



**FFG**

# **International Cooperation in Horizon 2020**

## **EU and Thailand**

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In addition to the topics mentioned herein the European Commission flagged the following call topics (listed on page 9 in the [Roadmap for EU-ASEAN S&T cooperation](#)) as being particularly and thematically suitable for international STI cooperation with Thailand.

## Industrial Leadership

<b>Horizon 2020 Pillar:</b>	Industrial Leadership
<b>Programme:</b>	Leadership in Enabling and Industrial Technologies - Space
<b>Call Title:</b>	Space 2018-2020
<b>Call Identifier:</b>	h2020-space-2018-2020
<b>Topic Title:</b>	International Cooperation Copernicus – Designing EO downstream applications with international partners
<b>Topic Identifier:</b>	DT-SPACE-06-EO-2019
<b>Type of Action:</b>	RIA Research and Innovation action
<b>Deadline(s):</b>	12-03-2019 (single-stage)

### Participant Portal Weblink:

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/topics/dt-space-06-eo-2019.html>

**Specific Challenges:** Copernicus, the Union's Earth observation and monitoring programme produces a wealth of data and information regarding the Earth sub-systems (land, atmosphere, oceans) and cross-cutting processes (climate change, emergency and security). Cooperation with international partners is key to promoting the uptake of Copernicus globally, exploiting possibilities for integrating in-situ, space data and information technologies. Building the Copernicus full, free and open data policy, the Commission seeks to facilitate access to Copernicus data and information for interested international partners. Administrative cooperation arrangements on Copernicus data access and earth observation data exchange have already been signed with the United States and Australia, and discussions towards similar cooperation have been started with other countries and regions (including Africa, Latin American countries and **Asia**-Pacific countries).

Cooperation with partner countries should be fostered with a view to using Copernicus data to jointly develop algorithms, services and/or products which serve local user needs and/or enhance the Copernicus global product quality.

It is encouraged to cooperate on data processing and applications using the Copernicus DIAS, integrate third-party data (including in-situ data) and envisage data assimilation into models and products made available on the Copernicus platform of the Copernicus services.

For such applications and developments to succeed in the market or with public users, the products need to be shaped according to users' needs and their value to users must be openly demonstrated to the wider user

community. This needs to be achieved in an environment integrated at the level of the user, in order for users to accept the innovative potential which the product promises. This will require also specific attention to be given to the various processes in place in the users' workflows which incorporate the EO information. Furthermore, the transition of R&D product prototypes to viable commercial product lines after the end of the EU funded phase remains a challenge to be addressed early on during product development.

**Scope:** Proposals shall address a wide variety of applications stemming from the use of Earth observation and their smart integration with other related technologies. Copernicus should be considered as part of the solution which may include other space or non-space inputs. This is likely to lead to greater value, opportunities and especially market uptake. Applications shall be sustained by a production process capable of delivering to the user a product which is validated and accepted as a marketable product in the international partner country. International collaboration has a key role to play in this context, as it enhances access to markets beyond the national borders, notably by enabling space application providers to absorb market-related tacit knowledge and know-how of their partners. Corresponding validations and customisations are to be undertaken, and the business case for the application is to be demonstrated. Service level models are to be developed, with appropriate quality of service definitions for the application. Application products are expected to adopt open standards for data documentation, data models and services including data processing, visualisation and cataloguing on a large scale.

Activities shall include joint cal/val activities or integration of local in-situ systems to enhance service products. It is important to exploit the added value of integration of EO observation technologies (both satellite, airborne and ground based) with positioning ones, and ICT (enhancing new frontiers opened by cloud computing) from international partner countries through the development of applications, and encourage their insertion into the market.

The choice of EO application is left to the proposer.

Applicants are advised to consult further information on the availability of Copernicus Sentinel Data, access to Copernicus Contributing Mission data, as well as issues recommended to be detailed in the proposals via the Commission's Copernicus website<sup>[1]</sup>.

For projects to be funded under this topic:

- Participation of partners from countries that have signed a Copernicus Cooperation Arrangement<sup>[2]</sup> is required;
- Participation of industry, in particular SMEs, is encouraged;
- Participation of partners involved in international GEO initiatives is encouraged.

The Commission considers that proposals requesting a contribution from the EU of between EUR 1 and 2 million would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

This topic contributes to the Horizon 2020 focus area "Digitising and transforming European industry and services".

