- How has the installed base and demand for private charging stations in existing housing stock changed since the 2022 amendment to the WEG in relation to the change in demand for electric mobility in Austria in general? To what extent can this change be attributed to the introduction of the right to plug?
- Why did attempts to install private charging stations fail prior to the 2022 WEG amendment (broken down by reasons and number)? Has the 2022 amendment to WEG succeeded in reducing or eliminating these problems?
- Which problems or areas of action remain for apartment owners, charging station operators and property management companies when it comes to installing private charging stations?

- How exactly does an application to install a charging station work in practice under the 2022 amendment to WEG (both with and without recourse to the court)? What are the differences in the procedure for housing blocks containing very few apartments compared to those with a large number of units? What are the differences in the procedure for single and shared installations?
- Which types of charging station (shared or single installations) are in greater demand following the WEG amendment?
- What is the charging capacity of the installed stations?
- Are charging stations installed with or without load management?
- Can these changes be deemed a direct result of the amendment to WEG 2002?
- What form do non-litigious court proceedings take in practice as part of the process of installing a private charging station? Does the amendment to WEG 2002 speed up the proceedings for charging stations which meet the privilege requirements according to paragraph 2 (2)? What are the expected costs?
- How great is the potential for conflict between the apartment owners since the introduction of the right to plug, and how does it compare to the previous legal situation? Does the amendment consider the interests of the other owners sufficiently?
- How often is a court intervention required (consent by court order), and how does this compare to the period prior to the introduction of the right to plug?

Topic: Potential for adapting other legal frameworks

- Could the steps taken to ease the installation of charging stations also be adopted in the Limited Profit Housing Act (WGG) and Tenancy Act (MRG)?
- If yes, what legal regulations would be needed (itemised according to WGG, MRG full application, MRG partial application, Civil Code tenancy law)? Which advantages and disadvantages would such regulations bring the tenant and the landlord (itemised according to WGG, MRG full application, MRG partial application, Civil Code tenancy law)?

Focus of the work:

The study should focus on evaluating the 2022 amendment to WEG with respect to the “right to plug” and its relevance in practice. It should identify various potential areas of impact according to the type (single or shared installations) and charging capacity of the charging station. Furthermore, the potential extension of the right to plug to the WGG and MRG should be evaluated.

Project duration:

Max. 8 months

Project costs:

Max. EUR 60,000 plus VAT (if applicable)

3.4.2 Integration into the power system

Objectives:

Following the Austrian Federal Government’s objectives of completely decarbonising the transport sector by 2040 and replacing fossil fuel vehicles with electric ones, the power system is increasingly under pressure. There are already numerous technical plans for using the storage capacities of electric vehicles in order to provide additional flexibility. V2X applications and smart charging promise to reduce the burden on the power grid. These plans would benefit not only the network operators and energy suppliers, but also users and charging station operators. However, it has not yet been determined which framework conditions the different stakeholders need in order to provide and use future V2X applications. A process involving all the relevant stakeholders is needed in order to identify potential hurdles and recommend courses of action.

The “Fit for 55” package also stipulates requirements for integrating electric mobility into the power grid, which are included in the AFIR (Regulation concerning the deployment of alternative fuel infrastructure) and RED III (Renewable Energy Directive). In future, there should be regular assessments of the potential and development of bidirectional charging to make the

power network more flexible and initiate appropriate measures if necessary. The Single Electricity Market Directive is currently also being implemented into national law and will include selective guidelines for integrating electric mobility into the electricity network. The law also covers the fundamental requirements for connecting charging points to the power grid. The R&D service should include an analysis of existing and draft legal frameworks, and actively follow their progress, and should draw up recommendations for additional measures to simplify the integration of charging infrastructure for electric passenger cars, buses and trucks into the power grid.

The Greenroads project is determining the quantity structure and recommended actions for expanding zero emission infrastructure for road transport. Coordination with the project team and building on the project results is essential.

