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1. /DFG/ Deutsch-italienische Zusammenarbeit in den Geistes- und Sozialwissenschaften 2024, Termin: 31.12.2022

Die Villa Vigoni schreibt im Rahmen einer Vereinbarung mit der Deutschen Forschungsgemeinschaft (DFG) für das Jahr 2024 wiederum ein Veranstaltungsprogramm zwischen Deutschland und Italien zur Förderung der Geistes- und Sozialwissenschaften aus.

Zielsetzung des Programms ist unter anderem die Exploration aktueller Herausforderungen in den Geistes- und Sozialwissenschaften aus vergleichender deutscher und italienischer Perspektive sowie die Mobilisierung neuer Verbindungen zwischen deutscher und italienischer Wissenschaft. Dabei müssen nicht zwingend exklusiv deutsch-italienische Themen behandelt werden. Das Vorhaben soll dem institutionellen Auftrag der Villa Vigoni Rechnung tragen, die deutsch-italienischen Beziehungen in Wissenschaft, Bildung und Kultur im europäischen Geist zu fördern, und auch eine Begegnung des wissenschaftlichen Nachwuchses ermöglichen.

Kern des Programms sind die Villa-Vigoni-Gespräche. Diese gelten Themen, die die aktuellen Debatten zur Kultur, Geschichte und Gesellschaft Europas vertiefen. Im Mittelpunkt steht die intensive Auseinandersetzung im Gespräch, die sich bewusst von den üblichen Konferenzformaten unterscheidet. Die Teilnehmendenzahl ist auf maximal 25 Personen begrenzt.

Weitere Informationen:

https://www.dfg.de/foerderung/info_wissenschaft/info_wissenschaft_22_75/index.html

2. /DFG/ UK-German Funding Initiative in the Humanities, Deadline: 15 February 2023, 23:59 hrs (German time)

Fifth call in this bilateral collaboration, 2022/2023

The Arts and Humanities Research Council (AHRC) and the Deutsche Forschungsgemeinschaft (DFG, German Research Foundation) are launching a call for proposals for outstanding joint UK-German research projects in the Humanities. Proposals should strengthen cooperation in the fields of arts and humanities between Germany and the UK.

Both funding agencies want to strengthen international cooperation in these fields, to fund academic research of the highest quality within their own countries, and are aware that some of the best research can only be achieved by working with the best researchers internationally. The scheme will provide funding for integrated UK-German projects. The partner agencies will organise a coordinated peer review and a single joint selection process. Funding will be distributed among the research partners according to researchers' place of work and, more generally, according to the funding rules of each individual agency.

Proposals may be submitted in any area of the Humanities, as defined in the research funding guides. Only proposals whose primary aim is to make fundamental advances in human knowledge in the relevant fields may be submitted in response to the call for proposals. Applicants who are uncertain whether their proposal would be eligible should contact the relevant agencies for clarification.

Projects must have well-defined joint working programmes, clearly demonstrating the added value of UK-German collaboration. We expect that each partner substantially contributes to the common project; this also includes taking on organisational responsibilities.

Immediate resubmission of unsuccessful proposals from one call to the next call is not permitted but is acceptable for future calls. Applicants unsuccessful under the last call may submit different proposals for this call.

The duration of the projects will normally be and must not exceed three years. Successful projects will be expected to start in early 2024.

The UK component may seek up to £420,000 FEC, to which the AHRC will normally contribute 80% FEC. Projects should be integrated but do not have to be symmetrical, in the sense that neither the sums requested nor the items requested have to be identical on the UK and German sides. However, we would expect the work packages to be delivered reasonably equally.

Further information:

https://www.dfg.de/foerderung/info_wissenschaft/info_wissenschaft_22_74/index.html

3. /DFG/ NSERC-DFG Lead Agency Activity on Sustainable Processes & Chemistry, deadline: 07. December 2022, 1. Stage

Canada and Germany enjoy a longstanding cooperation in science and technology. Recognising the importance of international collaboration in promoting scientific discoveries, the Natural Sciences and Engineering Research Council of Canada (NSERC) and the Deutsche Forschungsgemeinschaft (DFG, German Research Foundation) have signed a Memorandum of Understanding (MoU) on research cooperation. The MoU provides an overarching framework to enhance opportunities for collaborative activities between Canadian and German research communities and sets out the principles for developing jointly-supported activities.

