

# A look at the Transport Programme 2020

## H2020 Smart, green and integrated transport

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# TRANSPORT AS A PART OF H2020



# Structure of Horizon 2020 - 77 billion€

I Excellent Science	II Industrial Leadership	III Societal Challenges
<ol style="list-style-type: none"><li>1. European Research Council (ERC): frontier research</li><li>2. Future and Emerging Technologies (FET).<ol style="list-style-type: none"><li>a) Open</li><li>b) Proactive</li><li>c) Flagships</li></ol></li><li>3. Marie Skłodowska-Curie (MSCA) – actions: training, career development and mobility for researchers</li><li>4. Research Infrastructures</li></ol>	<ol style="list-style-type: none"><li>1. Leadership in Enabling and Industrial Technologies<ul style="list-style-type: none"><li>– 1.1. ICT</li><li>– 1.2. nanotechnology</li><li>– 1.3. materials</li><li>– 1.4. biotechnology</li><li>– 1.5. manufacturing and processing</li><li>– 1.6. space</li></ul></li><li>2. Risk finance: loans &amp; equity funding</li><li>3. Innovation in SMEs</li></ol>	<ol style="list-style-type: none"><li>1. Health, demographic change and wellbeing</li><li>2. Food security, sustainable agriculture and forestry, marine, maritime and inland water research and bioeconomy</li><li>3. Secure, clean and efficient energy</li><li>4. Smart, green and integrated transport</li><li>5. Climate action, resource efficiency and raw materials</li><li>6. Europe in a changing world: inclusive, innovative and reflective societies</li><li>7. Secure societies – protecting freedom and security of Europe and its citizens</li></ol>
Also: European institute of innovation and technology, Science with and for society, Spreading excellence and widening participation		
IV Joint Research Center JRC, excl. nuclear		
Nuclear research: EURATOM		

20% of the budget or pillars II + III to SMEs  
- SME Instrument(1/3)  
- Collaborative projects (2/3)

BAT  
Cross-cutting  
call on  
batteries

# Transport Work Programme

## Mobility for Growth –call

1. Building a low-carbon, climate resilient future: low-carbon and sustainable transport
2. Safe, integrated and resilient transport systems
3. Global leadership and competitiveness
4. Accounting for the people
5. Blue Growth

MG

## Digitising and Transforming European Industry and Services:

ART

## Automated Road Transport -call

## Building a low-carbon, climate resilient future: Green Vehicles –call

GV

## Other actions: prizes, SME Instrument, Fast Track to Innovation

## Cross-cutting activities: Next generation batteries

BAT

+ Joint Undertakings: Clean Sky 2, SESAR, Shift2Rail

# Transport Work Programme

## Mobility for Growth –call

1. Building a low-carbon, climate resilient future: low-carbon and sustainable transport (65 M€)
2. Safe, integrated and resilient transport systems (50,5 M€)
3. Global leadership and competitiveness (56,5 M€)
4. Accounting for the people (11 M€)
5. Blue Growth (8 M€)

MG

## Digitising and Transforming European Industry and Services:

### Automated Road Transport -call

### Building a low-carbon, climate resilient future: Green Vehicles –call

ART

## Other actions: prizes, SME Instrument, Fast Track to Innovation

### Cross-cutting activities: Next generation batteries

BAT

+ Joint Undertakings: Clean Sky 2, SESAR, Shift2Rail

Budget M€  
2020 calls

MG	191
ART	50
GV	55
BAT share	60
Other calls	27
Other actions	20
Tot.	403

GV

# Transport Work Programme

## Mobility for Growth –call

1. Building a low-carbon, climate resilient future: low-carbon and sustainable transport (65 M€)
2. Safe, integrated and resilient transport systems (50,5 M€)
3. Global leadership and competitiveness (56,5 M€)
4. Accounting for the people (11 M€)
5. Blue Growth (8 M€)

MG

2-phase calls open  
1st phase 9.1.20  
2nd phase 8.9.20

## Digitising and Transforming European Industry and Services:

Automated Road Transport call (50 M€)

ART

Calls open  
9.1.20  
closing 21.4.20

Building a low-carbon, climate resilient future: Green Vehicles –call (55 M€)

GV

Other actions: prizes, SME Instrument, Fast Track to Innovation

Cross-cutting activities: Next generation batteries (60 M€ share)

BAT

+ Joint Undertakings: Clean Sky 2, SESAR, Shift2Rail

# Transport Work Programme

## Mobility for Growth –call

1. Building a low-carbon, climate resilient future: low-carbon and sustainable transport
2. Safe, integrated and resilient transport systems
3. Global leadership and competitiveness
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MG

## Digitising and Transforming European Industry and Services:

### Automated Road Transport -call

## Building a low-carbon, climate resilient future: Green Vehicles –call

ART

GV

Other actions: prizes, SME Instrument, Fast Track to Innovation

Cross-cutting activities: Next generation batteries

BAT

+ Joint Undertakings: Clean Sky 2, SESAR, Shift2Rail

2020 calls  
presented:

MG-1-12

MG-2-11

MG-2-13

MG-3-8

MG-4-7

MG-4-8

MG-4-9

ART-05

ART-06

GV-09





# CALL TYPES IN A NUTSHELL



# Technology Readiness Levels [Academic + Applied Research]

TRL 1 – Basic principles observed

TRL 2 – Technology concept formulated

TRL 3 – Experimental proof of concept

**<!-- Companies' R&D starts from here -->**

TRL 4 – Technology validated in lab

TRL 5 – Technology validated in relevant environment

# Call Types CSA – RIA – IA

## Coordination and Support Action CSA

- 100% grant
- Accompanying measures such as standardisation, dissemination, awareness-raising and communication, networking

## Research and Innovation Action RIA (~[AoF](#)+[VTT](#))

- Commercial time horizon ~5-8 yr, TRL ~4-6, 100% grant for profit and non-profit organisations
- Activities aiming to establish new knowledge / to explore the feasibility of a new or improved technology, product, process, service or solution

## Innovation Action IA – (~BF [Co-Innovation](#))

- Commercial Time Horizon ~3-5 yr, TRL ~6-8, 70% grant for profit organis.(100% for non-profit)
- Activities directly aiming at producing plans and arrangements or designs for new, altered or improved products, processes or services.
- May include prototyping, testing, demonstrating, piloting, large-scale product validation and market replication.