Focus of the work:

The study focuses on the interaction between electric mobility in road transport (cars, buses, trucks) and the power grid. The study must determine the current technological status of the different V2X and smart charging applications and assess their potential for the rapid roll-out of charging infrastructures. It should highlight hurdles and potential synergies for stakeholders, and work with stakeholders to develop solutions and recommendations. The current legal and regulatory implementation of these framework conditions should be analysed against the backdrop of the ramp-up of electric mobility and increasing demands on the power grid, and suggestions made for further legal and regulatory adaptations.

Expected results:

The study should answer the following questions in close consultation with the stakeholders:

Topic: Power grid and solutions

- What is the current status of grid capacity and network planning by network operators with respect to current developments in the field of electric mobility for cars, buses and trucks?

- What are the current hurdles to grid connection and access to the grid for both network operators and end customers (e.g., due to a lack of grid capacity, a lack of information about current and future available grid capacity, long response times, high costs)?
- Which measures are the network operators currently taking to be able to connect charging infrastructure even in the case of scarce network capacity? Which national and international examples are currently available?
- What are the current incentives for grid-friendly charging, and which stakeholders are offering these incentives? Which measures and incentives could be used to support grid-friendly charging in the future?
- What potential do V2X applications and smart charging (e.g., bidirectional charging) offer for the provision of system services for the power grid (e.g., frequency stability, voltage stability, restoration of supply) for different levels of electric vehicle penetration and for different use cases?
- Which existing regulations designed to promote the connection of generators/consumers (e.g., heat pumps, PV installations) can support the large-scale integration of charging infrastructures into the power grid and be adopted as necessary?

Topic: Technologies

- What is the current stage of development of the various V2X applications?
- Which network-relevant functionalities are being offered by vehicles and charging infrastructures now and in the future, and what is their potential for enabling the large-scale integration of charging infrastructures into the power grid?
- Which technologies for controlling charging capacity by network operators are already available on the market? What is the availability of charging infrastructure equipped with these technologies?
- Which technological measures would be suitable for leveraging potential synergies between different generators/consumers (e.g., combination of charging infrastructures, heat pumps and PV installations)?

Topic: Funding

- What specific funding opportunities are available internationally for V2X applications and what are the funding requirements for connecting charging infrastructure to the grid (e.g. control options for network operators, maximum connected load, etc.)?
- What recommendations can be made for the national funding programmes based on the project results? How do these results vary in the different use cases (e.g., private, (semi-)publicly accessible charging points) and charging capacities?

Topic: Stakeholder analysis

- Who are the stakeholders?
- What are these stakeholders' current and future roles when it comes to the interaction between electric mobility and the power system?
- What are the dependencies and potential synergies amongst the stakeholders?
- Where are the conflicts of interest?

Topic: Legal and regulatory framework

- What is the current legal framework for V2X applications/bidirectional charging and for involving these applications in the provision of system services? Where are the hurdles, and what legal amendments would be needed to overcome them?
- To what extent have the requirements of the Single Electricity Market Directive, AFIR and RED III already been implemented into the current legal framework, or are currently being implemented, and what additional measures can be recommended based on the project results?

Project duration:

Max. 12 months

Project costs:

Max. EUR 120,000 plus VAT (if applicable)

4.0 Administrative Information

4.1 Call documents

Projects may only be submitted electronically via [eCall](#).

The proposal consists of the following online elements, which must be entered in [eCall](#) under the following menu items:

- **Description of content** presents the content of the project.
- **Work plan** includes the work packages and elements of project management, such as time management plan (GANTT diagram), tasks, milestones, results.
- **Consortium** describes the expertise of the individual consortium members.
- **Cost and financing** describes all cost categories per consortium member. The totals for each work package will be automatically displayed in the online work plan.

Attachments to the online proposal, if applicable.

When applying for environmental funding from KPC, the following additional attachments must be uploaded (details see Chapter 4.4):

- Project description UFI
- Cost plan UFI

Please use the templates and call documents provided for download on the [FFG Zero Emission Mobility website](#).

The funding conditions, application procedure and funding criteria are described in the **Technical Guidelines** of the relevant funding instruments.

