

Austrian Electric Mobility Flagship Projects

7th Call

Submission deadline: 1 October 2015, 12:00



Vienna , April 2015

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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.

This and the next two calls will continue to support the development and demonstration of new solutions in the field of electric mobility. They will stress the systemic perspective and broaden the scope of topics to include questions relating to the manufacture and recycling of electrically driven vehicles. The 2015 Call focuses on the development and demonstration of fleet applications for electric and partially electric vehicles. This represents an important step towards increasing the attractiveness and thus accelerating the market penetration of electric mobility in the coming 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 hub.



Theresia Vogel
Managing Director Climate and Energy Fund



Ingmar Höbarth
Managing Director Climate and Energy Fund

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 5 million euros in funding is available for the 7th Call.

These funds are intended to support one or two flagship projects which will accelerate the deployment of electric and partially electric cars in vehicle fleets by integrating existing and newly developed solutions into an innovative

overall system. The projects should introduce technological and organisational innovations opening up new ways of commercially viable fleet operation of such vehicles without the need for public funding.

The funds will also be used to launch a start-up competition under the motto "Low-Emission Electric Vehicle and Infrastructure Design" in autumn 2015, for which a separate call will be published.

The full set of project proposals must be submitted via eCall (<https://ecall.ffg.at>) by the submission deadline of 1 October 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 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. A detailed check list specifying the conditions and criteria of the relevant funding instrument and the call can be found at the beginning of the relevant application forms (Project Description).

Funding may only be granted if it has an incentive effect. The new RTI Guidelines (Themen-FTI-Richtlinien) therefore require all project partners to declare via eCall whether the funding leads to a change in their behaviour.

Overview	
Instrument/Initiative	Flagship Project Large-scale research and demonstration project
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.
Min. funding amount for R&D part of the project	2 million
Funding rate	max. 80 %
Available budget	5 million
Project duration	2 to 4 years
Cooperation required	Yes, see Technical Guidelines
Submission deadline	01 October 2015, 12:00
Language	Englisch
Contact	DI Ralph Feichtinger Telephone: 05/77 55-5044; ralph.feichtinger@ffg.at Email: leuchttuerme-e-mobilitaet@ffg.at
Information on the Web	www.ffg.at/technologische-leuchttuerme-der-elektromobilitaet

2.0 The Funding Programme

2.1 Long-term orientation since 2014

The “Austrian Electric Mobility Flagship Projects” programme has already provided funding for numerous innovative projects resulting in the successful development of future-oriented solutions (see www.klimafonds.gv.at/unsere-themen/e-mobilitaet/leuchttuerme). In 2014, the programme focus was changed with the aim of defining **clear transport and technology policy expectations and enabling long-term projectability** for funding recipients. The core of the research programme remains the **systemic perspective** – 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, buses and cars as well as electric scooters and 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” therefore 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 a range of industrial sectors, such as the 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. 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**.

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

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

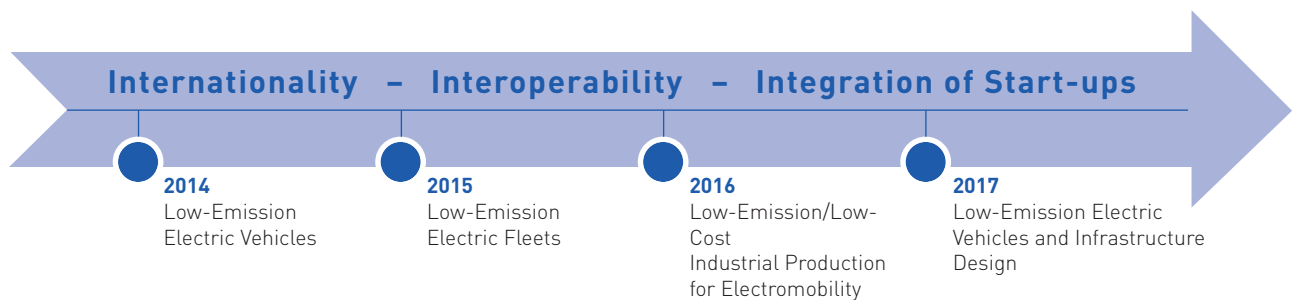
3) www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/downloads/gvp_gesamt.pdf

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

Projectability for funding recipients⁵

The “Austrian Electric Mobility Flagship Projects” programme provides **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 from 2014 to 2017. This includes **energy storage systems, drive-train 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 last years, the actual and the next two calls 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 over the years, while also providing proposers with the opportunity to focus on one of the specific topics covered by the calls.



