

Austrian Electric Mobility Flagship Projects

9th Call

Submission deadline: 04 October, 2017, 12:00

A funding initiative of the Climate and Energy Fund of the Austrian Federal Government within the framework of the action package for the promotion of electric mobility launched by the Ministry for Transport, Innovation and Technology (bmvit) and the Ministry of Agriculture, Forestry, Environment and Water Management (BMLFUW) in cooperation with the car and bike import sector.

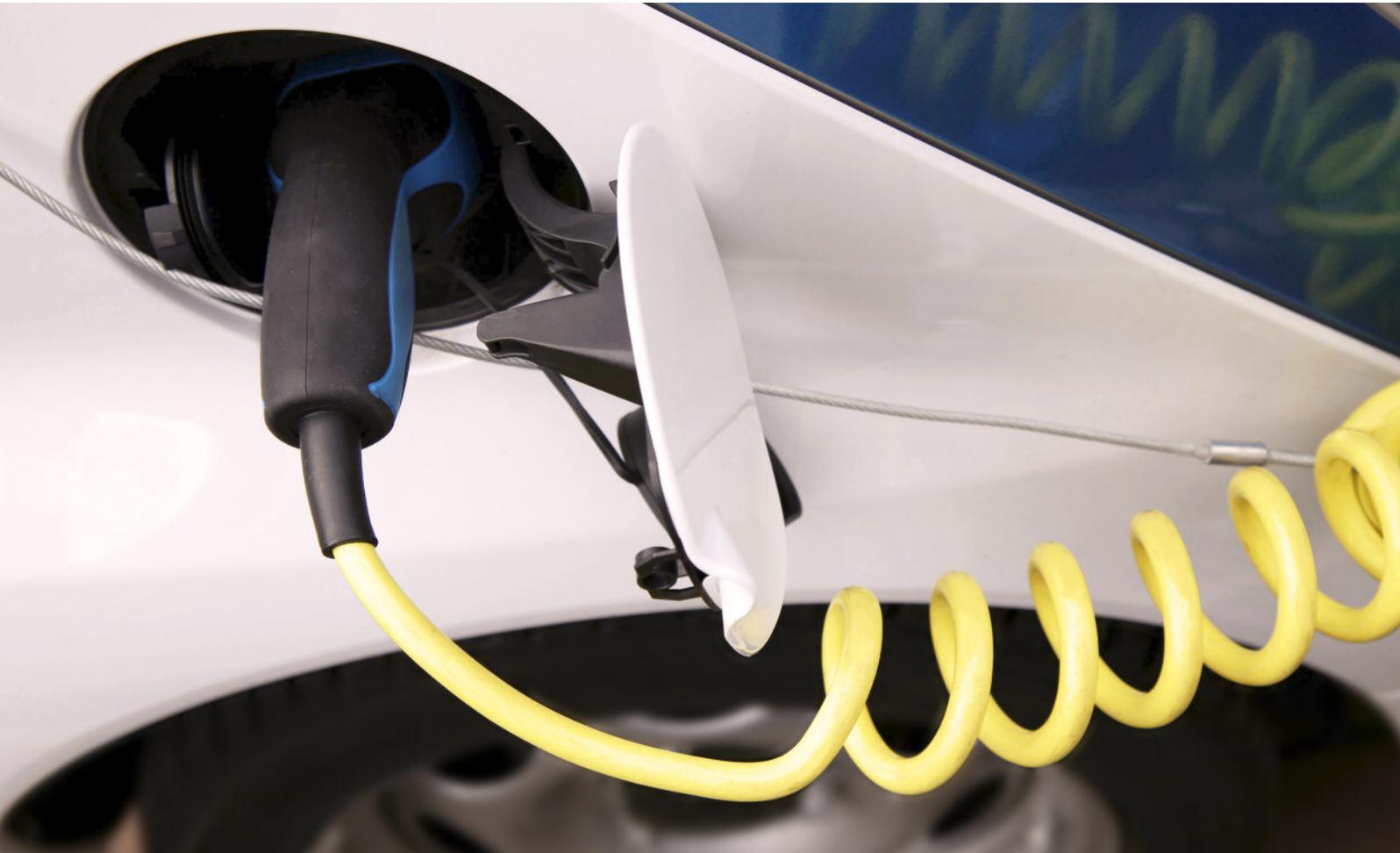


Table of Contents

Preface	1
1.0 Key Items at a Glance	2
2.0 The Funding Programme	4
2.1 Long-term orientation since 2014	4
2.2 Strategic goals of the programme	4
2.3 Interaction with other funding programmes	6
3.0 The Call	7
3.1 Call objectives	7
3.2 Call topics	7
3.2.1 Zero-Emission Vehicles	7
3.2.2 Zero-Emission Infrastructure	7
3.2.3 Zero-Emission Logistics & Public Transport	8
3.3 General requirements	9
4.0 Administrative Information	9
4.1 Call documents	9
4.2 Obligatory preliminary meeting for all projects	9
4.3 Environmental funding managed by Kommunalkredit Public Consulting (KPC)	9
5.0 Legal Basis	12
6.0 Contact	12

Preface

The shift towards electric mobility is increasingly gathering pace, and Austria is at the forefront of developments in this field. In 2016, for example, the number of newly registered electric cars rose by 128 %. However, Austria not only leads in terms of numbers of registered vehicles or available charging infrastructure, it also plays a pioneering role in research and technological development. This directly benefits over 300,000 employees in Austria's automotive sector.

Since 2009, the Climate and Energy Fund has successfully supported this development by funding 18 innovative and implementation-focused research projects and more than 200 project partners through its Austrian Electric Mobility Flagship Projects programme. This will continue in 2017.

In 2014, a long-term strategy was drawn up within the framework of the programme in order to facilitate planning for all stakeholders; this strategy forms the basis for this year's Call. Even so, recent developments, both technological and political, indicate that the trend towards Zero-Emission Vehicles is increasingly gathering pace. The Climate and Energy Fund programme is designed to reflect these developments. That is why the specification for this year's Call is "Zero-Emissions". The focus of the Call has shifted away from increasing a vehicle's degree of electrification and towards full electrification. The declared goal is complete decarbonisation, with respect to the vehicles as well as the energy they use and all the associated infrastructure. Austria's automotive industry is already excellently placed to take its position amongst the global leaders in this field.

The thematic areas of the 9th Call cover both the vehicles, including all vehicle classes and new vehicle designs, as well as infrastructure, with a particular emphasis on integrated energy. Furthermore, the Call will address two particular challenges faced by electric mobility, namely zero-emission logistics and connection to the public transport system.