Call documents

Flagship Project	Technical Guidelines for Flagship Projects (PDF) Declaration of SME status (if required) (PDF)*
Cooperative R&D Project	Technical Guidelines for Cooperative R&D Projects (PDF) Declaration of SME status (if required) (PDF)*
General Cost Regulations	Cost Guidelines 2.1 (Guidelines for the Accounting of Project Costs) (PDF)
R&D Service	Technical Guidelines for R&D Services (PDF) Affidavit (eCall) Declaration of Commitment (eCall) Model Contract (PDF)

* **Please note:** A Declaration of SME Status is required for associations, sole proprietorships and foreign companies. In the template provided, applicants must (as far as possible) categorise their business for the last three years according to the SME definition.

4.2 Obligatory preliminary meeting for all flagship projects

In order to clarify stipulations and requirements, the submission of a flagship project requires an obligatory preliminary meeting with the Climate and Energy Fund, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) and the Austrian Research Promotion Agency (FFG) **by 16 September 2022 at the latest**. Applicants are requested to contact the FFG in due time to arrange a date for the meeting. The preliminary meeting is necessary to provide optimal support to the applicants in preparing their project proposals. Preliminary meetings are therefore also recommended for cooperative projects. **Applications for flagship projects submitted without having conducted a preliminary meeting will be rejected for formal reasons.** If the proposal also includes an application for funding according to Chapter 4.4, the meeting will also be attended by Kommunalkredit Public Consulting (KPC), or a separate meeting must be arranged with KPC (see Chapter 4.4).

4.3 R&D Service

Please note that the procurement of research and development services (R&D Services instrument) is exempted from the Public Procurement Act (BvergG 2018) as specified in Sec. 9 (12) and is thus subject to a tendering process. The Climate and Energy Fund is the contracting entity for the R&D Services instrument. The FFG funding agency acts in the name and for the account of the Climate and Energy Fund.

By submitting a tender, the tenderer accepts the content of the present Guide and all other relevant call documents in their entirety.

If a (sub-)contractor is mentioned in several tenders (multiple participation), the respective tenders will be excluded from the tendering process if it can be assumed that this multiple participation leads to a restriction or distortion of competition.

Supplementary information

Requests for supplementary information about the R&D service tendered shall be sent exclusively by email to the FFG (dagmar.weigel@ffg.at) no later than 21 days prior to the submission deadline, specifying the sender address (email). The questions will be collected and answered in an anonymised form no later than 11 days prior to the submission deadline. To ensure equal treatment, inquirers are asked to formulate their questions in such a manner that no conclusions can be drawn as to their identity. The questions and answers will be published on the FFG website. Requests for information cannot be sent after this date. The Climate and Energy Fund and the FFG will not comment on the evaluation of the tenders submitted during the tendering process.

4.4 Environmental funding managed by Kommunalkredit Public Consulting (KPC)

Projects that receive funding from the Climate and Energy Fund and include at least one Work Package qualifying as Experimental Development can also be managed by FFG in cooperation with Kommunalkredit Public Consulting (KPC). In this case, research activities receive funding from the FFG, while investments in demonstration facilities are supported by KPC based on the Funding Guidelines for Environmental Assistance in Austria (UFI). Both funding components are covered by the present programme. Demonstration facilities submitted for additional environmental funding from KPC under the Zero Emission Mobility programme must be of key importance to the relevant research project. The research and development activities must in turn constitute the prerequisite for the investment for which environmental funding is sought.

Demonstration facilities as specified in the Funding Guidelines for Environmental Assistance in Austria go beyond standard technologies. They serve to test and introduce new or substantially improved technologies and must be based on the research activities.

The environmental effect expected (reduction in air emissions, noise or hazardous waste, reduction in energy consumption, innovative supply of renewable energy) must be assessable and quantifiable as a prerequisite for funding. Funding can only be granted for the share of the investment which is directly necessary for, and contributes to, achieving the environmental effect. Costs that are not or only indirectly related to the environmental effect are not eligible for funding.

