

Electromobility+

Information and Brokerage Event

Electromobility +

Ralf Engel, MEDDTL / Predit

Cologne

13 January 2011



Eranet + Electromobility

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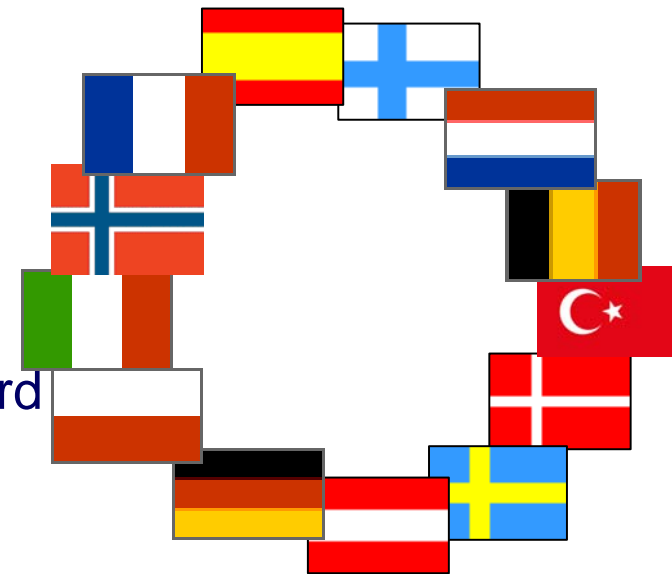
Since December 14, 2010 the Electromobility+ call is open for proposals!

- **13 countries and regions are committed**

- Consortium : FR,DE, AT, SE, NO, DK, FI, NL, PL, TU, BE/Flandres, ES/Andal., IT/Piemont

- **Governance**

- Coordinator: TUV Rheinland
- French Chairmanship of the Governance Board in 2011, Political representation, assessment and dissemination



Why create an Eranet+ on Electromobility?

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World wide context

- **Economic crisis**
- **Rise of electromobility**
- **Challenges of Global competition (USA, Japan, China...)**
- **European Green Car Initiative (EGCI)**
- **Industrial initiatives, PPP (ECGI Advisory Board, Capire)**



Why create an Eranet+ on Electromobility?

- **All MS and regions represented in the Electromobility+ consortium have developed national initiatives that join forces via this transnational call, for example**
- **German « Nationaler Entwicklungsplan Elektromobilität »**
- **French « Plan véhicule décarboné »**
- **various other national / regional initiatives to promote Electromobility**

Why create an Eranet+ on Electromobility?

- **Role of the European Member States**
- **ERA-NET TRANSPORT as a suitable platform for creating a response of the MS**
- **Fill the gap inbetween national initiatives on behalf of Electromobility and the EGCI**
- **Experiment large scale cooperation between national programmes, in order to contribute to the building of the European research Area**
- **Create a long term platform for transnational cooperation for Electromobility**
- **Joint programming, gain experience**

What was the guiding idea in the creation of the Electromobility+?

- **Foresight approach: how to structure the sustainable European landscape for Electromobility?**
- **Systemic approach**

Electromobility+: a question of commitment

- **Important contribution to against Climate Change**
- **Responsibility of the countries and regions**

Reminder: Eranet+?

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- **Joint transnational call between national programs (Program Owners & Program Managers)**
- **5 countries – 5 M€ minimum**
- **Co-financing (topping up) by the European Commission**
 - Up to 33% of the total budget
 - In the framework of SST 2011, 10 M€ maximum earmarked
 - Around 20 M€ budget from the consortium members
- **Final budget = approximatively 30 M€**
- **Deployment by the national programs**
- **Project submission : usually applied procedures nationally**
- **2 phases of evaluation**
 - By the national programs
 - By an international expert panel



Thematic scope of the joint call

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“The joint call will focus on fully electric vehicles, plug-in hybrid vehicles and fuel cell hydrogen vehicles.

The participating countries and regions agreed on a strictly pre-competitive scope of the joint call.”



