

Frequently Asked Questions  
Call for proposals 'Mobility for Growth 2015'

*Last updated 16-04-2015*

## **AVIATION**

### **General Information regarding the three calls launched as international cooperation in aeronautics**

Horizon 2020 rules apply for the European participants in proposals to the aviation topics MG.1.8 (Cooperation with Japan), MG.1.9 (Cooperation with Canada) and MG.1.10 (Cooperation with China).

The European participants have to submit a proposal – the technical annex of the proposal needs to substantiate the intended work and resources from Europe and from the third-country, considering the two additional sub-criteria to the Criterion 3 "Quality and efficiency of the implementation", namely:

- Balanced effort between Europe and the corresponding third-country.
- A comprehensive research plan properly involving coordinated research activities between Europe and the corresponding third-country, ensuring genuine cooperation and added value to the activities.

"Effort" refers to resources. Horizon 2020 work-programme does not explicitly require having the same number of entities on each side.

Proposals submitted for these topics that do not include coordination with corresponding third-country activities will be considered ineligible.

Proposals will only be selected on the condition that their corresponding coordinated third-country activities will be also funded. The third country entities have to undertake the necessary steps to ensure their funding (e.g. for Canadian entities a call for proposals is publicly available on [www.caric.ca](http://www.caric.ca)).

Each side has to follow their procedure to secure funding. The Europeans should follow Horizon 2020 with a Description of the Action (including its annex) showing genuine EU-Japan/China/Canada cooperation added-value and balanced efforts, and including a draft Coordination Agreement (see additional eligibility and evaluation sub-criteria in the call).

## Topic MG.1.8-2014-2015: International cooperation in aeronautics with Japan

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1. Is the call coordinated with Japanese counterpart (METI/NEDO)? Is it possible for the Japanese side to be financed through another funding channel (not through METI/NEDO)? Can the European side apply for this call even though they are not working with the organizations to be funded by METI/NEDO?

Proposals will be selected for EU-funding on the condition that their corresponding coordinated Japanese activities will also be funded by the Japanese counterpart(s). The EU side does not prescribe the sources of funds on Japanese side.

2. To what extent the evaluation of proposals will be done jointly for this call?

There will be an evaluation on each side (EU and Japan), then a comparison and convergence of results between the European Commission and the Japanese counterpart for this call (METI). Therefore, it is advisable for Japanese participants to contact METI before submission.

For the EU evaluations there are two evaluation sub-criteria additional to the normal Horizon 2020 criteria:

- Balanced effort between Europe and the corresponding third-country [Japan in this case].
- A comprehensive research plan properly involving coordinated research activities between Europe and the corresponding third-country [Japan], ensuring genuine cooperation and added value to the activities.

3. Will Japan-side participants sign a Grant Agreement with the EU under Horizon 2020?

Japanese side will not sign a Grant Agreement with the EU. A “Coordination Agreement” is to be concluded between the European participants and the participants in the corresponding coordinated Japanese activities. A final draft of this agreement has to be provided with the proposal. An indicative checklist for the “coordination agreement” is provided: [http://ec.europa.eu/research/participants/portal/doc/call/h2020/h2020-mg-2015\\_singlestage-a/1632643-r377\\_checklist\\_for\\_coordination\\_agreements\\_h2020\\_v1\\_en.pdf](http://ec.europa.eu/research/participants/portal/doc/call/h2020/h2020-mg-2015_singlestage-a/1632643-r377_checklist_for_coordination_agreements_h2020_v1_en.pdf).

The draft “Coordination Agreement” can be included at the end of the Section 4 “Members of the consortium”, after describing the members on EU and Japanese side. Contrary to other sections, this section has no page limitations.

4. Are consortium agreements required? Will EU side and Japan side have separate consortium agreements, prior to the Coordination Agreement?

Consortium agreement is to be signed by the participants signing the Horizon 2020 Grant Agreement, i.e. the Europeans only. Japanese and Europeans will sign the “Coordination Agreement” among sides.

**Topic MG.1.9-2015: International cooperation in aeronautics with Canada**

A Canada-EU call for aeronautics research projects has been officially opened on Canadian side, information available on: [www.caric.ca](http://www.caric.ca)

A dedicated workshop took place on 19 Nov 2014 in Ottawa.