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 improve the energy storage system.
- Invitation to tender for an economic impact study on production technologies for electric mobility systems.

2015 – Low-Emission Electric Fleets

- Development and demonstration of vehicle fleet applications for electric and partially electric cars.
- 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 electric and partially electric vehicles and electrical infrastructure.

Planned funding budget: 5 million

2017 – Low-Emission Electric Vehicles and Infrastructure Design

Development of new vehicle and infrastructure concepts for use in electric mobility.

Planned funding budget: 5 million

The projects may also contribute towards the development of the **supporting regulatory and public policy measures promoting electric mobility** that are needed to meet the above mentioned objectives. There is thus close collaboration between the “Austrian Electric Mobility Flagship Projects” programme and all key players working on the introduction of electric 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). The development of components for alternative drive systems is supported through the “Mobility of the Future” programme (research theme “Vehicle Technologies”). Implementation measures for intelligent transport systems are covered by the programme “Implementation Measures from the ITS Action Plan”. The “Production of the Future” programme of the Federal Ministry for Transport, Innovation and Technology (BMVIT) addresses key topics of the manufacturing industry with a focus on competitive products and enhanced productivity in order to safeguard sustainable economic growth in Austria. The programme “E-Mobility for All: Urban Electric Mobility” builds on the concept and approach of the “Austrian Electric Mobility Flagship Projects”. Its thematic focus is the demonstration and testing of user-friendly, systemic solutions for new e-mobility services in the fields of para-public transport and electric car sharing models, both in an urban context.

Relationship to the calls “Model Regions of Electric Mobility”, “klimaaktiv mobil”, “Smart Cities – Intelligent Cities in Europe”, and the “Energy Research Programme 2015 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 by providing financial support for vehicle purchase. 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 2015 of the Climate and Energy Fund” supports the development of energy-efficient products and system solutions as well as research into efficient and sustainable energy systems.

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 7th Call of the “Austrian Electric Mobility Flagship Projects” programme focuses on “**Low-Emission Electric Fleets**” with the aim of drastically reducing greenhouse gas emissions caused by Austrian vehicle fleets. In order to achieve this objective, existing and newly developed technological and organisational solutions and business models are to be combined into an overall system enabling commercially viable fleet operation of electric vehicles in the medium term without public funding.

A further objective of the Call is to involve small and medium-sized enterprises (SMEs) or start-ups in the projects.

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

Vehicle fleets are seen as key to the introduction of electric mobility. Although several projects have already developed approaches to shared-use, energy-efficient route planning, smart charging and other aspects of fleet applications, electric vehicles are establishing themselves in large fleets and different vehicle classes quite slowly. This slow uptake is mainly due to cost issues, user concerns, vehicle availability and practical problems.

Against this background the Call asks for proposals that significantly accelerate the deployment of electric and partially electric vehicles in fleets by integrating existing and newly developed solutions and business models into an innovative overall system. The projects should also allow a commercially viable operation of such vehicles in fleets without public funding.

Fleets in the sense of this Call include vehicles for both personal and freight mobility, passenger cars and two-wheelers. Partially electric vehicles in the sense of this Call include PHEV with a minimum electric range of 50 km and FCEV, while HEV are not the focus of this Call.

The following aspects, e.g., may be combined into a convincing integrative flagship project designed to achieve the above objectives:

- Development of a new fleet concept and innovative operator and business models for fleets. This may include the creation of fleet services or shared use models. For example, a company may share its fleet vehicles not needed at the moment with other companies/organisations, thus enabling more cost-efficient fleet operation. Implementation of such cross-organisational fleet solutions requires appropriate business models, reservation and billing systems as well as efficient route planning and logistics solutions that meet the specific requirements of electric mobility.
- Development of a suitable vehicle management: procurement, innovative maintenance and servicing systems, reuse and recycling of vehicles.
- Development of new logistics, disposition and routing solutions for mixed or purely electric mobility fleets.
- Further development of electric vehicles for specific deployment in fleets for freight or passenger transport (adaptation, retrofitting, integration of existing solutions into an overall vehicle. Electric vehicles that are already on the market and do not require R&D adaptation can be submitted to the “klima-aktiv mobil” funding programme).
- Technology development of charging infrastructure, smart access to and use of charging infrastructure.
- Connection of vehicle fleets to other transport modes.
- Integration of user behaviour and user requirements.
- User engagement and user training.
- Systems and solutions for cost-benefit optimisation of vehicle fleets.
- Suggestions for adapting the legal framework/ public sector incentives and for innovative transport concepts by incentivising electric vehicle fleets.

