

Austrian Electric Mobility Flagship Projects

Taking new paths

6th Call

Submission deadline: 19 February 2015, 12:00

This Call relates to Section 2.1 “Electric Mobility Flagship and Demonstration Projects” of the 2014 Annual Programme of the Austrian Climate and Energy Fund.



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Preface

The Climate and Energy Fund has supported innovative and implementation-oriented projects through the “Austrian Electric Mobility Flagship Projects” programme since 2009. These projects have made a significant contribution towards positioning Austria and Austrian companies in the developing electric mobility market.

Recent years have seen a rapid change in the electric mobility sector, which is quickly evolving from what was predominantly a research area towards market introduction. This was also targeted in the funding programme’s previous calls. Whereas in the beginning technological issues were the main focus, today the entire system is taken into consideration – from the vehicle to infrastructure issues through to novel business models.

In 2014 a strategic perspective of the programme was defined for several years. The next four calls will focus on range and costs as well as on production and design of electrically operated vehicles and the necessary infrastructure. Also issues of recycling and reuse of components will be covered, which will gain importance in the future. The long-term predictability of the programme is an important step to support the acceleration of the market launch of electric mobility within the next few years.

We cordially invite you to submit your innovative project proposal and would be delighted if it serves the further development of electric mobility, bringing it closer to the market and thus strengthening Austria as a technology centre.



Theresia Vogel
Managing Director Climate and Energy Funds



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1.0 Key Items at a Glance

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

The present Call is embedded in a long-term strategy of the funding programme, which defines the key topics for a period extending to 2017.

An amount of 3 million euros in funding is available for the 6th Call.

These funds are intended to support a flagship project with a focus on "Low-Emission Electric Vehicles". Submitted proposals should aim to significantly improve

the energy efficiency and energy storage of electric vehicles along the entire life cycle and value chain. To achieve this aim, the project should involve participation of innovative small and medium-sized enterprises (SMEs).

The 6th Call will also provide financing for a study (R&D Service) designed to analyse Austrian expertise and demand for intelligent production technologies and processes to be deployed in the manufacture of electric vehicle and infrastructure components.

The full set of project proposals and applications for financing must be submitted via eCall (<https://ecall.ffg.at>) by the submission deadline of 19 February 2015, 12:00.

Please note:

If the application does not meet the formal requirements for project submissions in accordance with the conditions and criteria of the respective funding/financing instrument 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. A detailed check list specifying the conditions and criteria of the respective funding/financing instrument can be found at the beginning of the relevant application forms (Project Description).

Overview		
Instrument	Flagship Project Large-scale research and demonstration project	R&D Service Provision of a defined R&D service
Research category	Industrial Research and/or Experimental Development Both research categories can be included in one project; industrial research must not exceed 15 % of overall project costs. If both research categories are included, the individual Work Packages (WP) must be assigned to the corresponding categories.	none
Min. funding amount (€)	min. € 2 million	none
Max. financing amount (€)	none	€ 100.000 excl. VAT
Funding/Financing rate	max. 80 %	max. 100 %
Available budget	€ 3 million	
Duration	2 to 4 years	1 year
Cooperation required	Yes, see Technical Guidelines	no
Submission deadline	19 February 2015, 12:00	
Language	English	
Contact	DI Ralph Feichtinger Telefon: ++43 (0) 577 55-5044; ralph.feichtinger@ffg.at Email: leuchttuerme-e-mobilitaet@ffg.at	
Information on the Web	http://www.ffg.at/technologische-leuchttuerme-der-elektromobilitaet-0	

2.0 The Funding Programme

2.1 New focus for the next years

The “Austrian Electric Mobility Flagship Projects” programme has already provided funding for nine innovative projects resulting in the successful development of future-oriented solutions (see <http://www.klimafonds.gv.at/unsere-themen/e-mobilitaet/leuchttuerme/>). Following 5 successful calls since 2009, the funding programme will have a new focus for the coming years. The aim is to define **clear transport and technology policy expectations** and to ensure **long-term projectability** for funding recipients. The core of the research programme remains the **systemic perspective** – funded flagship projects should not primarily focus on the development of individual components but on the **system integration** of developed technologies and should demonstrate Austrian technology expertise and innovative system design strengths in the field of electric mobility by drawing on the expertise of complementary partners.