<https://www.eventbrite.ca/e/canada-eu-coordinated-call-for-projects-workshop-atelier-pour-lappel-a-projets-canada-ue-registration-13394325789>

**Topic MG.1.10-2015: International cooperation in aeronautics with China**

The website of the Chinese Ministry MIIT on the call for proposals on EU-China coordinated projects on aviation S&T is on:

<http://www.miit.gov.cn/n11293472/n11295142/n11299138/16139575.html> , with descriptions of the four topics in both EN and CN languages (bottom of the page).

The deadline of MIIT of 10 March 2015 is just for a pre-screening for a quality check. MIIT confirmed that they would not object to Chinese teams not having responded to the pre-screening. The deadline for the EU-China coordinated proposals in Horizon 2020 is 23 April 2015, 17h00 Brussels time. On EU side it is planned having a joint evaluation by independent experts from both Europe and China in Brussels.

Chinese partners can apply for funding at MIIT.

**URBAN MOBILITY**

**Topic MG.5.4-2015: Strengthening the knowledge and capacities of local authorities**

1. Could you explain what research and innovation is expected within this topic? And how does it differ from the CSA in MG5.5b-2015?

The 'Scope' of the topic invites that proposals should address **one** of the following 2 domains' (promoting uptake of SUMP or enhancing capacities of local authorities). The description of the 'expected impact' follows the description of these 2 domains. These are research and innovation actions because both domains will require strengthening of authorities' knowledge and capacities (see 'challenge' description).

The CSA (support action) in MG5.5b-2015 should not fund research and innovation activities. This CSA topic is targeted other activities, such as to facilitate cooperation between stakeholders and to promote take up of innovation (see exact topic description for more details).

**Topic MG.5.5-2015a. Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility (Innovation Actions)**

1. What does the term "city-led consortia" mean? What kind of composition is expected?

The call text prescribes that Innovation Actions "have to be carried out by city-led consortia, composed of four to five cities, led by at least two advanced cities, which are committed to establish living laboratories where innovative solutions can be implemented". In practice, city administrations should provide the leadership of the project. Day-to-day project management could, for example, be carried out by a different project partner.

2. How prescriptive is the number of "four to five cities"?

The number of four to five cities is a minimum requirement. Additional cities, regions or industrial and research organisations can be added as long as the proposers can argue that the expected impact (as described in the call) will be achieved.

3. As regard the number of cities in the consortia, what about the case of cross-border cooperation such as between 2 cities in 2 different countries; does that count as one city or two cities?

This counts as two cities.

4. "In the call text it says that the consortia should be city led. In my city, all public transport is led by the county instead of the city as the transport is closely interconnected with areas outside of the city. Would it be possible that the consortia is led by the public travel company who is in charge of the public transport or must the proposal be led by someone in the city administration?"

This topic deals with Innovation Actions to be carried out by city-led consortia, composed of four to five cities, led by at least two advanced cities, which are committed to establish living laboratories where innovative solutions can be implemented". So, cities (ie their local administrations) need to lead the consortium.

The scope of the topic also stipulates that "Each city should follow an integrated, multimodal approach by demonstrating and testing under real life-conditions a set of complementary and reinforcing mobility solutions.". The proposal would have to justify how a county-based public transport provider could achieve the topic's objectives (replacing a city administration and/or complementing a city administration in the consortium).

5. What does "international cooperation – especially with China" mean?

The Commission encourages projects under this topic to collaborate at international level, in particular with parallel projects and activities in China in the context of the EU-China Urbanisation Partnership' (subject to finalisation of the appropriate arrangements). Any type of cooperation activity (e.g. workshops, reviews, etc) that will contribute to increasing the potential impact of the project could be funded. Proposers should include an estimation of funds and other resources associated with the collaboration aspects of their proposal.

6. Question: How should the involvement of Chinese organisations be organised?

The call text indicates that international cooperation, especially with Chinese organisations, will be an advantage. As mentioned in the answer to question 4, this can cover any type of cooperation activity, as long as it contributes to increasing the expected impact of the EU-project. A collaboration could be established between EU-funded projects and projects identified and funded by the Chinese government (subject to finalisation of the appropriate arrangements). Relevant cooperation activities (e.g. workshops, reviews, etc.) could be funded via the EU partners involved in the project.

Proposers should include an overview of the proposed activities by the EU partners, with estimation of funds and other resources, and the activities proposed by the Chinese side in their proposal. The Commission will take into account the efforts from the Chinese side when judging the extent to which these expenditures are necessary for the project. It is up to the proposer to decide if cooperation should be implemented by including Chinese partners in the consortium. This would be without EU-funding, in line with the Horizon 2020 rules. If they are not included in the consortium then there is no need to register them.