To facilitate the support of collaborative work between Canadian researchers and their German counterparts under this MoU, NSERC and the Divisions of Physics and Chemistry (PC) and Engineering Sciences (ING 1) at the DFG are pleased to announce a call for proposals focused on Sustainable Processes and Chemistry. The proposed Canadian-German collaborative research projects must focus on basic and fundamental research and are expected to generate new knowledge and address one or more research challenges related to environmental sustainability. Typical, but not exclusive, examples include

- Sustainable polymerizations
- Novel types of catalysts or catalytic reactions
- Separation and purification technologies
- Sustainable chemistry and engineering
- Tools for life-cycle assessment

This call for proposals on Sustainable Processes and Chemistry includes a two-stage application process. Further Information:

https://www.dfg.de/foerderung/info_wissenschaft/ausschreibungen/info_wissenschaft_22_67/index.htm

4. /DFG/ BiodivERsA+: Call 2022&2023, deadline: 09. November 2022, 1. Stage

The Deutsche Forschungsgemeinschaft (DFG, German Research Foundation) as a partner of BiodivERsA+ is pleased to announce the launch of the 2022&2023 joint call for research proposals on the topic *Improved Transnational Monitoring of Biodiversity and Ecosystem Change for Science and Society* (BiodivMon).

This call will cover the following three non-exclusive themes:

- Innovation and harmonisation of methods and tools for collection and management of biodiversity monitoring data
- Addressing knowledge gaps on biodiversity status, dynamics and trends to reverse biodiversity loss
- Making use of available biodiversity monitoring data

Projects combining aspects from several themes are encouraged. The projects funded by this call should allow to better characterise, understand and report on the state and trends of biodiversity.

The call covers all environments (i.e., terrestrial, freshwater and marine in Europe and beyond).

A two-step process will apply, with a mandatory submission of pre-proposals at the first step and submission of full proposals at the second step.

To be eligible, research consortia will have to include teams from a minimum of three different countries participating in the call and requesting support from at least three different funding organisations (including at least two from EU member states or EU associated countries).

The full up-to-date list of participating funding organisations joining this call as well as their reserved budgets is available on the BiodivERsA+ website.

Further Information:

https://www.dfg.de/foerderung/info_wissenschaft/ausschreibungen/info_wissenschaft_22_68/index.htm

5. /BMBF*/ Förderung von Projekten der internationalen Berufsbildungszusammenarbeit - CooperationVET, Frist: 30. Juni 2024

Je nach angestrebter Kooperationskonstellation beabsichtigt das BMBF auf Basis dieser Rahmenbekanntmachung Maßnahmen unter den nachfolgend aufgeführten Modulen zu fördern. Die Projekte beider Module können unabhängig voneinander und jeweils als Einzel- oder Verbundvorhaben gefördert werden.

Weiterführende Details zu den einzelnen Partnerländern, den damit verbundenen Förderschwerpunkten und Fristen werden in spezifischen Förderaufrufen bekannt gegeben. Über die Förderaufrufe erfolgt keine weitergehende Ausgestaltung der Beihilferegelung.

Die Projekte beider Module unterstützen grundsätzlich die Reformanliegen der Partnerländer und können unabhängig voneinander zur Entwicklung, Erprobung und Implementierung der genannten Prinzipien beruflicher Aus- und Weiterbildung beitragen.

Modul A: Sondierungsprojekte

Sondierungsprojekte dienen als Grundlage für den Auf- bzw. Ausbau von Berufsbildungsk Kooperationen. Dies betrifft die Sondierung von Potenzialen in Vorbereitung neuer oder für die Weiterentwicklung bestehender Kooperationen sowie die Rahmenbedingungen zur Umsetzbarkeit von konkreten Projektideen. Im Bedarfsfall und wenn beispielsweise ein Handlungsfeld in einem Partnerland gänzlich neu zu erschließen ist, können Projekte zur Grundlagen- und Vergleichsforschung gefördert werden.