2.2 Strategic objectives of the programme

In Austria, electric mobility is embedded in an inter-modal mobility system made up of trains, electric utility vehicles, electric buses and electric cars as well as electric scooters and e-bikes on the basis of smart grids and charging infrastructures¹. The “Austrian Electric Mobility Flagship Projects” programme aims to support the development of solutions for the creation of an affordable, environmentally-friendly and efficient mobility system. In line with ensuring the Climate and Energy Fund’s policy of achieving greatest possible relevance in terms of climate protection, the programme has a **technologically neutral** focus on electric vehicles with largely emission-free driving modes (BEV, REX, PHEV, FCHEV).

The programme thus contributes towards meeting the following strategic goals:

Transport policy goals

Austria is fully committed to meeting the goal laid down in the White Paper on Transport 2011² adopted by the European Commission of reducing carbon emissions in the transport sector by 60 per cent by 2050. The share of conventionally-fuelled cars in urban transport is to be halved by 2030 and completely eliminated by 2050. The aim is also to achieve largely carbon free urban logistics in larger urban centres by 2030.

The Austrian Transport Master Plan³ stipulates that by 2025 CO₂ emissions are to be reduced by 19 percent, particle matter emissions (PM_{2.5}) by around 50 percent and NO_x emissions by up to 70 percent compared with 2010. It is not possible to achieve any of these objectives without **alternative drive systems**, without **new technologies** and in particular without a **change in mobility behaviour**. “Austrian Electric Mobility Flagship Projects” aim to develop and demonstrate relevant solutions.

Technology policy goals

Electric mobility cuts across the transport, infrastructure, technology, energy and environment sectors and is thus of key importance as a business and location factor for Austria. **Electric mobility solutions developed in Austria** enable the successful international positioning of Austrian cutting-edge technology and also open up new market opportunities for e.g. Austrian automotive supply, electronics and energy supply industries. According to the Austrian study “Electric Mobility as an Economic Opportunity”⁴, the overall effect of electric mobility is estimated to have a **value added** of 2.9 billion euros and provide jobs for 35,600 full-time employees by 2030. The “Austrian Electric Mobility Flagship Projects” programme aims to **strengthen technological development potential** in the fields of e.g. energy storage systems, components, lightweight construction or integration in the overall transport system. A clear focus thus remains on the **international character** of the programme and on the **interoperability** and **exploitation potential** of the technologies developed.

¹) http://www.bmvit.gv.at/verkehr/elektromobilitaet/downloads/emobil_umsetzungsplan.pdf

²) <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:EN:PDF>

³) http://www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/downloads/gvp_gesamt.pdf

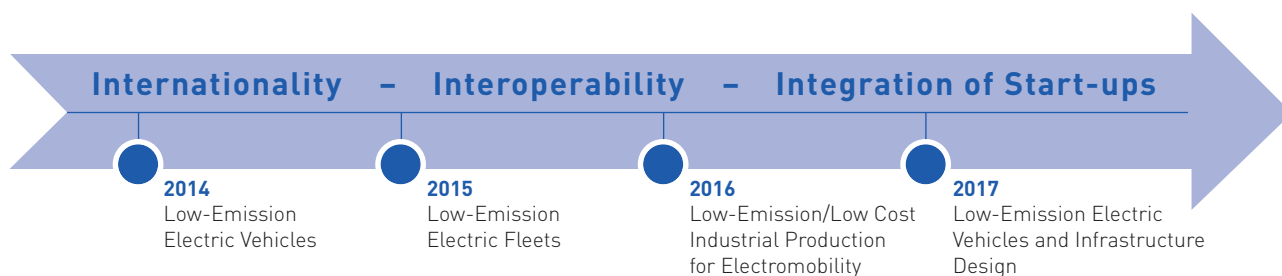
⁴) http://www.e-connected.at/userfiles/elektromobilitaetsstudie_kurz.pdf

Taking into account Austrian economic structure, the programme also places an emphasis on the involvement of **small and medium-sized enterprises and actively supports the integration of start-ups.**

Projectability for funding recipients⁵

The “Austrian Electric Mobility Flagship Projects” programme will provide **continual support for the development and demonstration of the technologies and systems** required for electric and partly-electric drive systems and applications in the period to 2017. This includes **energy storage systems, drivetrain technologies, lightweight construction, solutions for the overall integration in vehicle and**

energy systems, fleet management, new vehicle concepts, solutions for integration in the transport system, smart production systems as well as solutions aimed at influencing user behaviour. The programme’s next four calls will aim to cover the entire scope of electric mobility – from development through to near-market demonstration, from vehicle and infrastructure through to the user, from development to production processes through to the design of new vehicle types. This means that the programme will address all aspects of the electric mobility system in the course of the next years, while also providing proposers the opportunity to focus on one of the four call topics planned for the coming years.