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. This is why 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 which defines the key topics for a period extending to 2017.

An amount of 6 million euros in funding is available for the 9th 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 e-mobility infrastructure.

The full set of project proposals must be submitted via eCall (<https://ecall.ffg.at>) by the submission deadline of 04 October, 2017, 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. The FFG's new eCall system provides support in this respect, but the ultimate responsibility for compliance with the formal requirements still rests with the applicants. 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	Cooperative R&D Project Cooperative research and development project
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 15 % of overall project costs. If both research categories are included, the individual Work Packages (WP) must be assigned to the corresponding categories. If this assignment is not provided, funding will only be granted for Experimental Development.</p>	Only Experimental Development
Min. funding amount requested for R&D part of the project	EUR 2 million	None
Max. funding amount for R&D part of the project	None	EUR 1 million
Funding rate	Max. 85 %, depending on research category and type of organisation. For details, see Technical Guidelines.	Max. 60 %, depending on type of organisation. For details, see Technical Guidelines.
Available Call budget	EUR 6 million	
Project duration	2 to 4 years	1 to 3 years
Cooperation required	Yes, see Technical Guidelines	
Obligatory preliminary meeting	A preliminary meeting to be held until 30 August, 2017, is obligatory for ALL projects (see Chapter 4.2.).	
Submission deadline	04 October, 2017, 12:00	
Language	English	
Contact	<p>Ing. Vukasin Klepic, MSc Telephone: 01/577 55-5047, vukasin.klepica@ffg.at E-mail: leuchttuerme-e-mobilitaet@ffg.at</p>	
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 individual aspects but on the **system integration** of the technologies developed or entire value chains 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 goals 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. The goal set out in the Paris Climate Agreement to limit global warming to significantly less than two degrees Celsius over the long term and to create a largely carbon-neutral global economy by 2050 poses a particular challenge for the transport sector. 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 has a **technologically**

neutral focus on motor vehicles with exclusively emission-free driving modes (BEV, FCHEV², the energy used must be produced in a climate-neutral manner in accordance with the Zero-Emissions principle). The programme, thus, contributes to meeting the following strategic goals:

Transport policy goals

The European low-emission mobility strategy published in 2016³ envisages a Europe which remains competitive and where the transition to Zero-Emission vehicles is accelerated. Hence, the “Austrian Electric Mobility Flagship Projects” programme can play a role by addressing the strategy of creating a market for Zero-Emission vehicles.