Modul B: Kooperationsprojekte

Kooperationsprojekte dienen der Ausgestaltung einer Berufsbildungsk Kooperation. Gefördert wird die Entwicklung und Erprobung von Modellen, Instrumenten, Verfahren und Konzepten im Spektrum der in Nummer 1.1 genannten Schlüsselemente und gemäß der in den Förderaufrufen beschriebenen

Kooperationsinteressen und Reformanliegen im Partnerland. Kooperationsprojekte sollen auf Verstärkung und Anwendung ausgerichtet sein, eine klare Praxisrelevanz für die lokalen Partner aufweisen und unter Einbindung lokaler Akteure der beruflichen Bildung umgesetzt werden. Antragsberechtigt sind Einrichtungen, die auf dem Gebiet der beruflichen Bildung tätig sind. Besonders angesprochen sind Kammerorganisationen und Gewerkschaften (inklusive deren angeschlossenen Einrichtungen der beruflichen Bildung sowie regionale und bereichsförmige Untergliederungen), das Netzwerk der deutschen Auslandshandelskammern (AHKs), Unternehmen der gewerblichen Wirtschaft (insbesondere KMU), gewerbliche und nichtgewerbliche Bildungsanbieter, Hochschulen und Forschungseinrichtungen. Ebenfalls angesprochen sind Landeseinrichtungen (z. B. Landesakademien, Landesinstitute, Träger der Berufsschulen etc.). Das Antragsverfahren ist zweistufig angelegt.

Weitere Informationen:

<https://www.bmbf.de/bmbf/shareddocs/bekanntmachungen/de/2022/09/2022-09-12-Bekanntmachung-CooperationVET.html>

6. /BMBF*/ Bilaterale Zusammenarbeit in Computational Neuroscience: Deutschland - USA, Frist: 22. November 2022, 1. Stufe

Dieser Initiative liegt die Erkenntnis zugrunde, dass Projekte, die traditionelle Fachgrenzen überwinden, häufig produktiver und kreativer sind und sich mit wichtigen Fragen besser auseinandersetzen können. Kooperationen, die Experten aus Wissenschaft und Technik mit sich ergänzender Erfahrung und Ausbildung zusammenbringen, sowie vertiefte Fachkenntnisse in vielfältigen Wissenschaftsbereichen sind Voraussetzung für diese Initiative und müssen im Antrag überzeugend dargestellt werden. Eine typische Forschungsk Kooperation kann beispielsweise Fachexpertise aus der Informatik und Neurobiologie verbinden, wobei diese Ausschreibung jedoch keine Vorgaben bezüglich einer bestimmten Kombination von Fachgebieten oder wissenschaftlichen Ansätzen enthält. Die Projektanträge sollten Forschungsk Kooperationen beschreiben, die komplementäres Fachwissen bündeln, um so bei schwierigen interdisziplinären Fragestellungen signifikante Fortschritte erreichen zu können.

Bei Anträgen für die gemeinsame Nutzung von Daten sollten die Ressourcen beschrieben sein, die von einer breiten Fachöffentlichkeit für weitreichende Fortschritte in der Forschung genutzt werden können. Der Schwerpunkt dieser Initiative liegt auf innovativen Forschungsarbeiten und Ressourcen und soll dazu beitragen, dass Experten aus den Bereichen Theorie, Computational Science, Technik, Mathematik und Statistik moderne rechnergestützte Methoden zur Bearbeitung dynamischer und komplexer neurowissenschaftlicher Probleme einsetzen und entwickeln.