2014 – „Low-Emission Electric Vehicles“

- Demonstration and system integration of newly developed components for full and partially electric vehicles with the aim to increase the energy efficiency of the vehicle and to improve the energy storage system.
- Invitation to tender for an economic impact study on production technologies for electric mobility systems
Funding budget: € 3 million

2015 – „Low-Emission Electric Fleets“

- Development and demonstration for applications for full and partially electric vehicle fleets in urban areas.
- Start-up initiative for the 2017 topic “Low-Emission Electric Vehicle and Infrastructure Design”
Funding budget: € 5 million

2016 – „Low-Emission/Low Cost Industrial Production for Electromobility“

Intelligent technologies and processes for industrial small, medium and large-scale production of full and partially electric vehicles and electrical infrastructure.

2017 – „Low-Emission Electric Vehicle and Infrastructure Design“

Development of new vehicle and infrastructure concepts for use in electromobility.

Supporting regulatory and public policy measures promoting electric mobility are needed to make a contribution towards meeting the above mentioned objectives. The projects may also contribute to the development of such measures. There is thus close collaboration between the “Austrian Electric Mobility Flagship Projects” programme and all key players working on the introduction of full and partially electric vehicles in the mobility system.

⁵ The description and diagram below illustrates the plans of the funding provider and does not infer any legal right to specific call topics, submission options or project funding. Subject to change.

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). In 2014 the “Mobility of the Future” programme will launch a call for cooperative projects dealing with vehicle technologies in the field of fuel cells and hydrogen. Technology-related funding for R&D projects focusing on energy and mobility issues is available under the “Energy Research Programme 2014 of the Climate and Energy Fund”. Implementation measures for intelligent transport systems are covered by the programme “Implementation Measures from the ITS Action Plan”. In the “Production of the Future” programme central questions of the producing industries are treated, with emphasis on the production of competitive products and increasing productivity to ensure sustainable economic growth in Austria.

Relationship to the calls “Model Regions of Electric Mobility”, “klimaaktiv mobil”, “Smart Cities – Intelligent Cities in Europe”, and the “Energy Research Programme 2014 of the Climate and Energy Fund”

- “Model Regions of Electric Mobility” and “klimaaktiv mobil” provide funding for projects that make commercial technologies and electromobility services

available to a wider public via business and use models and support communities and companies in fleet conversion. The “Austrian Electric Mobility Flagship Projects” programme, in contrast, provides funding for the development and demonstration of prototype solutions that are not yet available on the market. An exchange of knowledge between flagship projects and stakeholders of model regions and other electric mobility initiatives is recommended in order to facilitate market introduction.

- The “Smart Cities Initiative” of the Climate and Energy Fund aims to initiate large demonstration and pilot projects integrating existing and largely mature technologies and systems into innovative, interactive overall systems. A regular exchange of knowledge between flagship projects and stakeholders of the Smart Cities Initiative is recommended in order to promote the transfer of know-how.
- The “Energy Research Programme 2014 of the Climate and Energy Fund” focuses on sub-systems of smart energy grids. The results of these projects should be taken into account in project submissions to the 6th Call of the “Austrian Electric Mobility Flagship Projects” programme.

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.

3.0 The Call

3.1 Call objectives

The 6th Call of the “Austrian Electric Mobility Flagship Projects” programme focuses on “Low-Emission Electric Vehicles”. It is aimed at achieving an increase in energy efficiency of the entire vehicle and an improvement in the energy storage systems for full and partially electric vehicles (incl. ancillary systems such as energy converters, battery management systems, electronics etc.) in order to extend the range of such vehicles and reduce costs. Existing and new components should be combined in a significantly improved integrated system whose functionality is to be demonstrated as part of the project.

A further objective of the Call is the involvement of small and medium-sized enterprises (SMEs) or start-ups as possible future component developers, suppliers or key players in business models.

The Call also envisages the involvement of international partners and/or networking with major existing initiatives and projects (see also 2.3).

3.2 Call content

3.2.1 Flagship Project

Individual components of full and partially electric vehicles continue to be decisive in terms of determining the range and costs of such vehicles. Basic research and development of new components and systems for electric vehicles has already been promoted by various funding programmes. If it is possible to combine existing and new solutions in an optimised integrated system this will enable the range of the vehicles to be increased and their overall costs to be reduced thus considerably enhancing their attractiveness and helping to accelerate time-to-market for e-mobility.