# CALL TOPICS ON MOBILITY



# Call topics related to mobility (calls 2020)

- LC-MG-1-12-2020 Cities as climate-resilient, connected multimodal nodes for smart and clean mobility: new approaches towards demonstrating and testing innovative solutions (IA, 4 M€)
- MG-2-11-2020: Network and traffic management for future mobility (RIA, 20 M€)
- MG-2-13-2020: CSA for an integrated freight transport and logistics system (CSA, 1 M€)
- MG-3-8-2020: 'First of a Kind' solutions for sustainable transport and mobility: EU initiative for accelerating EU-wide market access, scale up and derisking (CSA, 1½ M€)
- MG-4-7-2020: Digitalisation of the transport system: data sharing (RIA, 3 M€)
- MG-4-8-2020: Advanced research methods and tools in support of transport/mobility researchers, planners and policy makers (RIA, 3 M€)
- MG-4-9-2020: The European mobility culture of tomorrow: Reinventing the wheel? (RIA LS, 1 M€)
- DT-ART-05-2020: Efficient and safe connected and automated heavy-duty vehicles in real logistics operations (IA, 20 M€)
- DT-ART-06-2020: Large-scale, cross-border demonstration of highly automated driving functions for passenger cars (IA, 30 M€)
- LC-GV-09-2020 - Setting up a common European research and innovation strategy for the future of road transport (CSA, 1 M€)

# Call topics related to maritime (calls 2020)

- LC-MG-1-13-2020 Decarbonising long distance shipping (RIA, 20 M€)
- MG-2-13-2020: Coordination and support for an integrated freight transport and logistics system (CSA, 1 M€)
- MG-2-14-2020: The effects of automation on the transport labour force, future working conditions and skills requirements (CSA, 2½ M€)
- MG-3-7-2020: Improved Production and Maintenance Processes in Shipyards (IA, 15 M€)
- MG-3-8-2020: 'First of a Kind' solutions for sustainable transport and mobility: EU initiative for accelerating EU-wide market access, scale up and derisking (CSA, 1½ M€)
- MG-BG-03-2020: Under water noise mitigation and environmental impact (RIA, 8 M€)
- LC-BAT-10-2020: Next generation and realisation of battery packs for BEV and PHEV (IA, topic published in CC activities list under Next Generation Batteries, 40 M€)
- LC-BAT-11-2020: Reducing the cost of large batteries for waterborne transport (RIA, topic published in CC activities list under Next Generation Batteries, 20 M€)

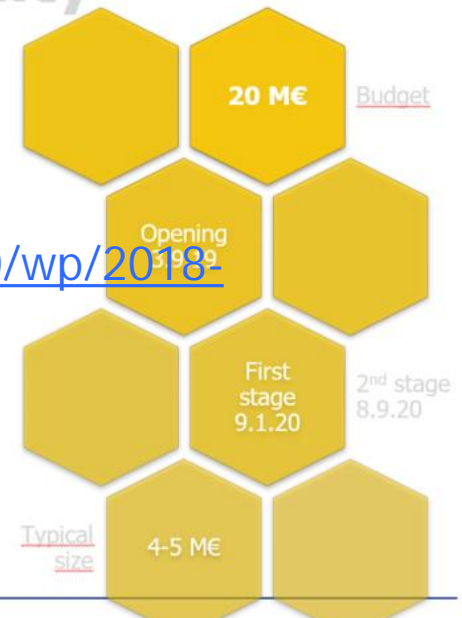
# For original wordings, always quote original Work Programme text

## MG-2-11-2020: Network and traffic management for future mobility

RIA

- The powerpoint slides here presented just extract and pinpoint important aspects, but always rely only on original Work Programme text
- [https://ec.europa.eu/research/participants/data/ref/h2020/wp/2018-2020/main/h2020-wp1820-transport\\_en.pdf](https://ec.europa.eu/research/participants/data/ref/h2020/wp/2018-2020/main/h2020-wp1820-transport_en.pdf)

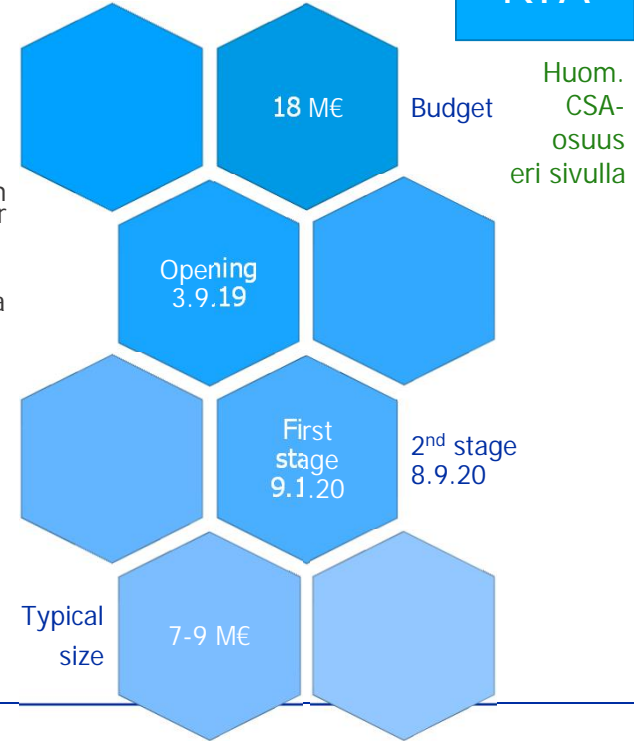
- Specific Challenge: The transition towards connected and automated vehicle fleets requires advanced traffic management solutions. An advanced multi-modal transport system requires coordinated traffic flows to be achieved. This challenge calls for the design and optimisation of intelligent systems and operations for multi-modal transport. An advanced network and traffic management capability should also enable new dynamic mobility services for passengers and freight.
- Future: Address at least 6 of the following aspects:
  - Design an architecture ..for an ..adaptable multi-modal network
  - Assess the ..preference for a centralised vs decentralised approach
  - Develop multi-actor ...business models with shared responsibilities, ...designing appropriate interfaces
  - Develop tools for ..and dynamic transport supply optimisation,...
  - Design and calibrate arbitration models for complex traffic management scenarios and multi-actor settings, including disaster management
  - Perform simulations ..under various scenarios (e.g. large/sport event) involving .. conventional as well as connected and automated vehicles
  - Develop and test traffic management systems for connected and automated vehicle fleets