Funding is based on the environmentally relevant additional investment costs (eligible costs less any reference costs if the demonstration facility can be compared with a standard facility) according to the Funding Guidelines for Environmental Assistance in Austria. Later submission to other funding programmes and other funding agencies (Austrian federal development and financing bank AWS for business development funding; KPC for environmental funding) is possible subject to the relevant funding conditions if the project submitted to the present programme does not involve application for or granting of funding for demonstration facilities.

Obligatory preliminary meeting with KPC

If a project proposal also involves funding of a demonstration facility in accordance with the Funding Guidelines for Environmental Assistance in Austria, a mandatory advisory meeting with experts from FFG and KPC must be held **by 16 September 2022 at the latest**, unless KPC has already participated in the preliminary meeting mentioned in Chapter 4.2. Applicants are requested to contact the FFG to arrange a date for the meeting. The advisory meeting helps KPC experts to assess whether the planned investment is eligible for funding as a demonstration facility in the respective call. Environmental funding will not be granted if such an advisory meeting has not been held.

Application

Application shall be in the form of ONE project application which must be submitted to the FFG. The following documents must be uploaded as attachments in eCall:

- A detailed project description of the planned demonstration facilities to be funded by KPC. The additional specifications are designed to enable KPC to assess the demonstration parts and the expected environmental effects.
- A cost plan for the demonstration part.

The templates can be found in the Download Center of the call.

The following supplementary information is required:

- Cost of facility broken down into trades/items, assembly costs, planning costs.
- Quotations must be provided for third-party services (must be available by the date of the final accounts at the latest).
- Comprehensible description and quantitative prediction of the environmental effect; the environmental effect is shown by comparing the demonstration facility to the status quo or a reference plant producing the same output using conventional technologies (example: comparison of energy consumption [MWh/a] by energy source before and after the implementation of the demonstration facility).
- Presentation of the feasibility and market potential of the demonstration plant.
- Feasibility analysis with operating costs and profits of the demonstration facility in comparison to the status quo or a reference plant.

If no information on the exact environmental effect and the costs of the demonstration facility is available on submission of the proposal, the applicant must provide reasonably substantiated estimates.

Procedure after project submission

Please consult the relevant Technical Guidelines (see Chapter 4.1) for more information about the project selection procedure following submission of the application. Projects involving applications for both R&D funding and environmental funding will additionally be sent to Kommunalkredit Public Consulting GmbH (KPC) for further processing. Experts from KPC will check compliance with the funding requirements and prepare a funding proposal for the investment cost portion.

If necessary, the relevant funding agency may contact applicants directly to request additional information.

If the project receives additional funding from KPC, two funding contracts will be drawn up:

- FFG funding contract for R&D-related costs
- KPC funding contract for investment costs in accordance with the Guidelines for Environmental Assistance in Austria

Further information regarding environmental funding can be found on the

[KPC website detailing the funding of other environmental measures](#)

and on the

[KPC website detailing environmental funding for businesses](#)

Eligible costs

Industrial Research FFG	Experimental Development FFG	Demonstration Facility KPC
<p>“Industrial Research” denotes planned research or critical investigation to acquire new knowledge and abilities. The aim is to develop new products, procedures or services or to effect significant improvements to existing products, procedures or services. This includes the creation of parts of complex systems necessary for industrial research and in particular for the validation of technological fundamentals.</p>	<p>“Experimental Development” denotes the acquisition, combination, formation and use of existing scientific, technical, economic and other relevant knowledge and abilities in the development of plans or concepts for new, modified or improved products, procedures or services.</p> <p>It also includes, for example, other activities for the definition, planning and documentation of new products, procedures and services as well as the preparation of drafts, sketches, plans and other documentation, provided these are not intended for commercial purposes.</p>	<p>“Demonstration Facilities” as specified in the Funding Guidelines for Environmental Assistance in Austria (UFI) are of a highly innovative character. They go beyond standard technologies and serve to demonstrate and introduce new or substantially improved technologies.</p> <p>Demonstration facilities can only be funded by KPC under the Zero Emission Mobility programme if they are directly based on the research activities carried out as part of the project submitted. The expected environmental effect can be assessed and quantified. Investments immediately required for achieving the environmental effect are eligible for funding.</p>