**Expected Impact:**

- Establish sustainable supply chains for innovative EO value added products and services with demonstrated commercial value with international client communities;
- Complete integration, based on international standards, into the customer's existing business processes and processing chains, as well as the economic viability of the application is to be demonstrated;
- Enhance the European industry's potential to take advantage of market opportunities and establish leadership in the field and to boost business activity;
- Lead to new or improved products, processes or services on the market that are capable of generating within 3 years after the end of public funding a significant turnover for the participants, and create new jobs;
- Lead to an improved quality of the Copernicus global product, thereby enhancing the stabling of Copernicus data and information in a global environment and GEOSS.

**Cross-cutting Priorities:** International cooperation

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<sup>[1]</sup> <http://www.copernicus.eu/main/data-access>

<sup>[2]</sup> See Copernicus.eu for list of countries concerned

## Societal Challenges

<b>Horizon 2020 Pillar:</b>	Societal Challenges
<b>Programme:</b>	Food security, sustainable agriculture and forestry, marine, maritime and inland water research and the bioeconomy
<b>Call Title:</b>	Sustainable Food Security
<b>Call Identifier:</b>	h2020-sfs-2018-2020
<b>Topic Title:</b>	European Joint Programme on agricultural soil management
<b>Topic Identifier:</b>	LC-SFS-20-2019
<b>Type of Action:</b>	COFUND-EJP COFUND (European Joint Programme)
<b>Deadline(s):</b>	23-01-2019 (single-stage)

### Participant Portal Weblink:

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/topics/lc-sfs-20-2019.html>

**Specific Challenges:** Good agriculture soil management contributes to food security, climate change mitigation/adaptation and ecosystem services. Preserving and increasing fertility of soils, not least through their organic content and water retaining capacity, increases agricultural production. Soils and their carbon content are also important for climate change mitigation. A number of good soil management practices have been developed to deal with some of the challenges; however serious knowledge gaps exist, e.g. on the characteristics of soils in various regions of Europe, the factors influencing their fertility or their capacity to store carbon, depending on different climate and environment conditions. The European Union is committed to addressing climate change with ambitious targets. An integrated framework for soil research in Europe is required to overcome current fragmentation and unleash the potential of agricultural soils to contribute to climate change mitigation/adaptation, while preserving or increasing agricultural functions.

**Scope:** The European Joint Programme will boost soil research with main emphasis on agricultural soil contribution to climate change mitigation and adaptation. The aim is to construct a sustainable framework for an integrated community of research groups working on related aspects of agricultural soil management<sup>[1]</sup>. The activities should look at how management of agricultural soils can reduce degradation of land and soils (in particular soil erosion and loss of organic matter), preserve and increase fertility of soils and how the processes related to organic content and water retaining capacity can support mitigation and adaptation to climate change. The EJP will evaluate and foster implementation of novel technologies for soil management and carbon

sequestration. The aim of the EJP is also to look for synergies between different approaches used in Europe for farm level accounting of emissions and removals from agricultural activities and particularly of carbon storage. In doing so, activities will contribute to improving inventories, measurements, reporting and accounting activities at different scales. Sustainable agricultural productivity and environmental aspects will also be targeted in connection with climate change mitigation and adaptation, so that optimisation of land management is ensured.

The European Joint Programme will include joint programming and execution of research and other joint integrative activities such as education and training (e.g. short-term missions, workshops), knowledge management, access to experimental facilities and databases, including also harmonisation, standardisation.

State-of-art technologies for mapping and soil sampling (physical, chemical and biological parameters) should be explored for wider and simple use from national level to farm level. In return, by e.g. developing new ICT tools, this could help farmers to protect and manage soils in line with current scientific understanding of processes. The EJP should also facilitate sampling and further development of LUCAS<sup>[2]</sup> –European Soil Database as well support EU contribution to global soil mapping activities.

Participating legal entities must have research funding and/or management responsibilities in the field of agriculture soil management.

The proposal should include a five-year roadmap describing the key priorities and governance processes as well as the first annual work plan.

The acquired knowledge should support policy making in the domain of agricultural soil management and related policies, such as agriculture, climate and environment, and when feasible and appropriate transfer of science to practice for better agricultural soil management by farmers should be envisaged.

The activities will need to be coordinated as appropriate with the Global Soil Partnership and more particularly with European Soil Partnership node, with the **Global Research Alliance** on agricultural greenhouse gases, the project selected under SFS-50-2017, 4/1000, GACSA, JPI FACCE, JPI CLIMATE, Belmont Forum, and soil activities coordinated by the JRC<sup>[3]</sup> when relevant and appropriate. The work of the EJP will also support number of policies: Common Agricultural Policy, Climate Change related policy and relevant environmental policies, in particular the implementation of the EU Soil Thematic Strategy<sup>[4]</sup>.