This Call thus seeks to encourage the submission of projects which integrate existing and new solutions in an overall system to achieve a significant increase in

energy efficiency and a significant improvement in energy storage (incl. ancillary systems such as energy converters, battery management systems, electronics, ICT, etc.) of full and partially electric vehicles⁶ as well as a reduction in vehicle costs.

In order to achieve a simultaneous increase in efficiency and performance in the vehicle energy system and a reduction in costs, the energy system must be regarded as an integrated system throughout the entire value chain and over the entire life cycle in a convincing integrative flagship project. Project proposals must therefore take into account the following life cycle from a technical and economic perspective:

- Integration of existing and new solutions in an overall system. This can, for example, include high performance energy storage systems and/or energy converters, new or improved materials and/or components, new or improved management systems for energy storage as well as interfaces and system integration measures.
- Consideration of possibilities and costs of future mass production right during the development of systems and technologies.
- Development of prototypes, including testing and demonstration.
- Integration of the new solutions in a complete vehicle.
- Development of systems and business models for secondary use of the vehicle's energy components, for example in stationary applications. The actual service life of the components can thus be extended. The secondary use of components can also reduce costs for vehicle owners.
- Recycling of components: storage and energy systems of vehicles contain valuable raw materials. If the design and manufacturing of the systems allow for easy recovery this also enables profit from waste materials to be used to reduce the costs of the vehicle's storage and energy systems.

⁶) Partially electric vehicles in the sense of this Call include REXs, PHEVs and FCEVs but not HEVs, which are not the focus of this Call.

Applicants are explicitly encouraged to also take into account further innovative aspects beyond those described here which serve the purposes of this Call.

In order to involve SMEs as potential future component developers, suppliers or key players in business models at an early stage, they should already be taken into account in the project consortium. Project proposals must therefore prove the involvement of innovative SMEs or start-ups beyond the relevant formal requirements of the funding instruments (indicators: number of SMEs, SME share in project costs, knowledge transfer to SMEs). Alongside the inclusion of such companies as direct partners, applicants are also encouraged to use innovative participation models (e.g. ideas competitions, supplier events etc.).

In addition to research and development work, submitted projects must also include a demonstration part in which the functionality and applicability of the developed solutions is tested and proven.

Project proposals must present:

- a clear, quantified starting basis for the planned developments, based on the current state of knowledge and technology (current costs, current efficiency levels, technology readiness level etc.) and
- clear, quantified project goals (target costs, ranges, emissions, technology readiness level, etc.)

3.2.2 R&D Service

Recent years have seen rapid development in the electric mobility sector. New vehicles have come onto the market, charging infrastructures have been developed and new business models created. Alongside the development of new systems and solutions, smart, resource-efficient and affordable manufacturing processes are thus of growing importance in this rapidly expanding market. Although strategic innovation projects for intelligent, resource-saving and cost-effective production are supported within the funding programme "Production of the Future", there exist no sector-specific studies that examined these questions for the topic of electric mobility to identify future requirements.

Objective

This call invites tenders for a study analysing the specific status of manufacturing technologies and processes for electric mobility systems (but not for production in general), identifying future requirements and deriving the strengths and opportunities for Austria as a business location.

The study should answer the following questions:

- Which specific manufacturing technologies and processes are currently required for electric vehicles and charging systems as well as for the relevant components? Which specific manufacturing technologies and processes will be required in the future?
- Do currently specific manufacturing technologies and processes exist, which are decisive in terms of pricing and production levels of electric vehicles and charging systems?
- Which manufacturing technologies and processes may be decisive in future?
- In which of the identified manufacturing technologies and processes do Austrian companies possess specialised expertise and have a lead over international competitors?
- What is the value added potential in Austria for smart manufacturing processes and technologies for the flexible and competitive small, medium and large-scale production of electric vehicle components, electric vehicles and electrical infrastructure?
- In which areas do Austrian SMEs have particular strengths and potential in this sector?
- Which opportunities arise through the redesign of existing value chains and the emergence of new markets in the electric mobility sector for start-ups (ie start-ups with focus on production)?
- Which manufacturing technologies and processes should be supported in their development in order to enable Austrian companies to play a more important role in the manufacture of electric mobility components in the future?
- Is there a need for an Austrian test centre for prototype manufacturing in the electric vehicle component sector? If so, in which technological areas?