7. Are LPG vehicles and related solutions are to be supported within this topic?

Any sort of fuels that lead to cleaner and better urban transport and mobility could be considered.

8. Would the purchase of a certain number of clean vehicles (e.g. electric buses, other kinds of vehicles) which would be used for the testing be eligible costs for the project? Would the purchase of installations for recharging clean vehicles (e.g. electricity supply stations) and other forms of infrastructure (e.g. trams) be eligible costs for the project? Can costs of software development and IT-hardware be included in the budget request?

In general, conditions for eligibility of costs are defined in Article 126 of Regulation (EU, Euratom) No 966/2012. Some basic principles are that they are indicated in the estimated overall budget of the action or work programme; they are necessary for the implementation of the action; that they are identifiable and verifiable, in particular being recorded in the accounting records of the beneficiary and determined according to the applicable accounting standards of the country where the beneficiary is established and according to the usual cost accounting practices of the beneficiary.

In general, the costs of other types of new infrastructure may not be covered.

To note that the following statements (presented in earlier versions) should be IGNORED:

~~"For Innovation Actions in the transport societal challenge, **general practice** is that an eligible cost is 50% the additional cost of purchasing clean vehicles (in comparison with conventional vehicles) and their appropriate infrastructure, taking into account normal accounting practices for depreciation."~~

~~The eligible cost is the difference between the cost of a clean vehicle and a conventional vehicle \* depreciation costs on basis of the life of the vehicle \* rate for demonstration activities in Horizon 2020. Example is the difference between the cost of a clean vehicle and a conventional vehicle is 30,000 EUR, the life of the vehicle is 5 years and the life if the project is four years. The eligible costs must be calculated as following: 30,000EUR\* 0.8 \* rate for demonstration activities in Horizon 2020 (the vehicle has only a value of a 20% after the four years of the project). In general, if costs can be assigned logically as equipment, then it is expected that these costs are included in this category.~~

9. Within the text of the call, it is indicated that "Funding for major infrastructure work is not foreseen". What is intended for "major"? What does it mean that other types of new infrastructure may not be covered? What do they refer to? Can you please provide an example?

Normally beneficiaries may only charge the depreciation costs for equipment, infrastructure or other assets that are used for the project. The costs of other types of infrastructure and equipment are – in general - not eligible costs for the project. The meaning of 'major infrastructure' is derived from the description of the call topic.

10. Can a "non-advanced" city to lead/coordinate the submission of that proposal?
11. Can they participate to the certain proposal further to city authorities, universities, national authorities etc. If yes; can a University lead that proposal as a member of a city's partnership? What are the indicators to assess that a city can be considered as "advanced"?

The call text prescribes that Innovation Actions "have to be carried out by city-led consortia, composed of four to five cities, led by at least two advanced cities, which are committed to establish living laboratories where innovative solutions can be implemented". In practice, city administrations should provide the leadership of the project. Day-to-day project management could, for example, be carried out by a different project partner.

There are no precise indicators for "advanced" and the description of 'scope' and 'impact' could provide sufficient guidance.

As an additional point, topic MG5.4 is also quite open in its scope.

12. As regards the number of CIVITAS areas to cover, how many is an appropriate set?

Proposals do not need to cover a specific number of CIVITAS areas and the description of 'scope' and 'impact' could provide sufficient guidance.

13. Are cities who have already participated to CIVITAS allowed to participate?

Yes, they are allowed to participate again (as long as they fulfil the general Rules for Participation of Horizon2020 and the Financial Regulation).

14. Could actions on urban freight and logistics be included as part of this topic?

As stated in the call text:

"Each city should follow an integrated, multimodal approach by demonstrating and testing under real life-conditions a set of complementary and reinforcing mobility solutions. The solutions should combine newly-emerging technologies, policy-based, and soft measures with a strong replication potential. They should cover an appropriate sub-set of the eight 'CIVITAS measure categories': collective passenger transport; demand management strategies; mobility management and travel awareness; safety and security; urban freight logistics; information systems and services; and clean fuels and low emission vehicles; car-independent lifestyles." So, according to the text, this is a possibility as part of the sub-set.