Special focus should be placed on combining these and other innovative aspects into a commercially viable overall solution for the integration of electric and partially electric vehicles into fleets.

The projects submitted are required to complement the research and development work with a demonstration component. A demo fleet⁶ of at least 20 vehicles must be selected from an existing fleet at the start of the project. The solutions to be developed in the project must be implemented in this demo fleet, which has to be adapted accordingly. In subsequent operational deployment the demo fleet must achieve a 40 % reduction in greenhouse gas emissions as compared to its CO₂ emissions at the start of the project as well as commercially viable operation. If the demo fleet includes commercial vehicles over 3.5 tonnes this part of the demo fleet must achieve a 20 % reduction in greenhouse gas emissions as compared to its CO₂ emissions at the start of the project as well as commercially viable operation.

In order to involve SMEs as potential stakeholders 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).

Project proposals must present:

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

⁶) The demo fleet may include vehicles from one organisation, but may also comprise fleet vehicles from several organisations. The purchase of electric vehicles is not intended in the course of this Call.

4.0 Administrative Information

4.1 Call documents

Applications must be submitted exclusively **via eCall** at <https://ecall.ffg.at>. The **project description** (funding application) and the **cost plan** (spreadsheet part of the funding application) 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 conditions, application procedure and funding criteria are described in the corresponding **Technical Guidelines for Flagship Projects**. The relevant documents are summarised in the following.

Overview of call documents	
download at: www.ffg.at/7.AS_LT_Emobilitaet/downloadcenter	
Flagship Projects	– Technical Guidelines for Flagship Projects 2.0 _____ 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
General cost regulations	– Cost Guidelines_2.0
	(Guidelines for the Accounting of Project Costs) _____ PDF

* If there is no information available in the Austrian Business Compass, 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 Obligatory preliminary meeting

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 1 September 2015 at the latest**. Applicants are requested to contact the FFG in due time to arrange a date for the meeting. The preliminary meeting helps to provide optimal support to the applicants in preparing their project proposals. 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 4.3 the meeting will also be attended by Kommunalkredit Public Consulting (KPC), or a separate meeting must be arranged with KPC (see 4.3).

4.3 Environmental funding managed by Kommunalkredit Public Consulting (KPC)

Flagship 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 of the Programme for Environmental Funding in Austria (UFI). Both funding components are provided by the present programme. 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 air emissions, noise or hazardous waste, reduction in energy consumption, innovative supply of renewable energy) 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 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 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 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 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 1 September 2015 at the latest**, unless KPC has already participated in the preliminary discussion mentioned in 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

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; a separate cost sheet

for the environmentally relevant additional investments (investment costs beyond standard technology reference facility) must be uploaded via eCall.

- 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 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 Programme for Environmental Funding in Austria

Further information on environmental funding is available at:

www.publicconsulting.at/kpc/de/home/umweltfrderung/fr_betriebe/weitere_frderungen/sonstige_umweltschutzmanahmen_in_betrieben

and

www.publicconsulting.at/kpc/de/home/umweltfrderung/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

“R&D funding” is subject to the Guidelines for the Promotion of Industrial/Technological Research, Technology Development and Innovation (RTI Guidelines 2015, Themen-FTI-RL) of the Federal Minister for Transport, Innovation and Technology (file no. BMVIT-609.986/0011-III/I2/2014) and of the Federal Minister for Science, Research and Economy (file no. BMWFW-97.005/0003-C1/9/2014).

(www.ffg.at/recht-finanzen/rechtsgrundlagen)

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.

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.

The measures directly funded under the present programme may not be claimed as eligible measures within the meaning of Sec. 27 of the Austrian Energy Efficiency Act (EeffG) or assigned to third parties.

6.0 Contact

Programme lead

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Funding agency for environmental funding

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