If the funded measure qualifies as an energy-saving measure in terms of end consumption according to the Federal Energy Efficiency Act (EEffG), it will be credited to the Climate and Energy Fund as a strategic measure according to Sec. 5 (1) 17 of the EEffG in proportion to the funding granted. Obligated third parties may claim

the eligible measures (in whole or in part) only for the part of the project costs exceeding the funding granted by the Climate and Energy Fund. This applies in particular if the measures are transferred by the funding recipient to the third party for the purpose of allowing them for individual obligations according to Sec. 10 EEffG.

5.0 Legal Aspects

5.1 Data protection and confidentiality

The FFG is under a legal obligation to maintain secrecy concerning company and project information pursuant to Sec. 9 (4) of the Austrian Research Promotion Agency Act (FFG-G, Federal Law Gazette BGBl. I No. 73/2004). External experts who are involved in the assessment of projects as well as Kommunalkredit Public Consulting GmbH (KPC) are also subject to confidentiality obligations with respect to company and project information.

Personal data will be processed pursuant to Art. 6 et seq. of the General Data Protection Regulation (EU) 2016/679:

- for compliance with legal obligations to which the FFG, KPC and the Climate Fund are subject (Art. 6 (1) (c) GDPR,
- if no legal obligation exists, for the purposes of the legitimate interests pursued by the FFG, KPC and the Climate Fund (Art. 6 (1) (f) GDPR), namely conclusion and processing of the funding contract and for control purposes.

This use may mean that the data must be transferred or disclosed in particular to bodies and authorised representatives of the Court of Audit, the Federal Ministry of Finance and the EU. There is also the possibility to obtain information from the transparency portal according to Sec. 32 (5) of the Transparency Database Act (TDBG 2012).

All project applications submitted will only be forwarded to the persons responsible for the management of this RTI Initiative as well as to the programme owner. All persons involved are bound by strict confidentiality rules.

5.2 Legal basis

The following guidelines provide the legal basis for this Call:

- [Guideline of the Austrian Research Promotion Agency for the Promotion of Research, Technology Development and Innovation to Meet Social Challenges](#) (FFG Missions Guideline)
- Funding Guidelines for Environmental Assistance in Austria (UFI) as amended

The company size shall be established in accordance with the corresponding SME definition specified in EU competition law. More detailed information about the SME definition can be found on the [FFG website](#). All EU provisions shall be applicable as amended.

Research and development services shall be subject to the exemption provision of Sec 9 (12) of the Public Procurement Act (BVerG 2018).

5.3 Funding/Financing decision

The Board of the Climate and Energy Fund makes the funding decision based on the recommendations of the evaluation panel.

5.4 Publication of funding decision

In the event of a positive funding decision, the Climate and Energy Fund reserves the right to publish the name of the funding applicants, the funding decision, the rate and amount of funding granted as well as the title and a brief description of the project in order to pursue the Climate and Energy Fund's legitimate interests to ensure funding transparency (Art. 6 (1) (f) GDPR).

5.5 Open access – notes on publication

The projects funded under this Call and their results will be made available to the public in line with the general objectives and tasks of the Climate and Energy Fund as defined in Sec. 1 and Sec. 3 of the Climate and Energy Fund Act (KLI.EN-FondsG) and the special characteristics of the funding programme, which is specifically aimed at publishing project and contact data for the dissemination of project results, as well as the Recommendation of the European Commission (2012/417/EU) on Open Access. The open access provisions do not apply to confidential information (e.g. related to patent applications). The funding recipient is obliged to ensure that the reports submitted to the Climate and Energy Fund for publication do not contain any sensitive data (Art. 9 GDPR) or personal data about criminal convictions and offences (Art. 10 GDPR). The funding recipient is also obliged to obtain all other approvals and consents from third parties (including but not limited to image rights) that are required for lawful publication by the Climate and Energy Fund and to indemnify and hold harmless the Climate and Energy Fund in this respect.