Methods

The tender must contain well-defined and clear descriptions of the methodological approaches. Both scientific and practice-oriented methods must be included, for example literature searches, interviews, information from companies, calculations, scenarios etc.

The surveys shall involve the relevant key players and stakeholders (e.g. industrial companies, technology providers, planners). Expressions of interest underlining the active participation of key players increase the relevance of the tender. Synergies with ongoing and completed research projects as well as with similar initiatives in Austria and abroad are actively encouraged.

Qualification of tenderer

The tenderer must provide evidence of technical and scientific experience in the following fields:

- experience with electromobility systems and technologies
- experience with production technologies and processes

- knowledge of international developments in the two above fields
- experience in analysing economic potentials of different sectors and technologies
- experience in processing information for decision making

The formation of consortia covering different requirements is expressly encouraged.

Supplementary information

The Climate and Energy Fund will provide financing for only one project. The maximum budget for this R&D Service is € 100,000 (excl. VAT).

The study must be written in English and German. The tender must be submitted in English.

4.0 Administrative Information

4.1 Call documents

Applications must be submitted exclusively **via eCall** at <https://ecall.ffg.at>. The **project description** (scientific application for funding/financing) and the **cost plan** (spreadsheet part of the application for funding/financing) must be attached to the electronic application using the eCall upload function.

Applicants are requested to use the templates provided.

Special attention should be paid to quantifying the project objectives. Please do not exceed the maximum number of pages per chapter specified in the application forms.

The funding/financing conditions, application procedure and funding/financing criteria are described in the corresponding **Technical Guidelines**. The relevant documents are summarised in the following.

Overview of call documents		
download at: https://www.ffg.at/ausschreibungen/Downloadcenter_6.AS_LT-Emobilitaet		
Flagship Project	– Technical Guidelines for Flagship Projects _____	PDF
	– Project Description for Flagship Projects _____	Word
	– Detailed Cost Plan (by partner) _____	Excel
	– Cumulative Cost Plan (overview) _____	Excel
	– Declaration of SME Status (if required)* _____	Excel
R&D Service	– Technical Guidelines for R&D Services _____	PDF
	– Tender _____	PDF
	– Detailed Cost Plan (by partner) _____	PDF
	– Cumulative Cost Plan (overview) _____	PDF
	– Model Contract _____	PDF
General cost regulations	– Cost Guidelines_1.4	
	(Guidelines for the Accounting of Project Costs) _____	PDF

* If there is no information available in the Austrian Business Compass (e.g. for associations and start-ups), a Declaration of SME Status must be provided upon submission of the proposal. In the template provided by the FFG, applicants must (as far as possible) categorise their business for the last three years according to the SME definition.

4.2 Supplementary provisions for R&D Services

Please note that the financing of R&D Services falls under the exemption provision of Sec 10 para 13 of the 2006 Public Procurement Act (BVerG) and is thus subject to a tendering process.

The tender must therefore include all information relevant for the assessment in accordance with the requirements specified in the present document.

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

Requests for supplementary information about the R&D Service tendered for shall be sent exclusively by e-mail to FFG (leuchttuerme-e-mobilitaet@ffg.at) by 16 January 2015, 12:00 at the latest, specifying the sender address (e-mail). The Climate and Energy Fund and the FFG will answer the requests as soon as possible, but by 30 January 2015 at the latest. The questions and answers will be published on the

websites of the Climate and Energy Fund and the FFG. Requests for information cannot be accepted after that date. The Climate and Energy Fund and the FFG will not comment on the evaluation of the tenders submitted during the tendering process.

4.3 Obligatory preliminary meeting for 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 Transport, Innovation and Technology (BMVIT) and the Austrian Research Promotion Agency (FFG) **by 16 January 2015 at the latest**. Applicants are requested to contact the FFG to arrange a date for the meeting. Applications for flagship projects submitted without having conducted a preliminary discussion will be rejected for formal reasons. If the proposal also includes an application for funding according to 4.4 the meeting will also be attended by Kommunal-kredit Public Consulting (KPC), or a separate meeting must be arranged with KPC (see 4.4).

4.4 Environmental funding managed by KPC for Flagship Projects

Flagship projects that receive funding from the Climate and Energy Fund and include at least one Work Package qualified as experimental development can also be managed by FFG in cooperation with Kommunal-kredit 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 of the Programme for Environmental Funding in Austria (UFI). Both is financed by means of the programme for Flagship Projects. Demonstration facilities submitted for additional environmental funding under the “Austrian Electric Mobility Flagship Projects” programme must be of key importance to the relevant research project. The research and development activities must constitute the prerequisite for the investment for which environmental funding is sought.