# LC-MG-1-12-2020 Cities as climate-resilient, connected multimodal nodes for smart and clean mobility: new approaches towards demonstrating and testing innovative solutions

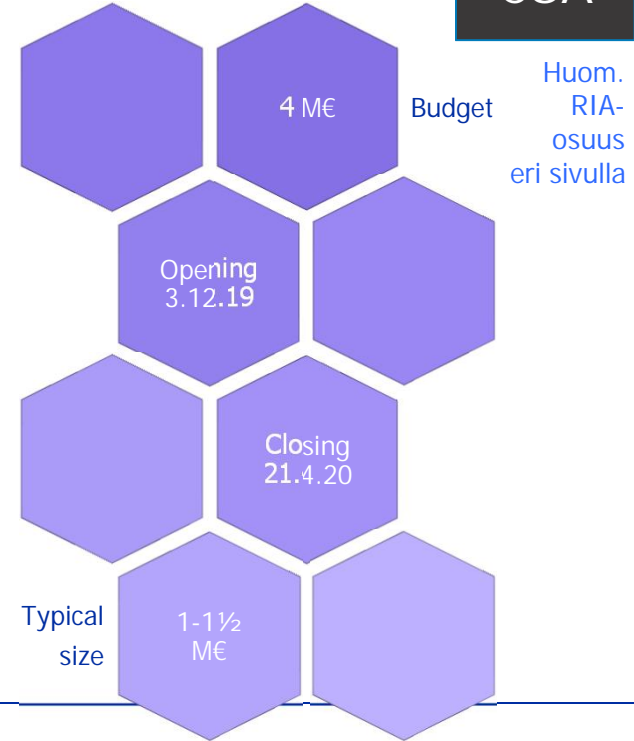
- Specific Challenge: New technologies and innovative measures are emerging, but they are not taken up. ...how to overcome the barriers to successful implementation into older legacy systems and ageing infrastructures.
- Scope:...invites for proposals that combine new technologies and nontechnological innovations, more effective forms of governance, and accompanying measures for all modes of transport. Projects should be carried out by local/regional authority-led consortia, covering 3 urban or inter-urban areas that have a connection with the TEN-T network or an equivalent size, major transport corridor, each of them facing different spatial, social and/or economic challenges and/or experiences with the organisation of large/sport events.
- Each urban area should establish a living laboratory where under real life-conditions a set of innovative, complementary and reinforcing scalable mobility solutions, centered around a principal solution can be developed, tested and implemented in an integrated, multimodal approach. The participating urban areas should demonstrate their common interests...and how the ..approach meets the needs of an efficient, flexible and accessible TEN-T urban node or a city located at an equivalent sized transport corridor, ..and the integration of cost-effective solutions for energy supply/storage ..and recharging networks for transport, and ICT networks for all modes of transport. The work of relevant projects, such as VITALNODES, could provide a useful starting point.
- Actions may include research activities, ...as well as the development of tools to support planning and policy making. Work may also include demonstration of a resilient urban mobility system, capable to address particular challenges in the organisation of large/sport events. Proposals are encouraged to incorporate new approaches to increase the availability and integration of data to support policymaking and business activities in smart, zero and low-emission mobility and to explore innovative ways of increasing the share of active modes of transport.



# LC-MG-1-12-2020 Cities as climate-resilient, connected multimodal nodes for smart and clean mobility: new approaches towards demonstrating and testing innovative solutions

CSA

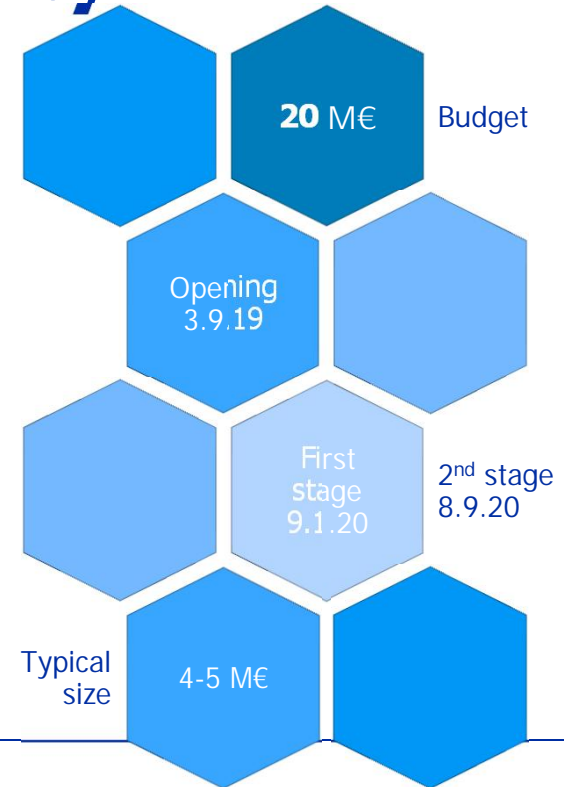
- Specific Challenge: New technologies and innovative measures are emerging, but they are not taken up. ....how to overcome the barriers to successful implementation into older legacy systems and ageing infrastructures.
- 1<sup>st</sup> CSA – fast-track and mainstream the replication of innovative, urban, peri-urban and rural mobility solutions: an action which offers support and services to at least 20 cities and municipalities or their organisational/functional groupings. Staff exchanges, expert visits, access to legal expertise, matchmaking services, gap bridging from R&I to deployment.
- 2<sup>nd</sup> CSA – prepare for the deployment of Urban Air Mobility in urban and peri-urban areas: To provide a knowledge base ...for measures to integrate the vertical and horizontal dimensions in urban ..mobility systems. Tools for exchange and learning of urban air mobility with and to public authorities, businesses civil society and research organisations. Also, provide specific project development support and technical assistance for up to 10 deployment 'use cases' in locations with a commitment from public and private organisations that are planning to start testing urban air mobility applications in the next 3 years.