Considering the budget available, the scope covered and the potential entities for the EJP, the Commission considers that an EU contribution to a maximum 50% of the total eligible costs of the action or up to 40 million EUR would allow this specific challenge to be addressed appropriately.

**Expected Impact:** The project will lead to significant long term alignment of research strategies and activities at national and EU level by:

- fostering understanding of soil management and its influence on climate mitigation and adaptation, sustainable agricultural production and environment;
- understanding how soil carbon sequestration can contribute to climate change mitigation at regional level including accounting for carbon;
- strengthening scientific cooperation at European level including training of young scientists;
- development of agreed knowledge base and database for European contribution towards international reporting;
- contributing to the European Soil Data Centre with harmonised European soil information for international reporting.

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<sup>[1]</sup> Agro-forestry is included in the topic.

<sup>[2]</sup> Land use/cover area frame statistical survey, abbreviated as LUCAS, is a European field survey program funded and executed by Eurostat [http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Land\\_use/cover\\_area\\_frame\\_survey\\_%28LUCAS%29](http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Land_use/cover_area_frame_survey_%28LUCAS%29)

<sup>[3]</sup> European Soil Data Centre; EIONET - European Environment Information and Observation Network – soil network

<sup>[4]</sup> COM(2006)231

<b>Horizon 2020 Pillar:</b>	Societal Challenges
<b>Programme:</b>	Health, demographic change and wellbeing
<b>Call Title:</b>	Better Health and care, economic growth and sustainable health systems
<b>Call Identifier:</b>	h2020-sc1-bhc-2018-2020
<b>Topic Title:</b>	<b>Global Alliance for Chronic Diseases (GACD)</b> - Scaling-up of evidence-based health interventions at population level for the prevention and management of hypertension and/or diabetes
<b>Topic Identifier:</b>	SC1-BHC-16-2018
<b>Type of Action:</b>	RIA Research and Innovation action
<b>Deadline(s):</b>	18-04-2018 (single-stage)

**Participant Portal Weblink:**

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/topics/sc1-bhc-16-2018.html>

**Specific Challenges:** The **Global Alliance for Chronic Diseases**<sup>[1]</sup> (**GACD**) aims to coordinate research on chronic diseases at a global level in order to enhance knowledge exchange across individual projects, and to better understand the impact of socio-economic, cultural, geopolitical and policy on research findings, so as to appropriately adapt interventions and scale-up to different geographical, economic and cultural settings. The **GACD** call will support research associated with the scale-up of interventions for the prevention and/or management of hypertension and/or diabetes in low- and middle-income countries (LMIC<sup>[2]</sup>) and/or in vulnerable populations in High Income Countries (HIC).

Hypertension affects one billion people worldwide and is a major contributor to the growing global pandemic of cardiovascular disease and stroke. It is estimated that raised blood pressure indirectly currently kills approximately 8 million people every year<sup>[3]</sup>, while cardiovascular disease accounts for approximately 18 million deaths a year<sup>[4]</sup>, nearly one third of total deaths. Not only is hypertension more prevalent in LMIC, there are also more people affected because a larger proportion of the population live in those countries than in HIC.

Poor hypertension control and the absence of strategies to maintain normal blood pressure, particularly in LMICs and in vulnerable populations in HIC, reflect the challenges of effective and affordable implementation in healthcare and other sectors.

In the past twenty years the global death rate from diabetes has doubled and the World Health Organisation is predicting that this will increase by two thirds by 2030. It is currently estimated that 422 million adults worldwide suffer from diabetes of which 80% are from LMIC. In 2012, an estimated 1.5 million deaths were directly caused by diabetes and another 2.2 million deaths were attributable to high blood glucose<sup>[5]</sup>.

Identifying and evaluating interventions to assess efficacy is not always enough to ensure their wide uptake in the real-world. Even when information, tools and interventions have been tested within real-world effectiveness studies, the development of knowledge to support their broader uptake<sup>[6]</sup> has often remained outside the remit of research. Effectively implementing and scaling-up interventions, programmes, and policies to the regional and national levels are persistent challenges.

