

# Austrian Electric Mobility Flagship Projects

8<sup>th</sup> Call

**Submission deadline: 6 October 2016, 12:00**



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# Preface

The “Austrian Electric Mobility Flagship Projects” programme was launched by the Climate and Energy Fund in 2009. The funding programme has since supported innovative and application-oriented projects which have made a significant contribution to strengthening the position of Austria and national industry on the emerging electric mobility market.

Over the past few years electric mobility has rapidly developed from a research topic to market introduction. This has been taken into account in the previous calls of the funding programme. While the first calls have mainly addressed technological issues, the focus is now shifting to the overall system – from the vehicle and infrastructure through to new business models.

This and the next call will continue to support the development and demonstration of new solutions in the field of electric mobility. They will stress the systemic perspective and broaden the scope of topics to include questions relating to the manufacture and recycling of electrically driven vehicles. The 2016 Call includes two topics. One focus is on integrating product and production technology development in order to significantly reduce manufacturing costs and thus further enhance the attractiveness of electric mobility. The second topic focuses on special purpose vehicles in order to increase the degree of electrification and contribute to the reduction of CO<sub>2</sub> emissions in this vehicle segment.

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 5 million euros in funding is available for the 8<sup>th</sup> Call.

These funds are intended to support flagship projects and cooperative R&D projects. The projects should either reduce the manufacturing costs and increase the manufacturing efficiency of components for electric vehicles and charging infrastructure through product and manufacturing innovations and/or increase the degree of electrification in special purpose vehicles (construction vehicles, municipal and emergency vehicles, airport vehicles, transport vehicles, etc.).

The full set of project proposals must be submitted via eCall (<https://ecall.ffg.at>) by the submission deadline of 6 October 2016, 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<br>Large-scale research and demonstration project   | Cooperative R&D Project<br>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; <b>industrial research must not exceed 15% of overall project costs.</b> 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  |
| Topic “Low-Emission/Low Cost Industrial Production for Electromobility” | Yes  | No   |
| Topic “Electrified Special Vehicles”                                    | Yes  | Yes  |
| Min. funding amount requested for R&D part of the project               | € 2 million  | None   |
| Max. funding amount for R&D part of the project                         | None   | € 1 million  |
| Funding rate  | max. 85 %, depending on research category and type of organisation.  | max. 60 %, depending on type of organisation.<br>For details see Technical Guidelines. |
| Available call budget   | <b>€ 5 million</b>   |  |



|                                       |   |              |
|---------------------------------------|---|--------------|
| →                                     |   |              |
| <b>Project duration</b>               | 2 to 4 years  | 1 to 3 years |
| <b>Cooperation required</b>           | Yes, see Technical Guidelines   |              |
| <b>Obligatory preliminary meeting</b> | A preliminary meeting to be held until 6 September 2016 is obligatory for ALL projects (see Chapter 4.2.).  |              |
| <b>Submission deadline</b>            | <b>06 October 2016, 12:00</b>   |              |
| <b>Language</b>                       | Englisch  |              |
| <b>Contact</b>                        | <b>DDI Ursula Bodisch</b><br>Telefon: 01/577 55-5047, <a href="mailto:ursula.bodisch@ffg.at">ursula.bodisch@ffg.at</a><br><b>E-Mail: <a href="mailto:leuchttuerme-e-mobilitaet@ffg.at">leuchttuerme-e-mobilitaet@ffg.at</a></b> |              |
| <b>Information on the Web</b>         | <a href="http://www.ffg.at/technologische-leuchttuerme-der-elektromobilitaet">www.ffg.at/technologische-leuchttuerme-der-elektromobilitaet</a>  |              |

## 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](http://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 objectives of the programme

In Austria, electric mobility is embedded in an **inter-modal mobility system** made up of trains, electric utility vehicles, buses and cars as well as electric scooters and bikes on the basis of smart grids and charging infrastructures<sup>1</sup>. The "Austrian Electric Mobility Flagship Projects" programme aims to support the development of solutions for the creation of an affordable, environmentally-friendly and efficient mobility system. In line with ensuring the Climate and Energy Fund's policy of achieving greatest possible relevance in terms of climate protection, the programme has a **technologically neutral** focus on electric vehicles with largely emission-free driving modes (BEV, REX, PHEV, FCHEV<sup>2</sup>).