Demonstration facilities as specified in the Funding Guidelines of the Programme for Environmental Funding 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 energy consumption, innovative supply of renewable energy, reduction in noise, waste or air emissions) must

be able to be assessed and quantified 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 investment costs less the corresponding reference cost model according to the Funding Guidelines of the Programme for Environmental Funding in Austria. Later submission to other funding programmes and other funding agencies (business development funding - Austrian federal development and financing bank AWS; environmental funding - KPC) is possible and subject to the relevant funding conditions.

Obligatory preliminary meeting with KPC

If a proposal for a Flagship Project also involves funding of a demonstration facility in accordance with the Funding Guidelines of the Programme for Environmental Funding in Austria, a mandatory advisory meeting with experts from FFG und KPC must be held **by 16 January 2015 at the latest**, unless KPC has already participated in the preliminary discussion mentioned in 4.3. Applicants are requested to contact the FFG to arrange a date for the meeting. The advisory meeting serves to assess whether the planned investment is eligible for funding as a demonstration facility in the respective call by KPC. Environmental funding will not be granted if such an advisory meeting has not been held.

Application

The application shall be in the form of ONE project application which must be submitted to the FFG. In addition to the project description of the R&D part, the planned demonstration parts to be funded by KPC need to be listed in detail. The additional specifications are designed to enable KPC to assess the demonstration parts and the expected environmental effects.

The following supplementary information is required:

- Cost of facility broken down into trades/items, assembly costs, planning costs, own work capitalised; a separate cost sheet for the environmentally relevant additional investments (investment costs beyond standard technology reference facility) must be uploaded via eCall.
- In-house contributions must be costed at hourly rates and quotations must be provided for third-party services (must be available by the date of the final accounts at the latest).
- Clearly 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 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 4.1.) for more information about the project selection procedure following submission of the application. Flagship 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 then 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 environmentally relevant investment costs

Further information on environmental funding is available at:

http://www.publicconsulting.at/kpc/de/home/umwelt-frderung/fr_betriebe/weitere_frderungen/sonstige_umweltschutzmanahmen_in_betrieben

and

http://www.publicconsulting.at/kpc/de/home/umwelt-frderung/fr_betriebe/details/

The following table shows the types of costs eligible:

Industrial Research FFG	Experimental Development FFG	Demonstration Facilities 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.</p> <p>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 of the Programme for Environmental Funding 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 Austrian Electric Mobility Flagship Projects 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>

5.0 Legal Basis

Research funding is subject to the Guidelines for the Promotion of Industrial/Technological Research and Technology Development (RTD Guidelines) pursuant to Section 11 (1-5) of the Research and Technology Promotion Act (FTFG) of the Federal Minister for Transport, Innovation and Technology dated 19 November 2007 (file no. BMVIT-609.986/0011-III/12/2007) and of the Federal Minister for Economics and Labour dated 30 November 2007 (file no. BMWA-97.005/0002-C1/9/2007). (Link: www.ffg.at/Allgemeine-Richtlinien)

The company size shall be established in accordance with the corresponding SME definition specified in EU competition law (from 1 January 2005: SME definition according to Commission Recommendation 2003/361/EC dated 6 May 2003, Official Journal L 124 dated 20 May 2003, p. 36–41).

All EU regulations shall be applicable as amended.

Research and development services shall be subject to the exemption provision of Sec 10 (13) of the 2006 Public Procurement Act, Federal Law Gazette BGBl. I No. 17/2006 as amended by BGBl. I No. 15/2010 (hereinafter referred to as BVergG 2006).

Investment costs for demonstration facilities will be funded on the basis of the Guidelines of the Programme for Environmental Funding in Austria in accordance with the Environmental Aid Act (Federal Law Gazette BGBl. No. 185/1993) as amended.

Please note:

The legal basis for the present call applies until 31 December 2014. The national Funding Guidelines will be revised on the basis of the new EU state-aid provisions (General Block Exemption Regulation), dated on 1 July 2014. Funding contracts concluded after 1 January 2015 will therefore be subject to different regulations of European and national law.

This Guide for Proposers is published both in German and English, whereby in case of doubt the German version shall prevail.

6.0 Contact

Programme lead

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