It is essential that policy makers, communities, families, caregivers, patients, as well as healthcare practice and other settings are equipped with evidence-based strategies to integrate scientific knowledge and effective interventions into everyday use. Researchers have found it challenging to ensure that tools and interventions deemed efficacious within clinical or community-based trials are readily adopted and implemented. Scaling-up interventions to large populations is not a straightforward task. In practice, translation from a pragmatic trial to the real-life commissioning and continuous delivery of an intervention across a health system is a huge political and economic challenge. Without intentional, guided efforts to scale-up, a new evidence-based intervention might not be broadly implemented.

**Scope:** Proposals must focus on the scale-up of interventions at population level for hypertension and/or diabetes prevention and/or management in LMIC, and/or in vulnerable populations in HIC. Proposals addressing comorbidities with either hypertension or diabetes, including between them, are encouraged.

Proposals must align with commitments or planned commitments at a regional or country level to implement evidence-based interventions (including evidence of cost-effectiveness and affordability) across health or other sectors. Policymakers, intervention payers (excluding research funding agencies), researchers (including local researchers), implementers and beneficiaries should be involved at all stages of the intervention development and implementation design to identify the challenges to intervention delivery in real settings. Such partners will be integral to the success and sustainability of the programme and it is essential that they are engaged early, and participate actively in the design of the research proposal. Researchers should collaborate closely with the authorities responsible for the programme's delivery. Those authorities must pay for and provide the interventions, possibly through loans contracted from development banks or other financial providers. Proposals will carry out the research associated with the scale-up of the intervention.

Proposals must build on evidence-based interventions (including evidence of cost-effectiveness and affordability) for the respective population groups under defined contextual circumstances and should seek to replicate and scale-up interventions. The selected interventions to be scaled-up should have been proven to be equitable, safe, effective, and efficient as well as making local health systems and health services more responsive and person-centred. In particular, proposals should:

- Be targeted at the regional or national level.
- Identify, develop, test, evaluate and/or refine strategies to scale-up evidence-based practices<sup>[7]</sup> into public health, clinical practice, and community settings.
- Identify, understand, and develop strategies for overcoming barriers to the adoption, adaptation, integration, scale-up and sustainability of evidence-based interventions, tools, policies, and guidelines. They should address a range of scale-up challenges, including complex processes, inefficient use of resources, inequitable allocation of resources, and supply and demand barriers to scaling-up and sustainability.
- Identify, understand, and develop strategies for measuring the unintended consequences of intervening at a system level.
- Use scale-up methods, tools, and approaches to enhancing equity, efficiency, people-centred, and responsive health systems, promoting a culture of evidence-informed learning, engaging stakeholders, and improving decisions on policies and programmes to achieve better health outcomes.
- Be aligned with existing policies, programme management, monitoring and evaluation processes. They may include important shifts in the practices, incentives, and engagement of global, national and regional health policy, regulatory frameworks, management, research, publication, and civil society stakeholders.
- Include health economic assessments as an integral part of the proposed research.
- Demonstrate that policy makers and health authorities are supportive of, and have been engaged in designing the research proposal.

Proposals should be multidisciplinary and cross-sectorial. Relevant gender and cultural aspects, as well as vulnerable populations, should be taken into account. Proposals may build on previous hypertension and diabetes projects supported under the **GACD** that have demonstrated the potential for impact.

The proposal will cover the research around the scaling up of the interventions. The research may cover:

- Identification of the best evidence-based interventions;
- Definition and implementation of optimum scale-up methods (e.g. pilots in multiple settings, defining a scalable unit);
- Embed real time monitoring/evaluation to refine protocols and ensure adaptability and effective uptake;
- Evaluation of health outcomes;

- Where appropriate, make recommendations for the replication of the applied scale-up interventions to other countries or very large regions.

Research under **GACD** involves regular exchange of research findings and information across participating projects by means of cross-project working groups and annual joint meetings. Wherever feasible, projects should harmonise and standardise their data collection and exchange data. Applicants must budget for annual costs of having two team members participate in one annual face-to-face meeting of the Annual Scientific Meeting (location to vary annually).

The Commission considers that proposals requesting a contribution from the EU of between EUR 2 to 4 million would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

### **Expected Impact:**

(one of or combinations of):

- Enhanced programmes and policies that can significantly reduce the numbers of patients with hypertension and/or diabetes through prevention.
- Enhanced programmes and policies that can significantly increase the number of patients for whom hypertension and/or diabetes was previously undetected.
- Enhanced programmes and policies that can significantly increase the number of patients for whom hypertension and/or diabetes is controlled.
- Enhanced effective, efficient, equitable and sustainable health systems, to lesser inequalities and greater health equity and additional societal benefits, in the medium and long-term.
- Improved health services more responsive to the need of the comorbidities of hypertension and diabetes and other non-communicable diseases.
- Recommendations to translate findings to other countries or very large regions.
- Contribute to the attainment of the sustainable development goals for non-communicable diseases<sup>[8]</sup>.