1) [www.bmvit.gv.at/verkehr/elektromobilitaet/downloads/emobil\\_umsetzungsplan.pdf](http://www.bmvit.gv.at/verkehr/elektromobilitaet/downloads/emobil_umsetzungsplan.pdf)

2) BEV = battery electric vehicle, REX = range extender, PHEV = plug in hybrid electric vehicle, FCHEV = fuel cell hybrid electric vehicle

The programme thus contributes towards meeting the following strategic goals:

### Transport policy goals

Austria is fully committed to meeting the goal laid down in the White Paper on Transport 2011<sup>3</sup> adopted by the European Commission of reducing carbon emissions in the transport sector by 60 per cent by 2050. The share of conventionally-fuelled cars in urban transport is to be halved by 2030 and completely eliminated by 2050. The aim is also to achieve largely carbon free urban logistics in larger urban centres by 2030.

The Austrian Transport Master Plan stipulates that by 2025 CO<sub>2</sub> emissions are to be reduced by 19 percent, particle matter emissions (PM2.5) by around 50 percent and NO<sub>x</sub> emissions by up to 70 percent compared with 2010. It is not possible to achieve any of these objectives without **alternative drive systems**, without **new technologies** and in particular without a **change in mobility behaviour**. “Austrian Electric Mobility Flagship Projects” therefore aim to develop and demonstrate relevant solutions.

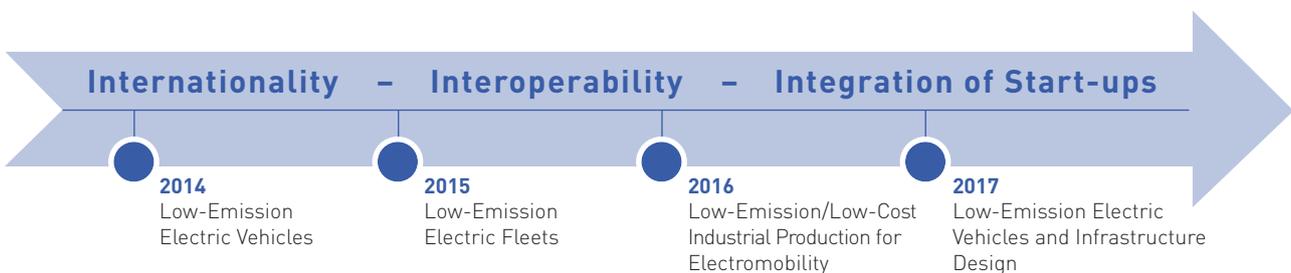
### Technology policy goals

Electric mobility cuts across the transport, infrastructure, technology, energy and environment sectors and is thus of key importance as a business and location factor for Austria. **Electric mobility solutions developed in Austria** enable the successful international positioning of Austrian cutting-edge technology and also open up new market opportunities for a range of industrial sectors, such as the automotive supply, electronics and energy supply industries. According to the Austrian study “Electric Mobility as an Economic Opportunity”, the overall effect of electric mobility is estimated to have a **value added** of 2.9 billion euros and provide jobs for 35,600 full-time employees by 2030. These positive effects have been recently 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 recipients<sup>6</sup>

The “Austrian Electric Mobility Flagship Projects” programme provides **continual support for the development and demonstration** of the **technologies and systems** required for electric and partly-electric drive systems and applications in the period from 2014 to 2017. This includes **energy storage systems, drive-train technologies, lightweight construction, solutions for the overall integration in vehicle and energy systems, fleet management, new vehicle concepts, solutions for integration in the transport system, smart production systems as well as solutions aimed at influencing user behaviour**. The 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 will address all aspects of the electric mobility system over the years, while also providing proposers with the opportunity to focus on one of the specific topics covered by the four calls.



<sup>3)</sup> [eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:DE:PDF](http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:DE:PDF)

<sup>4)</sup> [www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/downloads/gvp\\_gesamt.pdf](http://www.bmvit.gv.at/verkehr/gesamtverkehr/gvp/downloads/gvp_gesamt.pdf)

<sup>5)</sup> [www.e-connected.at/userfiles/elektromobilitaetsstudie\\_kurz.pdf](http://www.e-connected.at/userfiles/elektromobilitaetsstudie_kurz.pdf)

<sup>6)</sup> 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 change.

#### 2014 – „Low-Emission Electric Vehicles“

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

#### 2015 – „Low-Emission Electric Fleets“

- Development and demonstration of vehicle fleet applications for electric and partially electric cars.
- Start-up initiative for the 2017 topic “Low-Emission Electric Vehicle and Infrastructure Design”

Funding budget: € 5 million

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

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

Another thematic field will be added in 2016 for reasons of topicality. For details see Chapter 3.2.