The National Strategy Framework for Clean Energy in Transport⁴ is directed at reducing environmental pollution caused by traffic and dependency on oil and sets out Austria’s target of achieving a CO₂-neutral transport sector by 2050. A clear priority lies in electrifying road transport, including expansion of the relevant charging infrastructure. There is also a focus on increasing the share of **clean energy used in municipal and public transport**. The key topics of the National Strategy Framework are addressed by the “Austrian Electric Mobility Flagship Projects” programme and are a condition for research activities.

Technology policy goals

The EU 2030 climate and energy framework⁵ sets three key targets: reducing greenhouse gas emissions by at least 40 % (from 1990 levels); increasing the share of renewable energy sources to at least 27 %; and improving energy efficiency by at least 27 %.

For Austria, these requirements involve the **compulsory reduction of greenhouse gases by 36 % by 2030**. As part of the “Austrian Electric Mobility Flagship Projects” programme, the transport sector –

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

²) BEV = Battery electric vehicle, FCHEV = Fuel cell hybrid electric vehicle

³) https://ec.europa.eu/transport/themes/strategies/news/2016-07-20-decarbonisation_en

⁴) www.bmvit.gv.at/verkehr/elektromobilitaet/downloads/strategierahmen.pdf

⁵) https://ec.europa.eu/clima/policies/strategies/2030_en

a major source of GHG emissions – will be addressed and research projects will be undertaken to identify further potential reductions.

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”⁶, the overall effect of electric mobility is estimated to have a **value added** of EUR 2.9 billion and provide jobs for 35,600 full-time employees by 2030. These positive effects have recently been confirmed by the study “E-MAPP: E-Mobility and the Austrian Production Potential”. The “Austrian Electric Mobility Flagship Projects” programme aims to **strengthen technological development potential** in the fields of 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.**

Projectability for funding recipients⁷

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, drivetrain technologies, lightweight construction, solutions for the overall integration in vehicle and energy systems, fleet management, new vehicle concepts, solutions for integration into the transport system, smart production systems as well as solutions aimed at influencing user behaviour.** The goal for 2017 was adapted after the ratification of the Paris Climate Agreement. The programme’s four 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 addresses all aspects of the electric mobility system over the years, while also providing proposers each year with the opportunity to focus on a specific topic.



⁶) www.e-connected.at/userfiles/elektromobilitaetsstudie_kurz.pdf

⁷) The 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 changes.

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.

Funding budget: EUR 3 million

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 “Zero-Emission Electric Vehicle and Infrastructure Design”.

Funding budget: EUR 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, electrical infrastructure and their components.
- Additionally, the thematic field “Electrified Special Vehicles” was added in 2016 for reasons of topicality. For details, see Chapter 3.2.

Funding budget: EUR 5 million

2017 – „Zero-Emission Electric Vehicles and Infrastructure Design“

- 100 % electrification of vehicles (including hydrogen technologies).
- Development and testing of intelligent e-mobility infrastructure.

Funding budget: EUR 6 million

The projects may also contribute to 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.

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/autonomous vehicles, but the focus is not on e-mobility infrastructure or demonstration projects.

Relationship to the Calls “Smart Cities – Intelligent Cities in Europe”, the “Energy Research Programme 2017 of the Climate and Energy Fund” and the “Action Package for Promoting Electric Mobility”

- The “Smart Cities Initiative” of the Climate and Energy Fund aims to initiate large demonstration and pilot projects in urban regions and cities 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 2017 of the Climate and Energy Fund” supports research and development of energy technologies and their integration into the energy system. The programme also provides funding for the further development of energy-efficient vehicle technologies.
- The “Action Package for Promoting Electric Mobility” sponsored by the Federal Ministry for Transport, Innovation and Technology (bmvit) and the Federal Ministry of Agriculture, Forestry, Environment and Water Management (BMLFUW) is designed 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 Action Package. Applications are to be submitted directly to Kommunalkredit Public Consulting (KPC). An exception are demonstration facilities (supported under the National Environmental Support Scheme – UFI). These demonstration facilities can be submitted to this Call provided that they are directly related to research and development activities (for more information, see Chapter 4.3).