**Cross-cutting Priorities:** Gender, Socio-economic science and humanities, International cooperation

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<sup>[1]</sup> <http://www.gacd.org/>

<sup>[2]</sup> World Bank country classification based on estimates of gross national income per capita: [databank.worldbank.org/data/download/site-content/CLASS.xls](http://databank.worldbank.org/data/download/site-content/CLASS.xls)

<sup>[3]</sup> Forouzanfar et al. JAMA. 2017;317(2):165-182. doi:10.1001/jama.2016.19043

<sup>[4]</sup> Roth et al. J Am Coll Cardiol. 2017 May 15. pii: S0735-1097(17)37244-3.

<sup>[5]</sup> WHO Global report on diabetes: <http://www.who.int/diabetes/global-report/en/>

<sup>[6]</sup> For instance: cost and financing of the intervention, provider training, availability of resources, integration into healthcare systems, delivery to vulnerable or difficult-to-reach populations, monitoring the quality of intervention delivery

<sup>[7]</sup> For instance: behavioural interventions; prevention, early detection, diagnostic, treatment and disease management interventions; quality improvement programmes

<sup>[8]</sup> <https://sustainabledevelopment.un.org/sdg3>

<b>Horizon 2020 Pillar:</b>	Societal Challenges
<b>Programme:</b>	Smart, green and integrated transport
<b>Call Title:</b>	2018-2020 Mobility for Growth
<b>Call Identifier:</b>	h2020-mg-2018-2019-2020
<b>Topic Title:</b>	InCo flagship on reduction of transport impact on air quality
<b>Topic Identifier:</b>	LC-MG-1-1-2018
<b>Type of Action:</b>	RIA Research and Innovation action
<b>Deadline(s):</b>	30-01-2018, 19-09-2018 (two-stage)

**Participant Portal Weblink:**

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/topics/lc-mg-1-1-2018.html>

**Specific Challenges:** The air quality situation in Europe has not sufficiently improved for some pollutants and significant exceedances are still found, for example, for particles, ozone and nitrogen oxides, particularly in areas affected by specific environmental or industrial conditions.. Similar situations occur in many cities around the world, and this is the reason for designing this international cooperation flagship.

High hopes are pinned on zero tailpipe emission technologies that might solve the problem in the longer term, particularly in the road sector. However, fleet renewal is too slow to just wait for all vehicles on the road to be replaced by electrified ones in order to solve the air quality issue. Also, emissions from other sectors, such as ships and aircraft in ports, internal waterways and airports, can contribute significantly to the problem, and zero emission technologies are not often available.

It is therefore urgent to address in as many ways as possible the reduction of the impact of the existing internal combustion transport fleets and support local authorities and other regulatory bodies with the provision of appropriate/advanced tools. Monitoring of the car fleet, for instance, can detect high emitters, allowing to provide information to authorities for possible cases of defeat devices, tampering, poor durability of depollution systems.

In the case of tampering, the legal situation varies among member states and needs to be clarified in view of facilitating enforcement.

The choices of customers buying new vehicles can be oriented towards cleaner vehicles by making visible which are those that have an overall better performance (i.e. as a consumer information measure, separate from EU

certified type-approval testing, while users of existing polluting vehicles could be encouraged to use them in a more environmentally friendly way.

It is also important to verify the performance of On Board Detection (OBD) systems and of periodic inspections and improve them where appropriate.

On board measurement of pollutants could enable new implementation approaches to regulation showing on the one hand how much each driver pollutes (helping in the eco-driving effort) whilst on the other hand allowing a real "polluter pays" approach to certification, taxation and traffic regulation (the needed technology will be explored in LC-MG-1-4-2018, together with research on hardening de-pollution systems against tampering).

Apart from road vehicles, airports and ports can strongly contribute to poor air quality, it is therefore important to quantify their impact and monitor their evolution.

Finally, the health impact of extremely fine particles and of Volatile and Semi-Volatile Organic Compounds (VOCs and SVOCs free or absorbed in the particles), is still not well understood. Such ultra-fine particles have been proven to pass the alveoli, placental and brain barriers and they can reach other organs through the blood stream and generate serious health impacts which need further research.