Funding budget: € 5 million

#### 2017 – „Low-Emission Electric Vehicles and Infrastructure Design“

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

Planned funding budget: € 5 million

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

## 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 manufacturing technologies or demonstration projects.

### Distinction from the “Production of the Future” programme

The “Production of the Future” programme of the Federal Ministry for Transport, Innovation and Technology (BMVIT) addresses key topics across all sectors of the manufacturing industry with a focus on competitive products and enhanced productivity in order to safeguard sustainable economic growth in Austria. In 2016, the development of production technologies for electromobility components (vehicles, infrastructure) will only be funded under the present call, and not under the “Production of the Future” programme. Conversely, the improvement of production technologies for components that are not specific to electric mobility will only be funded under the “Production of the Future” programme and are not the subject of this call.

### Relationship to the calls “Model Regions of Electric Mobility”, “klimaaktiv mobil”, “Smart Cities – Intelligent Cities in Europe”, and the “Energy Research Programme 2016 of the Climate and Energy Fund”

- “Model Regions of Electric Mobility” and “klimaaktiv mobil” provide funding for projects that make commercial technologies and electromobility services available to a wider public via business and use models and support communities and companies in fleet conversion by providing financial support for vehicle purchase. The RTI programme “Austrian Electric Mobility Flagship Projects”, in contrast, provides funding for the development and demonstration of prototype solutions that are not yet available on the market. An exchange of knowledge between flagship projects and stakeholders of model regions and other electric mobility initiatives is recommended in order to facilitate market introduction.

- The “Smart Cities Initiative” of the Climate and Energy Fund aims to initiate large demonstration and pilot projects 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 2016 of the Climate and Energy Fund” supports the development of energy-efficient products and system solutions as well as research into efficient and sustainable energy systems. The programme also provides funding for the further development of conventional vehicle technologies.

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 first topic of the 8<sup>th</sup> Call of the “Austrian Electric Mobility Flagship Projects” programme is **Low Emission/Low Cost Industrial Production for Electromobility**. It aims to achieve a minimum 10 % reduction in the cost of manufacturing electric vehicles and charging infrastructure components as a means of accelerating the adoption of electromobility.

With its second topic, **Electrified Special Vehicles**, the call also aims at increasing the use of electric and partially electric vehicles for special applications, for example in the construction industry, agriculture and tourism, leisure and municipal use, at airports and railway stations, in an industrial context, transport services, etc.

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

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

### 3.2 Call 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 one of the following topics and fulfil the preconditions described below:

#### 3.2.1 Low-Emission/Low Cost Industrial Production for Electromobility

As well as having a positive impact on the environment, electromobility offers a fun and comfortable driving experience. The range of available vehicle models and number of registrations are rising. However, market penetration is still proceeding comparatively slowly so that the potential offered by electromobility is, as yet, insufficiently exploited. One contributing factor is the

still high cost of vehicles and charging infrastructure compared to conventional technologies. A possible method of reducing this barrier is to reduce the cost of manufacturing components.

Whether for relatively mature technologies such as electric motors, power electronics and sound management, or comparatively new technologies including lightweight construction, traction batteries, battery and charging management, and fuel cell systems, electromobility poses new challenges to manufacturing with associated efficiency potentials.

The call therefore invites project proposals which,

- advance existing (or at least prototype-stage) electric vehicle components (EV, PHEV, FCEV) and charging technologies so that they can be manufactured at lower cost or more efficiently, and thereby reducing emissions, and which simultaneously
- develop (further) the production technologies and processes for manufacturing these components in order to make the production process itself more efficient and cost-effective.

**Both aspects must be combined in a convincingly integrative flagship project.** An important requirement is that the integrative approach to product and production development is based on concrete component and technology developments. The project proposal should list the actual electric mobility components and systems including their characteristic values (key performance indicators, production costs, etc.). The same applies for the production technologies and processes. The proposal must also specify the quantifiable targets due to have been met by the end of the project. Project proposals in which the development of vehicle and/or infrastructure components also includes consideration of their lifecycles, including recycling and reuse, as well as user requirements, will be viewed favourably.