Since the dissemination of the project results is an essential purpose of this funding programme, the Climate and Energy Fund will publish these project results and project information in order to pursue its legitimate interest to ensure funding transparency and to fulfil the objectives of the Climate and Energy Fund (Sec. 1 and Sec. 3 of the Climate and Energy Fund Act, KLI.EN-FondsG) (Art. 6 (1) (f) GDPR).

Visibility and easy availability of innovative results are essential to increase the impact of the programme. Where possible, all project results achieved under this RTI Initiative will thus be published and made available by the Climate and Energy Fund in accordance with the principle of open access. To be able to present the project results in a clear and comprehensible manner, instructions for public relations on projects funded under the call are made available in a "Guide for Project Reporting and Public Relations", which also forms an integral part of the agreement.

6.0 Contact

Programme lead

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Further funding opportunities

[EBIN – Zero-emission buses and infrastructure](#)
[ENIN – Zero-emission commercial vehicles and infrastructure](#)
[Energy and Environmental Research](#)
[Mobility of the Future](#)
[Smart Cities Demo](#)

Funding agency for investment costs

Kommunalkredit Public Consulting GmbH
Türkenstraße 9, 1090 Vienna
DI Wolfgang Löffler, MSc
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Email: w.loeffler@kommunalkredit.at
www.public-consulting.at

Annex 1: Check list for submission

The formal check serves to examine the funding and financing applications for accuracy and completeness. Please note: **If the formal requirements are not met and the deficiencies cannot be corrected, the funding**

or financing application will be excluded from the further procedure and will be formally rejected without exception in accordance with the principle of equal treatment of all applications.

Formal check – check list for funding and financing applications

Criteria	Items checked	Can deficiency be corrected?	Consequence
Project description is complete and the correct language is used.	The online Project Description form must be completed in full. Language: English	no	Rejection for formal reasons
Obligatory annexes have been attached.	If KPC funding is requested: UFI Project Description and Cost Plan have been submitted.	yes	Rectification via eCall after submission
The funding applicant is eligible to submit an application.	See Technical Guidelines of the funding instrument	no	Rejection for formal reasons
For consortia: The project partners are eligible to participate.	See Technical Guidelines of the funding instrument	no	Rejection for formal reasons
Minimum requirements for the consortium	See Technical Guidelines of the funding instrument	no	Rejection for formal reasons
Obligatory preliminary meeting for Flagship Projects	The obligatory preliminary meeting for Flagship Projects took place until 16 September 2022 at the latest.	no	Rejection for formal reasons

Annex 2:

Criteria for hydrogen from renewables

The vehicles used for all projects and zero emission technologies must be powered exclusively by renewable energy. For hydrogen projects, it should be noted that the RED II Directive (EU) 2018/2001 stipulates strict criteria for qualifying hydrogen as renewable hydrogen. RED II already defines the basic requirements and conditions under which renewable fuels of non-biogenic origin, such as hydrogen, must be manufactured in order to count towards the RED II targets. Specific details, in particular those stipulating the conditions under which the electricity used for hydrogen electrolysis qualifies as renewable in terms of RED II, are specified by the EU Commission in two delegated acts, which have not yet come into force at the launch of this Call. Accordingly, the criteria for hydrogen are not applied in this Call.

However, we expressly recommend the following:

- Examine the RED II Directive guidelines because only RED-compatible hydrogen will be sustainable over the long term. From today's standpoint, the RED II criteria for producing renewable hydrogen are extremely challenging.
- Plan your project so that it can be converted to RED compatibility over the medium term. However, there is no intention to introduce an obligation to convert as a criterion for funding.
- Furthermore, future legal requirements based on RED regulations may result in hydrogen which fails to qualify as renewable hydrogen according to RED criteria being subsequently classified as fossil hydrogen, so that the distributor of the hydrogen could be obliged to compensate with other forms of renewable energy.

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