# MG-2-11-2020: Network and traffic management for future mobility

RIA

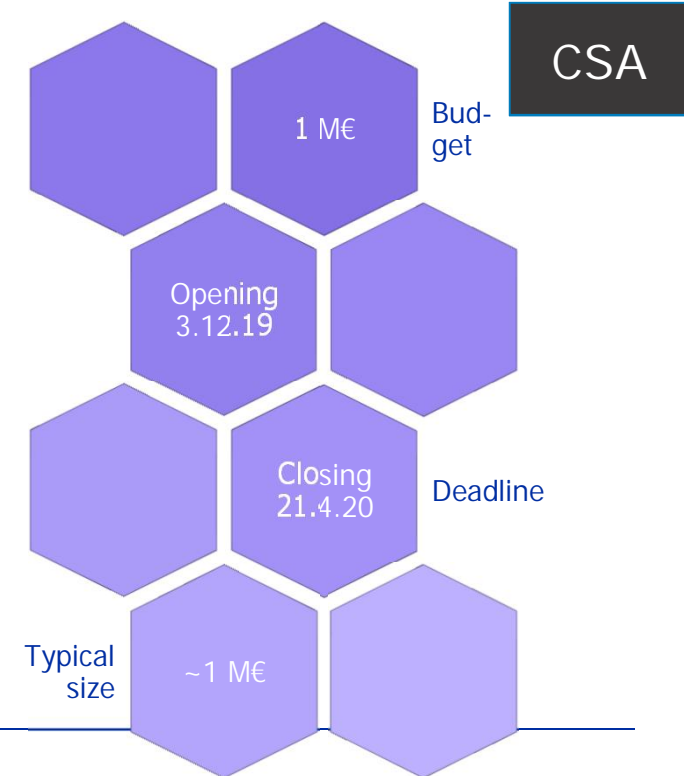
- Specific Challenge: The transition towards connected and automated mobility requires effective network and traffic management solutions. An advanced multi-modal transport system requires coordinated traffic flows to dynamically optimise the entire transport network. ...This challenge calls for the design and optimisation of intelligent systems and operations, to monitor live traffic conditions, to enable real-time traffic information sharing and network-wide optimisation processes, Such an advanced network and traffic management capability should also enable new dynamic mobility services for passengers and freight.
- Scope: Address at least 6 of the following aspects:
  - Analyse the requirements for a...traffic management capability
  - Design an architecture ..for an ...adaptable multi-modal network
  - Assess the ..preference for a centralised vs decentralised approach
  - Develop multi-actor ...business models with shared responsibilities, ...designing appropriate interfaces
  - Develop tools for ..and dynamic transport supply optimisation,...
  - Design and calibrate arbitration models for omcplex traffic management scenarios and multi-actor settings, including disaster management
  - Perform simulations ..under various scenarios (e.g. large/sport event) involving .. conventional as well as connected and automated vehicles
  - Develop and test traffic management systems for connected and automated vehicle fleets





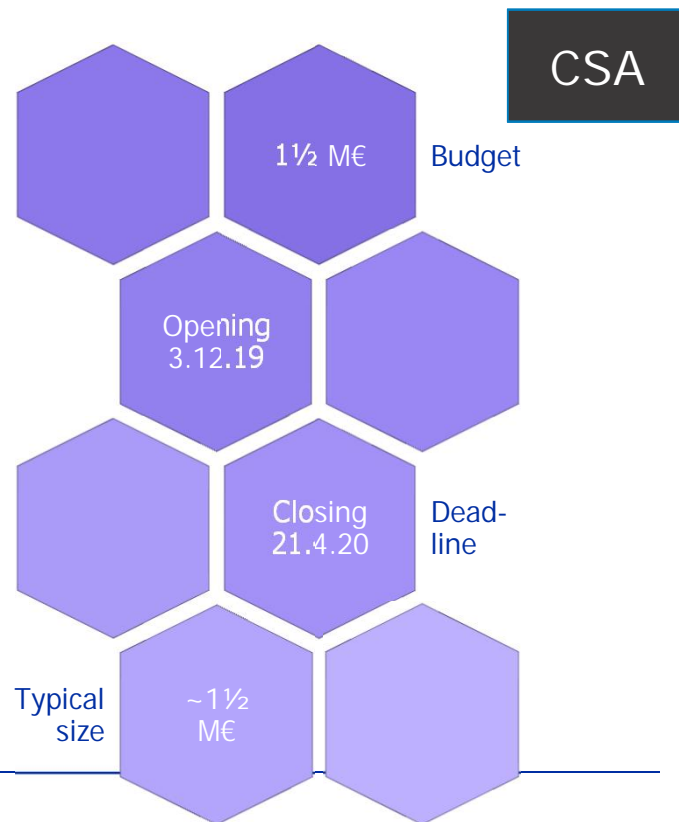
# MG-2-13-2020: Coordination & support for an integrated freight transport and logistics system

- Specific Challenge: Ensuring the seamless integration and harmonisation of transport modes.....freight transport decarbonisation and competitiveness. To this purpose, the assessment of progress, gaps and barriers is necessary. It is also key to involve .end users and ...key actors in charge of developing the business cases.
- Scope:  
Proposals shall address all of the following areas:
  - Perform ..analysis of the products, services, solutions ..and other value added results generated by EU-funded projects.
  - Identify and prioritise gaps in the research landscape and market needs to be tackled by future R&I actions
  - Support the wider engagement of the freight transport and logistics stakeholders
  - Engage with relevant sectors beyond freight transport and logistics to support crossfertilisation



# MG-3-8-2020: 'First of a Kind' solutions for sustainable transport and mobility: EU initiative for accelerating EU-wide market access, scale up and derisking

- Specific challenge: The urgency ..of climate change calls for effective measures to remove obstacles that slow down the market uptake of innovative zero .. emission technologies: ... "first of a kind" solutions have a strong need for visibility, ...innovative solutions face competition with traditional, existing solutions due to inertia of the market and lacking critical mass. ...
- Scope: The aim is to develop an EU matchmaking system to derisk ...purchasing of first-of-a-kind solutions at European level and accelerate EU-wide market access and scale up of sustainable transport products ...
- Proposals shall address all the following points:
  - The concept of purchase aggregation of innovative zero emission transport solutions (Technology Readiness Level 7 and above) shall be developed. ...
  - The facility shall develop activities and offer services aiming at matching supply and demand via off-line and/or on-line tools and instruments, as well as alerts on availability of incoming new solutions. ... the platform shall regroup and list foreseen replacement plans and schedules of major buyers of transport and mobility products, technologies and services...
  - The facility shall also stimulate dissemination of information, .. and good practices on the deployment of innovative solutions, on European and national procurement processes as well as on regulatory issues. Specific services ...should be included by building strong connections and synergies with ongoing and future instruments, such as EIC/CEF/EIB/...
  - ...sustainability ..beyond the duration of the CSA is expected to be demonstrated.