The projects submitted are required to complement the research and development work with a demonstration component. This part of the project must demonstrate the manufacture of the improved vehicle or infrastructure components using the improved production technologies in a quantity relevant to the production process and specified in the project proposal. A monitoring system should be established to prove whether the stated project targets have been achieved.

**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).**

### 3.2.2 Electrified Special Vehicles

As well as conventional cars and heavy goods vehicle models, there is a whole range of special vehicles which are required to meet special demands: they include construction vehicles, street cleaning vehicles, vehicles used in agriculture and forestry, in ski slope preparation, the sport and tourism industries, collection vehicles in the waste industry, emergency vehicles, vehicles used at airports and railway stations, transport vehicles for logistics and in an industrial setting, amongst others. On the one hand, it is therefore a significant challenge to electrify these vehicles, but on the other, their utilisation and ownership structure offers a particularly large potential for the use of electric alternatives, thereby helping to reduce CO<sub>2</sub> emissions in this vehicle segment.

The call therefore invites project proposals which significantly advance the electrification of **special vehicles without cable connection** over and above the current state of the art. Projects must consider the vehicle as a whole and take any special requirements for charging infrastructure into account, if necessary.

The funding application must state the current maximum degree of electrification available in the market for the vehicle segment covered by the project. Additionally, the project proposal must determine and present the maximum technically possible degree of electrification for the vehicle segment, while also ensuring economical acquisition and operation and simultaneously preserving the range of required vehicle functionalities. The proposed project should be designed to significantly exploit the potential arising from the difference between current and possible degrees of electrification and must go beyond incremental developments of the technology.

The proposed project must undertake the necessary technological developments and manufacture at least one prototype of the special vehicle developed, together with any special charging infrastructure, where necessary.

The 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) meets the target values, and to identify areas offering potential for further improvement.

**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). Projekt, Wissenstransfer zu KMU).**

## 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: <a href="http://www.ffg.at/8.AS_LT_Emobilitaet/downloadcenter">www.ffg.at/8.AS_LT_Emobilitaet/downloadcenter</a> |   |
| <b>Flagship Project</b>   | <ul style="list-style-type: none"> <li>– Technical Guidelines for Flagship Projects _____ PDF</li> <li>– Project Description for Flagship Projects _____ Word</li> <li>– Declaration of SME status (if required)** _____ Excel</li> </ul>                       |
| <b>Cooperative R&amp;D Project</b>  | <ul style="list-style-type: none"> <li>– Technical Guidelines for Cooperative R&amp;D Projects _____ PDF</li> <li>– Project Description for Cooperative R&amp;D Projects _____ Word</li> <li>– Declaration of SME status (if required)** _____ Excel</li> </ul> |
| <b>General cost regulations</b>   | <ul style="list-style-type: none"> <li>– Cost Guidelines_2.0<br/>(Guidelines for the Accounting of Project Costs) _____ PDF</li> </ul>  |

### 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 6 September 2016 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 to provide optimal support to the applicants in preparing their project proposals. Applications for projects submitted without having

\*\*) 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.

conducted a preliminary discussion will be rejected for formal reasons. If the proposal also includes an application for funding according to 4.3 the meeting will also be attended by Kommunkredit Public Consulting (KPC), or a separate meeting must be arranged with KPC (see 4.3).

### 4.3 Environmental funding managed by Kommunkredit 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 Kommunkredit 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 Umweltförderung im Inland). 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 6 September 2016** at the latest, unless KPC has already participated in the preliminary discussion mentioned in 4.2. Applicants are requested to contact the FFG to arrange a date for the meeting. The advisory meeting helps KPC experts to assess whether the planned investment is eligible for funding as a demonstration facility in the respective call. Environmental funding will not be granted if such an advisory meeting has not been held.

#### Application

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 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

Further information on environmental funding is available at:

[www.umweltfoerderung.at/betriebe/sonstige-umweltschutzmassnahmen-laermschutz-demonstrationsanlagen.html](http://www.umweltfoerderung.at/betriebe/sonstige-umweltschutzmassnahmen-laermschutz-demonstrationsanlagen.html) and [www.umweltfoerderung.at/betriebe.html](http://www.umweltfoerderung.at/betriebe.html)

The following table shows the types of costs eligible:

| Industrial Research<br>FFG   | Experimental Development<br>FFG   | Demonstration Facilities<br>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 crediting them towards individual obligations according to § 10 EEffG.

# 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](http://www.ffg.at/recht-finanzen/rechtsgrundlagen))

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

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

# 6.0 Contact

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