Thematic scope of the joint call

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KEY DIMENSIONS

- 1. Energy and environmental policy approach**
- 2. Usage patterns, economic models, actors involved**
- 3. Strategic research on technical dimensions of the recharging, storage and distribution systems**
- 4. Testing, trials and normative standards**
- 5. Technology based Innovation**



Energy and environmental policy approach

- a. Energy balances
- b. Quantitative horizons of a low-carbon vehicle fleet
- c. Externalities
- d. Raw material and recycling

Usage patterns, economic models, actors involved

- a. Usage patterns
- b. Economic models and tax legislation
- c. Actors involved
- d. Low-carbon vehicles in town: perspectives for housing, community facilities, office blocks
- e. Social acceptability and behavioural trends
- f. Time-course scenarios for vehicle take-on
- g. Synergies to be derived from Electromobility for the benefit of the current transport system

Strategic research on technical dimensions of the recharging, storage and distribution systems

- a. Technical models of battery recharge solutions**
- b. Managing the power grid**
- c. Recharging and refuelling stations**
- d. Co-governance of different Electromobility modes and their mode infrastructures (green cars, buses, utilities, etc.)**
- e. Vehicle integration of information and communication technologies**

Testing, trials and normative standards

- a. Performance review of the first-generation systems**
- b. Safety considerations**

Technology based Innovation

- a. Energy storage and management
- b. Powertrain
- c. Vehicle architecture
- d. Vehicle integration of information and communication technologies
- e. Auxiliary power units
- f. New service procedures for maintenance
- g. Evaluation of integrated technical systems

From the Guide for Applicants

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“This list is not exhaustive. Further topics that clearly fall under one or several of the key dimensions, can be considered as being eligible. A sufficient explanation needs to be given in the proposal.”

“Proposals can relate to several Key dimensions. However, for practical reasons (i.e. the evaluation procedure) the proposal formally has to be addressed to only one key dimension, preferably the one which fits best to the proposal.”



Type of projects

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The transnational call Electromobility+ is open for research as defined in the Community framework for state aid for research and development and innovation” (2006/C 323/01).

The Electromobility+ consortium expects research projects with content on Strategic Research for Transport Policy and Technology and Applied Research for Technology based Innovation.



Key Dimensions

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National specifications

Key dimensions	FR	AT	DE	SE	FI	DK	PL	ES*	IT*	NO	NL	TR	BE*
I. Energy and environmental approach	X	X	X	X	X	X	X	X	X	X			
II. Usage patterns, economic models, actors involved	X	X	X	X	X	X	X	X	X	X			
III. Strategic research on technical dimensions of the recharging, storage and distribution systems	X	X	X	X	X	X	X	X	X	X	X	X	X
IV. Testing, Trials & normative standards	X	X	X	X	X	X	X	X	X	X	X		
V. Technology based Innovation	X	X	X	X	X	X	X	X	X			X	X

Timeline

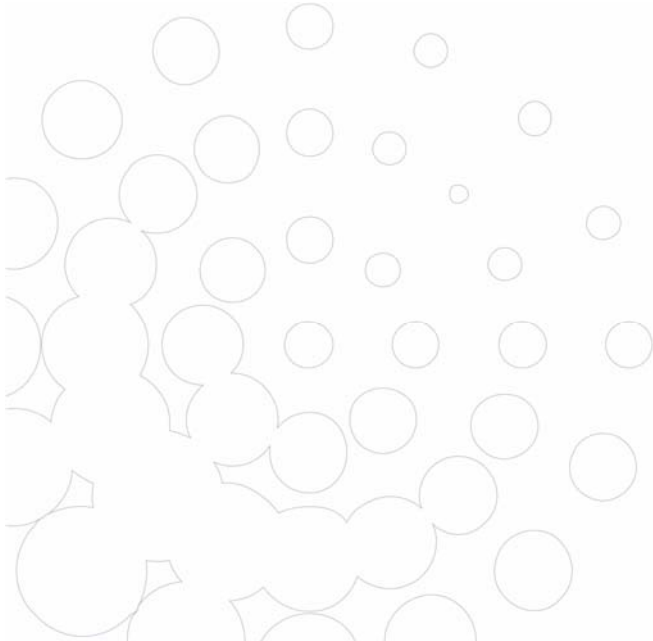
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Opening of the Call	14/12/2010
Closure of the Call	31/03/2011 17.00 h (Brussels local time)



National conditions

- **Applicants should always refer to the national conditions and definitions regarding the expected type of research as outlined in the respective national information documents and/or websites, which are linked to the EPSS.**



Electromobility+ Call secretariat

Ralf Engel, PREDIT, Tel: +33 14081 1568,
ralf.engel@developpement-durable.gouv.fr

Floris Mulder, Agentschap NL, T: + 31 88 - 602 2409,
floris.mulder@agentschapnl.nl

Miriam Stephan, TÜV Rheinland, Tel: + 49 221 806 4253
miriam.stephan@de.tuv.com

Oliver Althoff, TÜV Rheinland, Tel: + 49 221 806 4253
oliver.althoff@de.tuv.com

Merci de votre attention!

**ralf.engel@developpement-
durable.gouv.fr**

+33.1.40.81.15.68

www.predit.prd.fr