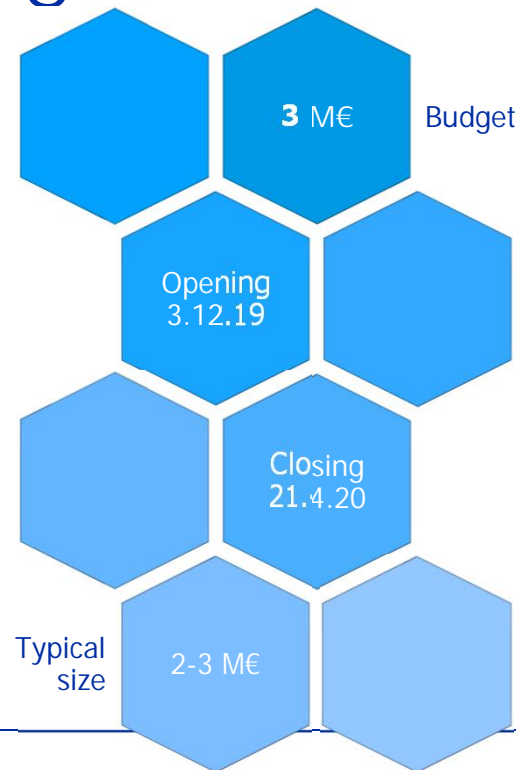


# MG-4-7-2020: Digitalisation of the transport system: data sharing

RIA

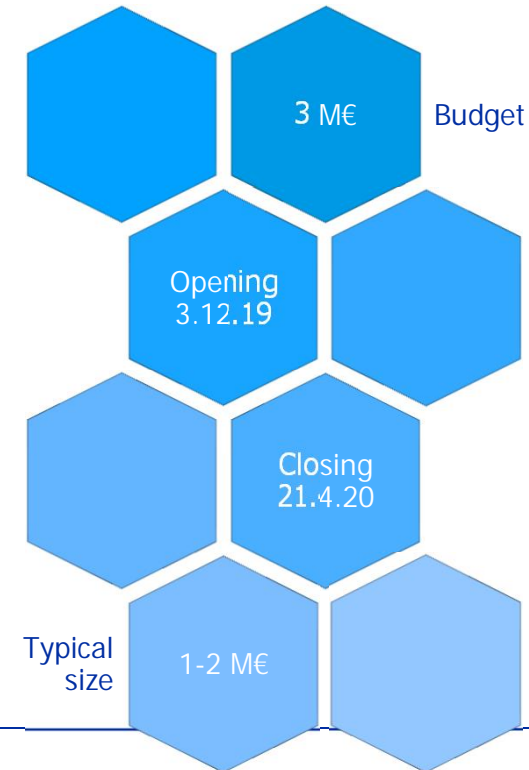
- Specific Challenge: ....the challenge lies in ensuring that e.g. manufacturers, operators, or authorities can properly take advantage of the data produced for the improvement of their operations and services. Access to, reuse and storage of data is not only important for private companies active in the transport industry (business-to-business or B2B), but also for the public sector (business-to-government or B2G) .... On a more advanced level, in order to provide connectivity across the various components of the multimodal transport system, ..., we need solutions....Cloud based solutions could provide a high level of integration and accessibility of transportation data...Challenges will have to be tackled ..., such as data privacy and security, standardisation and competitiveness issues, data interoperability and accessibility, governance, etc.
- Scope: The proposals should cover all following aspects:
  - A comparative analysis of the transportation data regulation across all transport modes in the EU;
  - Identify transport flows for which digitalised processes and transport data exchange will make most impact;
  - Identify functional requirements ...for data sharing across the transport system and with the public sector ...taking into account the FAIR data principles as well as the private data sharing principles...
  - Building on existing standards adopted (e.g. DCAT-AP) propose standards for transport data sharing (incl formatting, metadata descriptions, etc.) that would strike an appropriate balance betw sharing data and proprietary rights. ...
  - Analyse the relationships between private and public ... to data sharing principles;
  - Examine the role of data sharing culture ..., analyse methods that foster trust in transport data networks;
  - Consider commercial and competitive risks of data sharing on an international scale; the potential for EU to set global standards for data sharing;
  - Identify main privacy and security issues associated to data sharing, including preventing data misuse;
  - Identify appropriate governance structures and/or processes for the establishment of a possible Transport Cloud

Proposals should identify and build on the most relevant previously funded EU and national projects and reports such as Transforming Transport, BigDataEurope, NOESIS, LeMO, OPTIMUM, SELIS, AEOLIX, oneTRANSPORT, EfficienSea2.



## MG-4-8-2020: Advanced research methods and tools in support of transport/mobility researchers, planners and policy makers

