

**CALL FICHE**

<b>Call identifier:</b>	<b>FP7-SST-2011-RTD-1</b>
<b>Deadline:</b>	2 December 2010 at 17.00.00 (Brussels local time)
<b>Program:</b>	FP7

<b>Topic</b>			
<b>Activity / Area</b>	<b>Topics called</b>	<b>GT N°</b>	<b>Funding Schemes</b>
<b>7.2.1. THE GREENING OF SURFACE TRANSPORT</b>			
<b>7.2.1.1. The greening of products and operations</b>	SST.2011.1.1-1. Green retrofitting through optimization of hull-propulsion interaction	2	CP-FP
	SST.2011.1.1-2. Retrofitting of existing ships with green technologies	2	CP-FP
	SST.2011.1.1-3. Towards zero emission marine engines	2	CP-IP

	SST.2011.1.1-4. Energy consumption reduction in urban rail systems	1	CP-IP
<b>7.2.2 ENCOURAGING MODAL SHIFT AND DECONGESTING TRANSPORT CORRIDORS</b>			
<b>7.2.2.1. Logistics and intermodal transport</b>	SST.2011.2.1-1. Efficient interfaces between transport modes	4	CP-FP
<b>7.2.2.5. Interoperability and safety</b>	SST.2011.2.5-1. Rail system interoperability (regulatory and non-legislative interoperability based on technological innovations)	1	CP-FP
<b>7.2.4. IMPROVING SAFETY AND SECURITY</b>			
<b>7.2.4.1 Integrated safety and security for surface transport systems</b>	SST.2011.4.1-1. Design of vehicle safety systems for a better protection of vulnerable road users and other under-protected and less safe user groups	4	CP-FP
	SST.2011.4.1-2. Mitigation measures and good practice to reduce human fatalities and disruption of services resulting from suicides and trespasses on railways property	1	CP-FP
	SST.2011.4.1-3. Reducing the occurrences and impacts of freight train derailments	1	CP-FP
<b>7.2.5. STRENGTHENING COMPETITIVENESS</b>			
<b>7.2.5.2 Competitive surface transport products and services</b>	SST.2011.5.2-1. Strengthening the European maritime transport sector competitiveness	2	CSA-CA
	SST.2011.5.2-2. Advanced and cost effective road infrastructure construction, management and maintenance	4	CP-FP
	SST.2011.5.2-3. Cost-effective modernization of the inland fleet for freight transport	2	CP-FP
	SST.2011.5.2-4. Exploring and fostering international collaboration in the waterborne transport sector	2	CSA-SA
	SST.2011.5.2-5. A system approach for railway operations management to increase capacity and decrease delays for railway customers' satisfaction	1	CP-IP
	SST.2011.5.2-6. Cost-effective improvement of rail	1	CP-FP

	transport infrastructure		
<b>7.2.6. CROSS-CUTTING ACTIVITIES FOR IMPLEMENTATION OF THE SUB-THEME PROGRAMME</b>			
	SST.2011.6-1. Supporting the organization of the TRA 2012 conference and other research relevant events	4	CSA-SA
<b>7.2.7. THE 'EUROPEAN GREEN CARS INITIATIVE'</b>			
	GC.SST.2011.7-1. Specific safety issues of electric vehicles	3	CP-FP
	GC.SST.2011.7-2. Integrated thermal management	3	CP-FP
	GC.SST.2011.7-3. Efficient long distance transport – waste heat recovery	3	CP-FP
	GC.SST.2011.7-4. Urban–interurban shipments	3	CP-FP
	GC.SST.2011.7-5. Integrated intermodal traveller services	3	CP-FP-SICA
	GC.SST.2011.7-6 Capability of improving and exploiting capacity	3	CSA-CA
	GC.SST.2011.7-9. Efficient long distance transport – future power train concepts (includes: advanced combustion and after-treatment)	3	CP-IP
	GC.SST.2011.7-10. Architectures of Light Duty Vehicles for urban freight transport	3	CP-FP
	GC.SST.2011.7-11.E-freight solutions and supply chain management	3	CP-FP

<b>Submission stages:</b>	1
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<b>Consortium Agreement:</b>	<input type="checkbox"/> Yes / <input type="checkbox"/> No
participants in Collaborative Projects are required to conclude a consortium agreement; participants in Coordination and Support Actions are encouraged, but not required, to conclude a consortium agreement.	

<b>Participants:</b>
- Table of standard minimum number of participating legal entities for all funding schemes used in the call, in line with the Rules for Participation:

<b>Funding scheme</b>	<b>Minimum conditions</b>
Collaborative Projects	At least 3 independent legal entities, each of which is established in a MS or AC, and no 2 of which are established in the same MS or AC
Coordination and Support Actions	At least 3 independent legal entities, each of
(coordinating action)	which is established in a MS or AC, and no 2 of which are established in the same MS or AC
Collaborative Projects for specific cooperation actions (SICA) dedicated to international cooperation partner countries	At least 4 independent legal entities. Of these, 2 must be established in different MS or AC. The other 2 must be established in different international cooperation partner countries (ICPC).

<b>Budget constraints:</b>
<p>- The following additional eligibility criterion apply in this call: Maximum requested EU contribution to CP-FP and CP-FP-SICA projects is limited to EUR 3 million per project. Minimum requested EU contribution to CP-IP projects is EUR 3 million.</p> <p>- Only information provided in part A of the proposal will be used to determine whether the proposal is eligible with respect to budget thresholds and/or minimum number of eligible participants.</p>

<b>Grant Information:</b>

### Maximum Reimbursement Rates

The upper limits foreseen in the Rules for Participation (Article 33) for the Community financial contribution are summarised in the following table.

	Non-profit public bodies, secondary and higher education establishments, research organisations and SMEs	All other organisations
Research and technological development activities	75%	50% <sup>5</sup>
Demonstration activities	50%	50%
Coordination and support actions	100%	100%
Management, audit certificates and other activities <sup>6</sup>	100%	100%

<sup>4</sup> As confirmed by Decision C(2009)4459 of 15 June 2009.

<sup>5</sup> For security related research and technological development activities, (Chapter 10 of this work programme) the Community financial contribution may reach a maximum of 75% in the case of the development of capabilities in domains with very limited market size and a risk of 'market failure' and for accelerated equipment development in response to new threats. Further information is given in Chapter 10.

<sup>6</sup> Including, inter alia training in actions that do not fall under the funding schemes for training and career development of researchers, coordination, networking and dissemination (as set out in Article 33(4) of the Rules for Participation).

### **Relevant documents:**

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### **Other recommendations:**

#### **Required documents to apply:**

- The general eligibility criteria are set out in Annex 2 of this work programme, and in the guide for applicants. Please note that the completeness criterion also includes that part B of the proposal shall be readable, accessible and printable.
- The procedure for prioritising proposals with equal scores is described in Annex 2 of the work programme.
- No hearings are foreseen.
- The evaluation will produce 4 ranked lists of proposals retained for funding with the corresponding reserve lists:
  - Group of topics N° 1
  - Group of topics N° 2
  - Group of topics N° 3
  - Group of topics N° 4

#### **Contact point:**

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**Transport NCP**

**Record Control Number:** 20943

**Update Date:** 2009-05-06

**Comment:**

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**Programme acronym:** FP7-TRANSPORT

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**Record Control Number:** 19361

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**Comment:** Secondary NCP

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**Indicative timetable**

- Intended period for evaluation and panel meetings: January to March 2011.
- Intended start date of grant agreement negotiations: April 2011

**Exploitation remarks**

NA

**Minimis**

NA