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 9th Call of the “Austrian Electric Mobility Flagship Projects” programme focuses on “Zero-Emission Electric Vehicles and Infrastructure Design”, i.e. 100 % electrification (batteries, fuel cells, high-performance capacitors) of vehicles and the development and testing of intelligent e-mobility infrastructure.

The Call focuses on 3 thematic areas to achieve this goal:

- a) Zero-Emission Vehicles
- b) Zero-Emission Infrastructure
- c) Zero-Emission Logistics & Public Transport

A further objective of the Call is to involve small and medium-sized enterprises (SMEs) or start-ups in the projects as well as to include international partners and/or networking with major existing initiatives and projects, where feasible (see also Chapter 2.3).

3.2 Call topics

Project proposals must present:

- 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.)

Project proposals must address **at least one** of the following topics and may include a **combination of several topics**. The applications must fulfil the requirements described below:

3.2.1 Zero-Emission Vehicles

Electromobility is penetrating the passenger car market at increasing speed. However, multiple vehicle classes and areas of application still offer potential for development. In principle, this includes all vehicles as specified in Article 3 of the Motor Vehicles Act (§3 KFG), such as vehicles used in:

- the logistics sector
- road-based passenger transport
- special applications, for example in the construction industry
- agriculture and the tourism sector
- the municipal sector
- airports and railway stations
- the industrial sector
- single-track vehicles

The development of new vehicle concepts, for example offering particularly attractive pricing or for a special use, is also eligible for funding.

The topic “Zero-Emission Vehicles”, therefore, calls for the submission of projects which (further) develop vehicles without cable connection in order to achieve 100 % electrification through the use of batteries, fuel cells or high-performance capacitors. Projects must consider the vehicle as a whole and, where necessary, take account of special charging infrastructure (in combination with topic 3.2.2 – Zero-Emission Infrastructure). A key aspect is to demonstrate vehicle operation in order to prepare a successful market launch and to prove 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 aspects of production to enable the efficient and cost-effective scaling up of future production.

3.2.2 Zero-Emission Infrastructure

The availability of suitable charging infrastructure is a key prerequisite for the spread of electric mobility. In addition to the availability of appropriate (higher) charging capacity, the focus is primarily on cost-efficient installation, intelligent integration and operation within the energy system.

Consequently, this topic calls for project proposals which support the development and pilot implementation of electric mobility infrastructure components as well as the integration of these components into infrastructure and transport concepts.

Particular attention is paid to integrated energy, i.e. the networking of transport components with energy supply

and energy transmission. This integration is essential in order to develop the most economically efficient solutions: These may include intelligent charging management, integration into smart building services systems (for larger building complexes) and providing charging capacity on demand while simultaneously offering maximum flexibility in order to reduce peak loads in the power networks.

Planning and implementation must, therefore, take into account the availability of the required energy (including hydrogen and stationary storage) as well as considering potential scalability at a later stage. The economic sustainability of the development, and the option to transfer to regular operations, must be demonstrated at the end of the project period.⁸

The involvement of grid operators is welcomed.

3.2.3 Zero-Emission Logistics & Public Transport

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, electromobility is particularly suited to applications in the logistics sector. These applications 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 charging infrastructure solutions. Operational demonstration is crucial in this context. The economic sustainability of the development, as well as the option to transfer to regular operations, must be demonstrated at the end of the project period.

Topic 2: Public Transport

Connecting electromobility and its integration into the public transport system is a major challenge. Widening the range of ecomobility offerings with the addition of more clean and publicly accessible transport is an important element in overcoming this challenge. As well as tailored infrastructure designed to support these offerings, suitable vehicles are also necessary for the various areas of application.

Within the framework of this topic, such a system can be connected across a transport network or to one or more mobility hubs (bus stops, railway stations, airports etc.). The development, integration and testing of suitable charging infrastructure solutions are crucial, together with an operational demonstration. 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 is welcomed.

3.3 General requirements

The proposal must also specify the quantifiable targets to be met by the end of the project. Project proposals in which the development of vehicle and/or infrastructure components also include lifecycle analysis, optimal transition to production taking into account recycling and reuse, as well as user requirements, will be viewed favourably.