**Scope:** Given the policy relevance of the topic, the selected consortia will regularly share their findings with relevant European Commission services. Proposals will have to address one of the following subtopics and clearly indicate which subtopic they are addressing:

- a. Low-emission oriented driving, management and assistance. This area aims at exploring the impact of the user (including his driving behaviour and choices in maintaining the vehicle) on emission production:
  - Driving behaviour exploration: PEMS<sup>[1]</sup> driving measurement campaigns to assess driver behaviour variability and correlate it with real powertrain emission, and (if needed by lab measurement and modelling) brakes and road/tires emissions;
  - Derivation of low polluting-emissions driving practices and dissemination through awareness campaigns. The collected data should be of adequate quality to be also usable as input for future implementation in driving assistance tools and automated driving, as well as traffic management;
  - Assessment of the impact of other user behaviours such as poor maintenance or tampering. All aspects and causes should be studied, including an assessment of the real effectiveness of OBD and periodic inspections, of the legal situation of tampering in each member state (for both sales of devices and installation) and of the most effective ways to induce car owners not to tamper and to properly maintain their vehicles (considering both technical and economic reasons for their behaviour);

- Assessment of the potential impact of retrofits<sup>[2]</sup>, both for light and heavy duty road vehicles and NRMM<sup>[3]</sup> (including the development of methodologies to verify a level of durability appropriate for the application) and promotion of their application in cities with pollution problems.

In line with the strategy for EU international cooperation in research and innovation (COM(2012)497) international cooperation is encouraged, in particular with China and other **Asian** and/or CELAC countries.

- b. Starting from recently defined emissions indicators (RDE test results including NOx max and PN max values, WLTP CO2 emissions), development of a 12 to 18 month project to timely develop support to informed consumer choice by defining a holistic testing and scoring mechanism. This should be capable of assessing all vehicles (conventional and electrified) and lead to a single "GREEN VEHICLE index". Such index should encompass all of the relevant criteria, e.g. tailpipe CO2, and polluting emissions such as NOx/NO2, hydrocarbons and particles, noise, performance and operating cost. The developed methodology should be fine-tuned in a pilot phase on a sufficiently large number of vehicles to ensure that the results are comparable and provide a fair and reliable assessment. Such an index could result in a public awareness scheme (running after project end) capable of orienting eco-conscious consumer choice, and to create a virtuous circle (as achieved by EURONCAP for safety) creating competition on who brings to market the cleanest vehicles. The mechanism should complement (not overlap with) the results of regulatory real-driving emissions (RDE) tests with an aim to maximise the coverage of real-world driving situations and provide relevant information. Particular attention should be paid to the ways in which the variability of real-world emissions performance is communicated, and what usage patterns deliver the best performance (being therefore complementary to the study and awareness raising activities in Subtopic A).
- c. Sensing and monitoring emission in urban road transportation system. This area intends to urgently provide a means to monitor fleet-wide on-road emissions, to detect and repress any emission-affecting modifications of individual vehicles (tampering) or bad maintenance/poor after-treatment system durability/OBD ineffectiveness, to support local air quality plans, and to help national and local enforcement authorities in identifying and prosecuting infringing vehicles.
  - Remote sensing of road vehicle emissions (contactless measurements from the roadside, portals or from chasing vehicles); further technological development of available techniques is needed to improve performance, reduce costs, facilitate use by unskilled personnel and achieve a broader deployment potential;

- Establishment of a proper data infrastructure built around vehicle registration databases, traffic management measures and air quality monitoring systems;
- Demonstration of the system in several cities;

In line with the strategy for EU international cooperation in research and innovation (COM(2012)497), international cooperation is encouraged, in particular with China.

- d. Cost effective enforcement of shipping related emissions legislation, both at the EU and global level, is essential for the expected environmental improvements to be achieved. To support the enforcement, assess their effectiveness and to identify potential future gaps it is necessary to develop, evaluate and demonstrate cost effective systems to measure the airborne emissions of pollutants from a vessel under real operational conditions ( e.g using on board systems) and to target ships for inspection and the enforcement of emission limits.

For coastal, urban and port areas, develop measuring technologies and 'beyond state of the art' modelling tools to assess the contribution of air emissions from ships and their comparative impact on air quality and health building also on projects such as 'Interreg Clean North Sea Shipping (CNSS) and the LIFE project 'Clean Inland Shipping' (CLINSH).

In addition to characterising and quantifying particulate matter (in particular, the most harmful, including ultrafine), such systems should also be able to simultaneously measure other relevant pollutants including SO<sub>x</sub> and NO<sub>x</sub>.