15. How do I find project partners?

The EC supports a number of networks across the EU that can be of help, and do this in your own language with a great deal of 'local' knowledge. These could be very helpful in your partners search. Some links:

- <https://cordis.europa.eu/partners/web/guest/home>
- National contact points (including those specialised in transport topics):  
[http://ec.europa.eu/research/participants/portal/desktop/en/support/national\\_contact\\_points.html](http://ec.europa.eu/research/participants/portal/desktop/en/support/national_contact_points.html)
- Enterprise Europe Network could also be useful, and many members organise specific brokerage events:  
<http://een.ec.europa.eu/tools/services/SearchCenter/Search/ProfileSimpleSearch?shid=32db25cb-726f-43b0-8b5f-7742d0935799>
- Also, the EC just published a book with project synopses offer descriptions of all transport projects funded by the European Commission under the Framework Programmes. This could also be an inspiration for partners search.

[http://ec.europa.eu/research/transport/publications/items/all-transport-synopses\\_en.htm](http://ec.europa.eu/research/transport/publications/items/all-transport-synopses_en.htm)

16. In how far can this "total requested amount" be changed in the final proposal?

A detailed budget (per partner) does not have to be provided in stage 1 proposals. The form only asks for a ' Total requested amount'. The full proposal (second stage) must be consistent with the short outline proposal (first stage) and may not differ substantially (i.e. blatant change concerning a substantial part of the proposed project).

17. Proposals may include measures in eight "CIVITAS measure categories", among them "clean fuels and low emission vehicles". Does this also include electric vehicles?

The definition of Clean fuels and low emission vehicles is given in the Clean Power for transport directive.

See webpage: [http://ec.europa.eu/transport/themes/urban/cpt/index\\_en.htm](http://ec.europa.eu/transport/themes/urban/cpt/index_en.htm)

This shows that electric vehicles are included in this definition.

18. What would be the normal funding rates for cities/municipalities?

For the definition, see Article 2.1(14) of the Rules for Participation Regulation (EU) No 1290/2013: 'non-profit legal entity' means a legal entity which by its legal form is non-profit-making or which has a legal or statutory obligation not to distribute profits to its shareholders or individual members.

Article 28(3) from the Rules for Participation of Horizon2020; The Horizon 2020 grant may reach a maximum of 100 % of the total eligible costs, without prejudice to the co-financing principle. Non-profit organisations: 100 % of the action's eligible costs for research and innovation actions (RIA).

[http://ec.europa.eu/research/horizon2020/pdf/press/fact\\_sheet\\_on\\_rules\\_under\\_horizon\\_2020.pdf](http://ec.europa.eu/research/horizon2020/pdf/press/fact_sheet_on_rules_under_horizon_2020.pdf)

**Topic MG.5.5-2015b: Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility – facilitating cooperation between stakeholders under this topic, and from across CIVITAS2020 (Coordination and Support Actions)**

1. What does 'further elaborate the common 'CIVITAS Process and Impact Evaluation Framework' mean? What types of evaluation support activities should be included (e.g. POINTER-project methodology, WIKI methodology or others)? What do you mean by "ensuring links with the CiVi-Net networks"?

In order to "further elaborate the common 'CIVITAS Process and Impact Evaluation Framework' ", the support activities of the Support Action should evolve with the future needs of the CIVITAS 2020 initiative (to drive innovative policies and technologies needed for the transformation towards cleaner and better urban mobility and transport following a user-oriented approach) and projects funded under this umbrella, and therefore need to include dissemination, training and exchange activities.

Regarding the inclusion of tools and activities of previous CIVITAS-related activities, such as POINTER, WIKI and CiVi-Net, it is up to the proposer to offer activities that can contribute the expected impact described in the call text.

## **LOGISTICS**

### **Topic MG.6.3-2015: Common communication and navigation platforms for pan-European logistics applications**

**1. Should a proposal focus on all freight transport modes or solely on freight transport by sea?**

The scope mentions ship-to-shore and ship-to-ship as examples, where conditions for communication might be more difficult. The topic aims at communication and navigation platforms for logistics applications, which includes freight forwarders and all modes of transport but also communications with authorities, manufacturers, logistics service providers, retailers, etc.

## **INFRASTRUCTURE**

### **Topic MG.8.4-2015a: Smart governance, network resilience and streamlined delivery of infrastructure innovation**

**1. Could you clarify if the envisaged scope of the call allows for a railway centric consortium or the focus is on multi-modal transport research and consortium?**

The topic is by nature multimodal. This aspect can be approached either by including several transport modes (operators) in the consortium and in the proposal, or by giving evidence of the transferability of a methodology applied to one transport mode and the relevant results to other transport modes.