The cooperative R&D and flagship projects submitted are required to complement the research and development work with a **demonstration component**. The prototype(s) developed must be tested under real-life operating conditions during a demonstration phase running over a period of at least **6 months**. A monitoring system must be established to determine whether the prototype(s) meet(s) the target values and to identify areas offering potential for further improvement. Possibilities for transition to regular operation should also be presented.

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

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

⁸) Publicly accessible charging infrastructure must meet all the requirements of EU Directive 2014/94/EU. Justified exceptions are possible for private or commercial applications whose infrastructure is not publicly accessible.

4.0 Administrative Information

4.1 Call documents

Projects must be submitted exclusively **via eCall** at <https://ecall.ffg.at>. The **project description** (funding application) and any additional annexes 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 relevant **Technical Guidelines**. The relevant documents are summarised in the following.

Overview of Call documents	
download at: www.ffg.at/9.AS_LT_Emobilitaet/downloadcenter	
Flagship Project	<ul style="list-style-type: none">– Technical Guidelines for Flagship Projects _____ PDF– Project Description for Flagship Projects _____ Word– Declaration of SME status (if required)** _____ PDF
Cooperative R&D Project	<ul style="list-style-type: none">– Technical Guidelines for Cooperative R&D Projects _____ PDF– Project Description for Cooperative R&D Projects _____ Word– Declaration of SME status (if required)** _____ PDF
General Cost Regulations	<ul style="list-style-type: none">– 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 for all projects

In order to clarify stipulations and requirements, the submission of a 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 30 August, 2017, at the latest**. Applicants are requested to contact the FFG in due time to arrange a date for the meeting. The preliminary meeting helps us provide optimal support to the applicants in preparing their project proposals. Applications for 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 Chapter 4.3, the meeting will also be attended by Kommunalkredit Public Consulting (KPC), or a separate meeting must be arranged with KPC (see Chapter 4.3).

4.3 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 of the Programme for Environmental Funding in Austria (UFI). Both funding components are covered 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 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 of the Programme for Environmental Funding in Austria, a mandatory advisory meeting with experts from FFG und KPC must be held **by 30 August, 2017, at the latest**, unless KPC has already participated in the preliminary discussion 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 as follows:

- The planned demonstration parts to be funded by KPC need to be listed in detail in the annex to the project description of the R&D part (PDF file).

The additional specifications are designed to enable KPC to assess the demonstration parts and the expected environmental effects.

- A cost plan (Excel file) for the demonstration part must be uploaded via eCall in addition to the project description (PDF file) and other annexes.

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).
- 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 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 Programme for Environmental Funding in Austria.

For further information regarding environmental funding see:
www.umweltfoerderung.at/betriebe/sonstige-umweltschutzmassnahmen-laermschutz-demonstrationsanlagen.html and www.umweltfoerderung.at/betriebe.html

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>

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 § 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 § 10 EEffG.

Funding recipients who develop their own marketable products, trademarks, logos, designs and ideas in the course of a project should think carefully about protecting their intellectual property before presenting their innovations to the public. The **Austrian Patent Office** is here to help. Its experts provide free advice and help in finding suitable protection strategies which can be implemented in a fast, simple and cost-efficient manner, such as the provisional patent application PRIO. More information at www.patentamt.at.

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). (Link: 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 01 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.

6.0 Contact

Programme lead

Climate and Energy Fund
Gumpendorfer Straße 5/22, 1060 Vienna

Mag. Gernot Wörther

Telephone: +43 1/585 03 90-24
E-mail: gernot.woerther@klimafonds.gv.at
www.klimafonds.gv.at

Programme management

Austrian Research Promotion Agency (FFG)
Thematic Programmes
Sensengasse 1, 1090 Vienna

Ing. Vukasin Klepic, MSc

Telephone: +43 5/7755-5069
E-mail: vukasin.klepic@ffg.at
www.ffg.at

Funding agency for investment costs

Kommunalkredit Public Consulting GmbH
Türkenstraße 9, 1092 Vienna

DI Wolfgang Löffler, MSc

Telephone: +43 1/316 31-220
E-mail: w.loeffler@kommunalkredit.at
www.public-consulting.at

Imprint

Proprietor, editor and media owner:
Climate and Energy Fund
Gumpendorfer Strasse 5/22, 1060 Vienna

Programme management:
Mag. Gernot Wörther

Graphical layout:
r+k kowanz

Photos:
123RF/Mucibabic
Climate and Energy Fund/Bartl

Place of publication:
Vienna, May 2017