In line with the strategy for EU international cooperation in research and innovation (COM(2012)497), international cooperation is encouraged, in particular with the involvement of the largest ports and regulating authorities and other relevant bodies within the **Asian** region as well as in the frame of the activities of the International Maritime Organisation to which EU Member States and global maritime nations are parties.

- e. Measurement of airborne pollutants emissions from aircraft under parking (with functioning APU), taxiing, take-off and climb-out conditions and under different climate conditions (In addition to characterising and quantifying particulate matter down to at least 10nm, systems should also be able to simultaneously measure other relevant pollutants including SO<sub>x</sub> and NO<sub>x</sub>). An assessment of pollutants' transport and impact on air quality in and around airports, in a form potentially suitable for regulation should be performed.

In line with the Union's strategy for international cooperation in research and innovation (COM(2012)497), international cooperation is encouraged, in particular with Asia, CELAC and the US.

- f. In-vitro and in-vivo assessment of health effects of ultrafine nanoparticles (VOCs and SVOCs) emitted from engines of the different transport modes

particularly when using fuels with high aromatic content. Focus should be on understanding the biological processes leading to acute genotoxic and systemic effects in the lungs and, in particular, beyond.

The Commission considers that proposals requesting a contribution from the EU between EUR 2 and 5 million would allow the different specific challenges to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

**Expected Impact:** All the above actions contribute to the UN's Sustainable Development Goals (SDG), in particular SDG 3 ("Ensure healthy lives and promote wellbeing for all at all ages") and 11 ("Make cities and human settlements inclusive, safe, resilient and sustainable") through:

- Reduction of emissions from the existing combustion-engined car fleet (A, C);
- Reduction of unnecessary driver-induced emissions through a better awareness by the public of their role in controlling polluting emissions (A) ;
- Increase of low emitting vehicle sales by providing more information to guide buyers towards the cleanest available vehicles (B);
- Reduction of transport-related emissions through the improvements of detection and enforcement against vehicles with tampering, defeat devices or durability issue, as well as of ships not complying with emissions regulations, i.e. not using clean low-sulphur fuels, suitable engine parameters for NOx reduction or properly activating de-pollution devices where appropriate (C, D) ;
- Better understanding of the impact of the different transport modes through monitoring detection and modelling of emissions in the existing road vehicle fleet as well as ships and aircraft (C, D, E) ;
- Improved and more comprehensive data for risk assessment from air pollutants from different transport modes and identification of cost effective reduction measures (F);
- Provide technical evidence to assess gaps in current regulation of vehicles and air quality (All).

**Cross-cutting Priorities:** International cooperation, Socio-economic science and humanities

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<sup>[1]</sup> Portable Emissions Measurement Systems

<sup>[2]</sup> For instance those resulting from the Horizon Prize for the cleanest engine retrofit.

<sup>[3]</sup> Non-Road Mobile Machinery, i.e. earth moving machines, locomotives etc).

<b>Horizon 2020 Pillar:</b>	Societal Challenges
<b>Programme:</b>	Smart, green and integrated transport
<b>Call Title:</b>	Building a low-carbon, climate resilient future: Green Vehicles
<b>Call Identifier:</b>	h2020-lc-gv-2018-2019-2020
<b>Topic Title:</b>	InCo flagship on “Urban mobility and sustainable electrification in large urban areas in developing and emerging economies”
<b>Topic Identifier:</b>	LC-GV-05-2019
<b>Type of Action:</b>	IA Innovation action
<b>Deadline(s):</b>	24-04-2019 (single-stage)

**Participant Portal Weblink:**

<http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/topics/lc-gv-05-2019.html>

**Specific Challenges:** Climate change, energy security and local air pollution are some of the key questions for the 21st century. Urban areas in developing and Emerging Countries are major driving factors in growing global energy demand and Greenhouse Gas emissions.

Although cities cover only 2% of the earth's surface, 50% of the world's population lives in cities, but they are responsible for three-quarters of the global energy consumption as well as approximately 80% of the global greenhouse gas emissions. While the trend towards urbanisation and the associated increase of personal and freight transport creates massive challenges, in particular in developing and Emerging Economies, it also offers the unique opportunity to shape energy use especially in the transport and urban form towards a low carbon pathway. Moving towards sustainable mobility will also help addressing urban congestion, access to jobs and public services, and local air pollution.