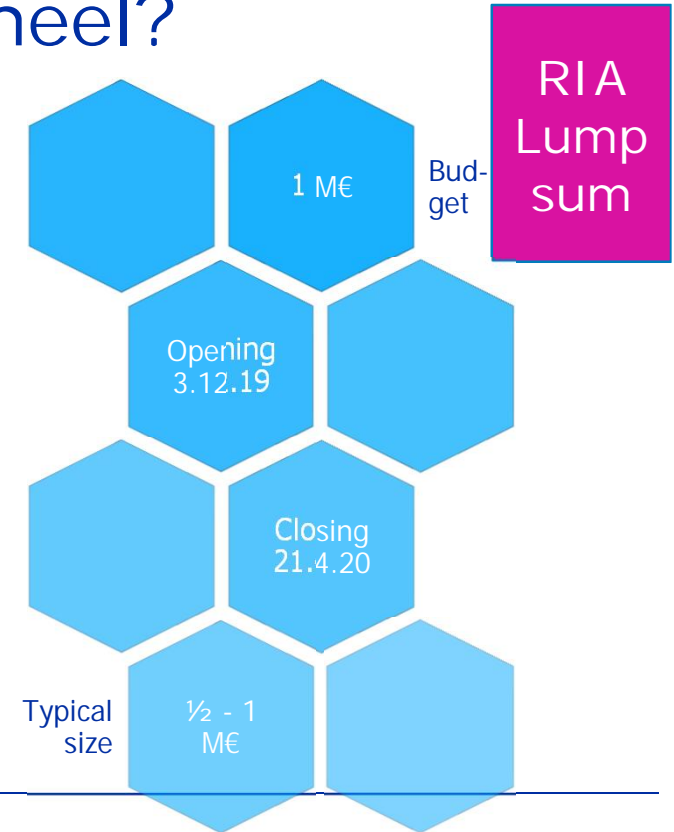
- Specific Challenge: Innovative solutions in the fields of connected and automated transport, shared mobility, inter-modality, etc. are being deployed or tested for wide-scale implementation, re-shaping mobility and affecting the operation and business models of the transport sector. These changes result in the emergence of new stakeholders and services, new types of data (in particular 'Big Data'), new risks and socio-economic impacts.
- The effective integration of disruptive technologies and solutions in the transport system, and policy design relies strongly on the capability to analyse, monitor and, assess mobility solutions and their potential socio-economic impact. However, current methodological tools, databases and models are not adapted to meet new research needs – including for electric mobility - resulting in growing knowledge gaps. In particular, many of the new knowledge needs require additional data, new data collection and management approaches, as well as new methods and tools to exploit the new types of data (in particular 'Big Data').
- Scope: Proposals should address all of the following aspects:
  - Identify major ...needs for analysis, ...and assessment of new and emerging mobility trends and solutions.
  - Examine how conventional concepts such as, for example, efficiency, reliability, safety, comfort and security evolve with the new mobility concepts and the new societal and industrial structures.
  - Identify major new concepts that play ...role in transport/mobility analysis, and devise methods to estimate/quantify them.
  - Elaborate advanced methods and tools for monitoring, assessment and analysis of mobility solutions.
  - Review and assess ...collecting and using new data, ... as well as new methods and tools to exploit data,... taking into account different type of variables such as gender, age, ethnicity, etc. when relevant.
- Proposals can choose to focus either on passenger or logistics/freight sectors.





# MG-4-9-2020: The European mobility culture of tomorrow: Reinventing the wheel?

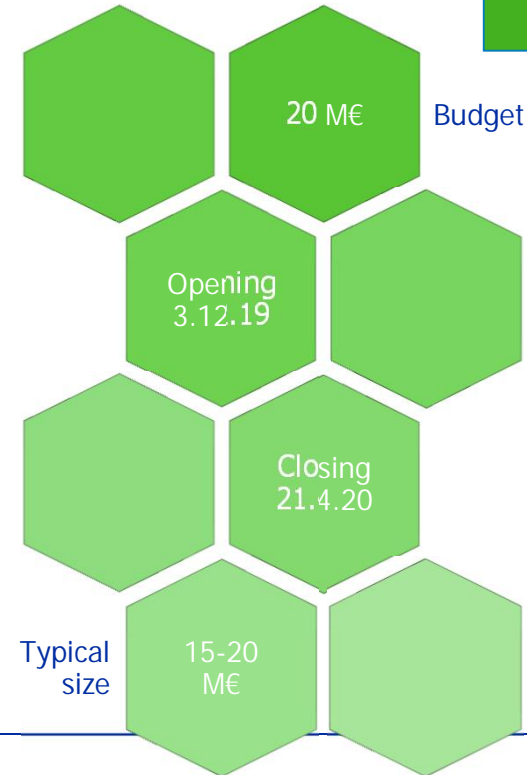
- In parallel to developing new technologies, we also need to explore (an) alternative narrative(s) of mobility. With a view to *Horizon Europe*, a forward looking exercise taking into account a new transport paradigm is needed. ...realising the COP 21 Paris Agreement and the global 2030 Agenda for Sustainable Development and its Sustainable Development Goals (SDGs).
- Scope:
  - Critically examine the criteria/objectives on which the actual mobility culture has been based. Are criteria such as speed and efficiency still relevant? The role of non-motorised transport modes? Etc.
  - Consider a future being shaped by changes in lifestyles, environmental concerns... Propose (an) alternative mobility narrative(s).
  - Develop a strategy for the transport policy of the future (passenger and freight), based on an alternative mobility narrative...
  - Stimulate the creation of networks and structures with the main transport research and innovation stakeholders (public administrations, companies, universities, citizens, etc.) around which visions and strategies can emerge and converge.



# DT-ART-05-2020: Efficient and safe connected and automated heavy-duty vehicles in real logistics operations

IA

- Specific Challenge: Connected and automated driving systems for heavy commercial vehicles have great potential to bring a disruptive change. ...Positive impacts can be expected when highly automated systems will be used in logistics operations. ... Challenges: vehicle technologies, driver/user interaction/collaboration, vehicle-to-vehicle and vehicle-to-infrastructure communication, operational challenges in confined areas (ports, logistics terminals, consolidation centres, truck parkings, etc.) and in mixed traffic on public roads.
- Scope: The focus of this topic is to develop, test and demonstrate connected and automated systems for heavy commercial vehicles in real logistics operations.
- Proposed actions should include all the following aspects:
  - Identify logistics operational needs and analyse new, emerging business and operating models
  - Develop, design, test and validate enhanced connected and automated vehicle technologies for heavy commercial vehicles for improved perception and localisation, vehicle control, connectivity, system resilience and dependability, functional safety, cyber security, interoperability and system cost optimization, reduced emissions and fuel consumption at fleet level.
  - Test and demonstrate innovative, efficient and safe connected and automated heavy commercial vehicles for real logistics operations on hub-to-hub corridors, on open roads in mixed traffic or in confined areas addressing mixed traffic capabilities to prepare for operation in real road conditions..
  - Enhanced interaction between connected and automated ...vehicles and their users and other road users.
- Involvement of shippers, freight forwarders and truck manufacturers. Cooperation TEN-T.
- International cooperation encouraged (US, JP, KR, SG, AU). Twinning US DOT, JP.