External independent evaluators will be in charge of assessing and marking the proposals received according to their correspondence to the topic description (Scope and Impact).

## LEGAL QUESTIONS

1. Is it possible to add partners at a later stage of the Grant Agreement i.e. consortium participants or subcontractors?

Two situations can be differentiated:

- Adding new beneficiaries after the signature of Grant Agreement: this is possible but it must be done within an amendment procedure as indicated in Articles 55 (Amendments) and 56.2 (Adding new beneficiaries) of the Grant Agreement, unless the amendment entails changes to the Agreement which would call into question the decision awarding the grant or breach the principle of equal treatment of applicants. This is of course in any case subject to the agreement of the Commission.

Note that the new beneficiary needs to be registered and validated in the Beneficiary Register and have a PIC number and that the new beneficiary must comply with the eligibility criteria of the call, have sufficient operational and financial capacity to perform the proposed tasks, comply with the non-exclusion criteria and commit to implement the action under the same terms and conditions as the other beneficiaries.

- Adding a "subcontractor": this also is possible by means of an amendment as indicated in article 55, and within the respect of Article 13.1 of the Grant Agreement which provides the rules for subcontracting action tasks and explains that "*The tasks to be implemented and the estimated cost for each subcontract must be set out in Annex 1 and the total estimated costs of subcontracting per beneficiary must be set out in Annex 2*".

2. Is it possible to add partners to the consortium that goes into the second stage in a two-stage evaluation procedure?

This situation is possible; nevertheless, it has to be reminded that for 'two-stage submission schemes', the applicants must submit a 'short outline proposal' for the first stage and will be invited to submit their 'full proposal' for the second stage if they pass the first-stage evaluation. The full proposal must be consistent with the short outline proposal and may not 'differ substantially'. The stipulation on 'no substantial change' between stage 1 and 2 is to ensure fair treatment of competing proposals. It is designed to prevent applicants gaining unfair access to the second stage by setting out false promises in the first stage that are not reflected in the second stage proposals. Bear in mind that the first stage evaluation concerns the criteria "Excellence" and "Impact" and not the make-up of the consortium (only the minimum number of partners for eligibility is verified at this stage) nor the detailed work plan.

Therefore, adding a partner in stage 2 (before submission of full proposal) is possible if this does not substantially change the proposal.

3. Ground for eligibility for H2020 funding for international organisations under Art. 10(2)(b) of H2020 Rules for Participation (RfPs)

[http://inea.ec.europa.eu/download/legal\\_framework/reg1290\\_2013participation\\_diss2020.pdf](http://inea.ec.europa.eu/download/legal_framework/reg1290_2013participation_diss2020.pdf)

To provide funding to an international organisation (IO) under Art.10(2)(b) one would need to find an agreement where the IO is a contracting party AND the Agreement explicitly stipulates that for participation in research projects under the EU framework programme funding will be provided. The RfPs entail that '*funding is provided for under a bilateral scientific and technological agreement or any other arrangement between the Union and the international organisation*'.

However, this situation does not affect the eligibility for participation (if other conditions of the call are being fulfilled).

#### **Guide for funding for non-EU countries & international organisations**

[http://ec.europa.eu/research/participants/docs/h2020-funding-guide/cross-cutting-issues/international-cooperation\\_en.htm](http://ec.europa.eu/research/participants/docs/h2020-funding-guide/cross-cutting-issues/international-cooperation_en.htm)

4. Applicability of the Financial and Administrative Framework Agreement between the European Union represented by the European Commission and the United Nations to projects under Horizon 2020 (FAFA)

[http://ec.europa.eu/europeaid/sites/devco/files/procedures-fafa-un-consolidated\\_en\\_0.pdf](http://ec.europa.eu/europeaid/sites/devco/files/procedures-fafa-un-consolidated_en_0.pdf)

The FAFA Agreement is not a basis for automatic funding of the UN in H2020 projects.

This does not affect the eligibility for participation of the UN organisation (if the other conditions of the call are being fulfilled).

Funding may be provided on an 'exceptional' basis under Art.10(2)(a) of the Horizon 2020 RfP. 'Exceptional' in this context means that UN organisations might receive funding as the organisation's participation in that particular project is considered essential for carrying out the project. This does not contradict the fact that UN organisations are not automatically 'fundable' under Horizon 2020.