This is why urbanisation requires integrated mobility solutions that bring together technology opportunities with local and national policy, including land use and mobility planning. Efficient transport and mobility, based on a balanced mix of public and private transport and dependent on the characteristics of each city, is and will continue to be the backbone of cities' growth and competitiveness.

Whereas environmental issues are very high on urban mobility agendas, the importance of transport in urban social and economic structures is often

neglected in discussions. All three aspects of urban sustainability must be treated with equal importance and have to be examined in parallel.

**Scope:** Actions should bring together European, **Asian** (e.g. China), CELAC (Community of Latin American and Caribbean States) and African research partners, government agencies and urban authorities, private sector and civil society with relevant expertise and competence within the corresponding cooperation framework and foster participatory engagement in urban electrification in order to reduce air pollution and CO<sub>2</sub> emissions. All types of vehicle are considered under this topic (powered 2 wheelers, cars, buses, trucks and LDV).

Proposals should address all of the following activities:

- Development of a toolbox for advanced management strategies towards a more efficient private and public electric mobility: E-mobility management strategies, focusing on smart deployment and operation of vehicles, in particular electrified vehicle, to increase mobility and energy efficiency, emission reduction and user acceptance of electrified vehicles
  - A smart and cooperative management of the vehicle in urban operation, (intermodal route planning, ecorouting eco-driving charging and parking infrastructure availability...).
  - Deployment and operation of infrastructure use charging infrastructure (conventional and wireless) and network, availability of parking places. Adaptation and integration of existing/ adapted vehicles of different types if necessary.
  - Efficient integration of the operations of different electrified road public transport, from e-bike to bus rapid transit ( e- BRT) including mini-buses, taxi and mobility services on demand through smart navigation and routing, coordinated traffic management, demand-responsive service and dispatching
- Comparative demonstrations activities and pilots in cities in Europe, Asia, African and/or CELAC countries: Innovative concepts for electrified road public transport (passenger and freight), jointly designed through International Partnerships as a contribution to a wider sustainable mobility concept, from the perspective of a seamless mobility, taking in account the acceptance of users (travellers or freight operator). Comparative demonstrations activities and pilots (in European and Chinese's Cities, African, CELAC countries) of such jointly designed concepts developed by local partners.
- Implementation concepts to scale up the demonstration activities. Evaluation of the relative outputs and accordingly the development of implementation concepts to scale up the demonstration activities and exploration of the sustainable mobility planning in the city transformation process :
  - Sustainable planning of city and transportation infrastructure: link city planning with policy discussion and implementation solutions and city goals

- Dedicated plans for financing solutions, including public and private operations.
- Regional and international replication conditions to reach out to a larger number of cities and countries

Cooperation and synergies with ongoing activities undertaken with international initiatives such as Decarbonising Transport (International Transport Forum) and the Urban Electric Mobility Initiative (UN-Habitat) and other joint initiatives of European Member States international cooperation initiatives and the European Commission (e.g. Mobilise Your City) should be sought where appropriate.

In line with the strategy for EU international cooperation in research and innovation<sup>[1]</sup>, international cooperation is encouraged.

Applicants are invited to read the eligibility and admissibility conditions for this topic.

The Commission considers that proposals requesting a contribution from the EU in the range of EUR 15 and 18 million would allow this specific challenge to be addressed appropriately. Nonetheless, this does not preclude submission and selection of proposals requesting other amounts.

### **Expected Impact:**

Proposals are expected to contribute to:

- Capability to quantify the potential reduction of greenhouse gas and pollutant emissions as well as traffic congestion, by demonstrating improvements that can be achieved with new urban mobility systems and electrification, for each stakeholder in the value chain (in line with the objectives set by the COP21 and the New Urban Agenda)
- Reference models of the mobility system to provide a basis in order to assess the ability to replicate sustainable concepts by demonstrating the short- and long-term benefit for the stakeholders involved, and especially considering the relevant boundary conditions (i.e infrastructure, vehicle, usage needs and patterns, governance, financing schemes, urban organisation, etc) and how the result contributes to key EU policy goals ( including climate goals and competitiveness of European industry
- A basis for strengthening the collaboration of the European Union with Asia (e.g. China, India, etc), Latin America (CELAC) and Africa, which also offers both a common starting point for common future legislative efforts, as well a favourable setting for new business opportunities for innovative local and European entrepreneurs.

**Cross-cutting Priorities:** Open Innovation, Contractual Public-Private Partnerships (cPPPs), EGVI, International cooperation, Socio-economic science and humanities

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<sup>[1]</sup> (COM (2012) 497)