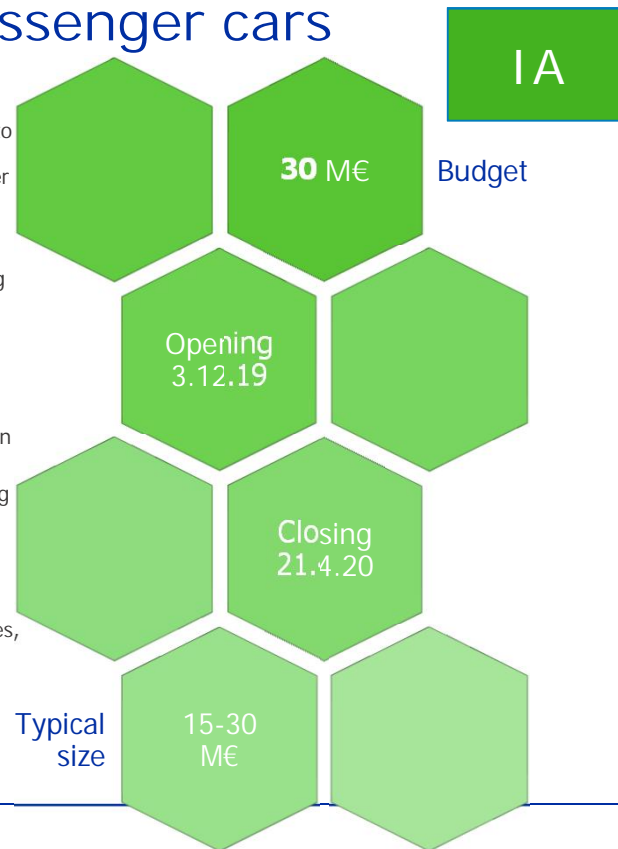


# DT-ART-06-2020: Large-scale, cross-border demonstration of highly automated driving functions for passenger cars

Specific challenge: ... large-scale demonstration projects are already ongoing. Automated driving functions for passenger cars at SAE Level 3, ..are expected ...from 2020 onwards. ...Highly automated vehicles must achieve very high levels of availability and effectiveness of the vehicle functions and their performance has to be better compared to the performance of human drivers. Based on ongoing demonstration pilots, new large scale, cross-border corridor projects for highly automated driving systems are needed to ensure that no new risks are introduced and to study user and customer expectations and acceptance, market potentials and risks.

Scope: The proposed actions should include all the following aspects:

- Demonstrate the robustness and reliability and user acceptance of connected and highly automated driving technologies and systems for passenger cars ...in particularly challenging and complex environments.
  - Test innovative connectivity technologies for connected and automated driving ...
  - The use of the Galileo and EGNOS should be encouraged
  - Digital technologies should be considered.
  - Conduct cross-border demonstrations ..., to optimise the use of digital technologies for automation between countries, ..to exploit the full potential of hybrid communications ...
  - Develop solutions for ..interaction between automated vehicles and their users and other road users, taking into account gender differences, when relevant.
  - Holistic concept for cybersecurity to protect automated driving systems ...Provide support to the development of ..validation procedures of connected and automated driving functions, ..
  - Evaluate effects of connected, cooperative and highly automated driving systems on transport system efficiency, safety, ..and user acceptance, taking into account gender differences and other intersectionalities, when relevant.
- Lessons learned (data, knowledge and experiences from the project, including disengagements and edge cases) should be provided. Consortia should commit to make the data collected during the pilots available through common data sharing frameworks in order to foster further research.
- International cooperation encouraged (US, JP, KR, SG, AU). Twinning US DOT, JP.



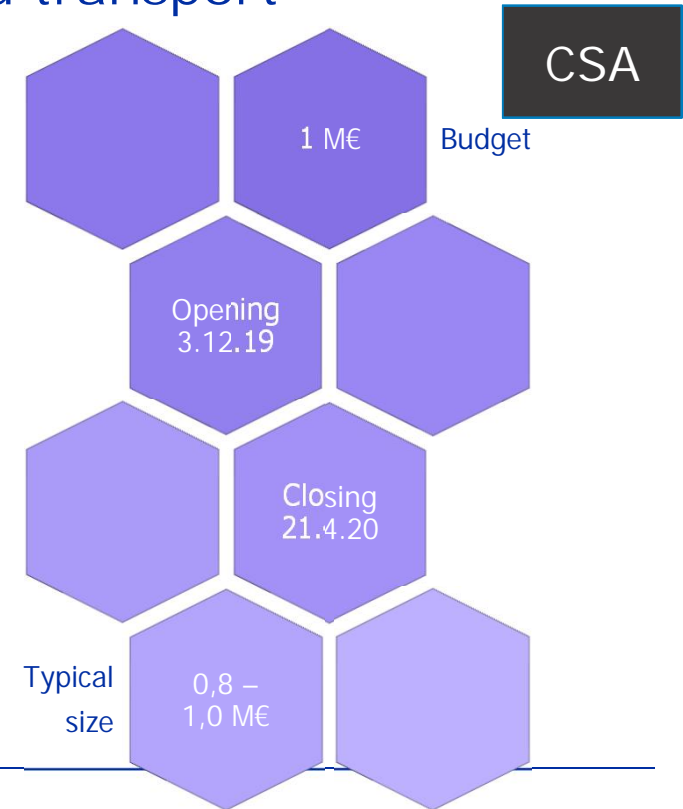
# LC-GV-09-2020 - Setting up a common European research and innovation strategy for the future of road transport

Specific Challenge: The objective of this topic is to define R&D roadmaps for a sustainable and efficient road transport system in Europe. It supports ... ERTRAC, future Partnerships (...road transport in Horizon Europe and COM..., and by then helping to achieve the targets set. International cooperation with developing and emerging economies should also be developed.

Scope: Both passenger mobility and freight transport should be addressed and covering urban mobility as well as inter-urban and long-distance transport. Address all the aspects:

- Updating of research agendas and roadmaps and supporting the definition of research priorities of future ...Partnerships
- Facilitating cooperation between cities in Europe, Asia, Latin America and Africa. ...Establish a peer-to-peer exchange and capacity building programme
- Liaise with ...financing institutions ..., support COM in ... specialised sectorial Fora related to Mobility for All, Climate Change and the New Urban Agenda. Track global progress on urban electric mobility and support UN activities, such as the Urban Electric Mobility Initiative (UEMI).

The implementation requires close collaboration with the leading European stakeholders ... ..., international cooperation is encouraged with key emerging countries, in particular with Asia, Latin America and Africa.



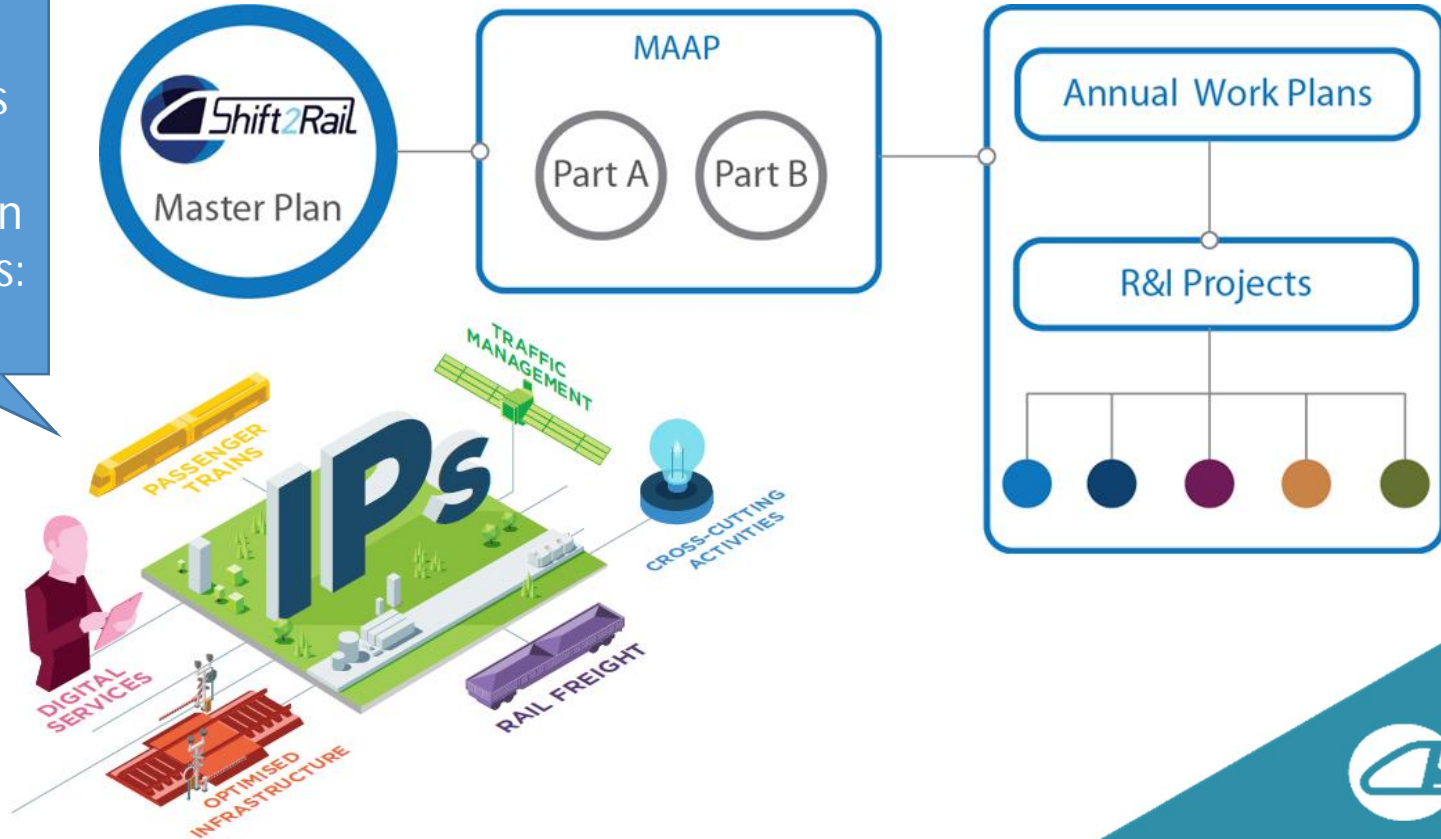


The background of the top half of the image is the European Union flag, featuring a blue field with twelve yellow five-pointed stars arranged in a circle. The flag is shown with a slight wave, giving it a sense of movement.

# SHIFT2RAIL PARTNERSHIP

# The S2R Programme implementation

Open calls  
opening  
late 2019 in  
these areas:



# The applicable rules

<https://shift2rail.org/participate/call-for-proposals/>

- Shift2Rail model Grant Agreement:
  - Based on the Horizon 2020 General Model Grant Agreement
  - A single document with all provisions
  - [http://ec.europa.eu/research/participants/data/ref/h2020/other/mga/jtis/h2020-mga-multi-shift2rail-ju\\_en.pdf](http://ec.europa.eu/research/participants/data/ref/h2020/other/mga/jtis/h2020-mga-multi-shift2rail-ju_en.pdf)
  - Annotated Model Grant Agreement (v. 26 June 2019):
  - User guide that aims to explain to applicants and beneficiaries the General Model Grant Agreement (not covering any S2R specificities)
  - [http://ec.europa.eu/research/participants/data/ref/h2020/grants\\_manual/amga/h2020-amga\\_en.pdf](http://ec.europa.eu/research/participants/data/ref/h2020/grants_manual/amga/h2020-amga_en.pdf)





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# Sources of information related to Horizon-2020 Transport

WP2018–2020 Smart, green and integrated transport [full text]

- [https://ec.europa.eu/research/participants/data/ref/h2020/wp/2018-2020/main/h2020-wp1820-transport\\_en.pdf](https://ec.europa.eu/research/participants/data/ref/h2020/wp/2018-2020/main/h2020-wp1820-transport_en.pdf)

WP2018–2020 Smart, green and integrated transport [topic list]

- [https://www.businessfinland.fi/globalassets/finnish-customers/horizon-2020/3-yhteiskunnalliset-haasteet/4-liikenne/hakutiivistelma-h2020-transport-vahvistettu-versio-2019\\_07\\_02.pdf](https://www.businessfinland.fi/globalassets/finnish-customers/horizon-2020/3-yhteiskunnalliset-haasteet/4-liikenne/hakutiivistelma-h2020-transport-vahvistettu-versio-2019_07_02.pdf)

Finland's pages for Horizon-2020 and for the transport programme in Finnish

- <https://www.horisontti2020.fi>
- <https://www.businessfinland.fi/suomalaisille-asiakkaille/palvelut/rahoitus/horisontti-2020/yhteiskunnalliset-haasteet/liikenne/>

European Commission's pages "Funding and tenders"

- <https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/programmes/h2020>

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