Im Rahmen dieser Förderrichtlinie geförderte Forschung im Bereich Computational Science muss auf biologische Prozesse bezogen sein und sollte zu Hypothesen führen, die in biologischen Studien überprüft werden können. Folgendes wird vorausgesetzt:

- Die Projektanträge sollen komplementäre Expertisen aus Computational Science, Ingenieurwissenschaften, Modellierung, Theorie und/oder experimentellen Neurowissenschaften zusammenbringen;
 - die Kooperation sollte eine dynamische und eventuell längere Phase zur Entwicklung und Verfeinerung der Modelle, Theorien und/oder analytischen Methoden sowie ein enges Zusammenwirken von Experten verschiedener Fachrichtungen beinhalten und
 - die Entwicklung und Erprobung neuer Modelle oder Theorien sollte einen Rahmen für das Design von Experimenten und das Aufstellen neuer Hypothesen bieten, die zur Aufdeckung von Mechanismen und Prozessen im gesunden oder kranken Nervensystem beitragen können.
- Die gemeinsame Nutzung von Daten und Software wird bei allen Projekten dringend empfohlen, um die Umsetzung und Verbreitung der Forschungsergebnisse zu erleichtern, die Entwicklung von verallgemeinerbaren Ansätzen und Instrumenten für den umfassenden Einsatz in der Forschung zu

beschleunigen und die Kooperationsmöglichkeiten im Bereich Computational Neuroscience und in verwandten Bereichen zu erweitern.

Innovative Bildungs- und Ausbildungsmöglichkeiten werden gefördert, um Forschungskapazitäten im Bereich Computational Neuroscience zu entwickeln, die Teilnahme an Forschungs- und Bildungsmaßnahmen auszuweiten und die Wirkung der Forschung im Bereich Computational Neuroscience zu verstärken. Im Rahmen dieser Ausschreibung sind Maßnahmen in allen Bildungs- und Fortbildungsbereichen erwünscht. Internationale Forschungserfahrung für Studierende und wissenschaftlichen Nachwuchs wird bei allen Projekten mit internationaler Kooperation gefördert. Wo immer möglich, ist die gezielte Nutzung von bereits existierenden Datensätzen und Materialsammlungen für Forschungsfragestellungen vorzusehen.

Antragsberechtigt sind staatliche und staatlich anerkannte Hochschulen und außeruniversitäre Forschungseinrichtungen sowie Unternehmen der gewerblichen Wirtschaft. Zum Zeitpunkt der Auszahlung einer gewährten Zuwendung wird das Vorhandensein einer Betriebsstätte oder Niederlassung (Unternehmen) beziehungsweise einer sonstigen Einrichtung, die der nichtwirtschaftlichen Tätigkeit des Zuwendungsempfängers dient (staatliche und staatlich anerkannte Hochschulen und außeruniversitäre Forschungseinrichtungen), in Deutschland verlangt.

Das Antragsverfahren ist zweistufig angelegt.

Weitere Informationen:

<https://www.gesundheitsforschung-bmbf.de/de/15147.php>

7. /BMWK*/ 10. Deutsch-Französische Ausschreibung für gemeinsame Forschungs- und Entwicklungsprojekte mittelständischer Unternehmen, Frist: 09. Dezember 2022, 1. Stufe

Die Ausschreibung lädt Partner dazu ein, gemeinsame Vorschläge für technologische FuE - Projekte bis zum 31. Januar 2023 im Einklang mit dem folgenden Verfahren einzureichen. Die Projektteilnehmer aus Frankreich und Deutschland finanzieren ihre Kosten aus den jeweiligen nationalen Förderprogrammen und ergänzend mit eigenen Mitteln.

Die zu erwartenden Projektergebnisse müssen zu marktwirksamen technologischen Innovationen (neue Produkte, Verfahren und/oder technische Dienstleistungen) führen. Die Projektanträge müssen folgenden Leitlinien entsprechen:

- Zu den Partnern müssen mindestens ein französisches und ein deutsches mittelständisches Unternehmen gehören, die jeweils wesentliche Beiträge zu dem Projekt leisten. Die Beteiligung von weiteren Unternehmen und Forschungseinrichtungen als Partner oder Unterauftragnehmer entsprechend der jeweiligen landesspezifischen Förderrichtlinien ist willkommen.
- Es können auch Unternehmen und / oder Forschungseinrichtungen aus anderen Ländern teilnehmen. Die Teilnahme dieser Partner werden nicht durch das ZIM oder Bpifrance gefördert.
- Das Projekt soll einen ersichtlichen Mehrwert aufgrund der Kooperation der Teilnehmer beider Länder erzielen (beispielsweise eine verbesserte Wissensgrundlage, Zugang zu FuE - Infrastrukturen, neue Anwendungsbereiche).
- Die Kooperation muss ausgewogen sein. Dies bedeutet unter anderem, dass in einem Projekt mit zwei Partnern nicht mehr als 70 % der Personenmonate und bei mehr als zwei Partnern nicht mehr als 50 % der Personenmonate auf einen Partner entfallen dürfen. Weiterhin dürfen alle beteiligten Forschungseinrichtungen in einem Konsortium zusammen nicht mehr als 50 % der Projektarbeiten (Personenmonate) leisten.
- Die Laufzeit der Projekte soll drei Jahre nicht überschreiten.

Die Förderung wird gemäß den geltenden nationalen Gesetzen, Bestimmungen, Vorschriften und Verfahren gewährt.

Jeder deutsche Projektpartner stellt einen eigenen ZIM-Antrag an die AiF Projekt GmbH. Antragsberechtigt sind alle deutschen KMU, entsprechend der diesbezüglichen Regelungen der EU sowie mittelständische Unternehmen mit weniger als 500 Mitarbeitern (Vollzeitäquivalente), die FuE zur Entwicklung von

innovativen Produkten, Verfahren oder technischen Dienstleistungen durchführen. Weitere mittelständische Unternehmen mit weniger als 1.000 Mitarbeitern sind antragsberechtigt, wenn sie mit mindestens einem KMU entsprechend der Regelungen der EU kooperieren und dessen Projekt gefördert wird. Forschungseinrichtungen sind als Kooperationspartner von förderfähigen Unternehmen antragsberechtigt.

Weitere Informationen:

<https://www.zim.de/ZIM/Redaktion/DE/Artikel/International/frankreich.html>

8. /BMWK/ 5. Deutsch-Schwedische Ausschreibung für gemeinsame Forschungs- und Entwicklungsprojekte mittelständischer Unternehmen, Frist: 19. Januar 2023

Die Ausschreibung lädt Partner dazu ein, gemeinsame Vorschläge für technologische FuE-Projekte bis zum 19. Januar 2023 im Einklang mit dem im folgenden beschriebenen Verfahren einzureichen.

Die förderfähigen Projektteilnehmer aus Schweden und Deutschland finanzieren ihre Kosten aus den jeweiligen nationalen Förderprogrammen und ergänzend mit eigenen Mitteln. Bitte beachten Sie hierzu die nationalen Spezifikationen.

Die zu erwartenden Projektergebnisse sollen zu marktwirksamen technologischen Innovationen (neue Produkte, Verfahren und/oder technische Dienstleistungen) führen. Die Projekte müssen folgenden Leitlinien entsprechen:

- Zu den Partnern müssen mindestens ein schwedisches und ein deutsches mittelständisches Unternehmen gehören, die jeweils wesentliche inhaltliche Beiträge zu dem Projekt leisten.
- Die Beteiligung von weiteren Unternehmen und Forschungseinrichtungen als weitere Projektpartner oder Unterauftragnehmer entsprechend den nationalen Richtlinien ist möglich.
- Es können auch Unternehmen und/oder Forschungseinrichtungen aus anderen Ländern teilnehmen. Die Teilnahme dieser Partner wird nicht durch das ZIM oder Vinnova gefördert; sie sind mit in das Proposal Application Form aufzunehmen.
- Das Projekt soll einen ersichtlichen Mehrwert aufgrund der Kooperation der Teilnehmer beider Länder erzielen. (z. B. eine verbesserte Wissensgrundlage, Zugang zu FuE-Infrastrukturen, neue Anwendungsbereiche).
- Die Laufzeit der Projekte soll 2 Jahre nicht überschreiten. Projekte sollten spätestens am 1. September 2023 beginnen.
- Die Kooperation muss ausgewogen sein. Dies bedeutet unter anderem, dass die beteiligten Forschungseinrichtungen in einem Konsortium zusammen nicht mehr als 50 % der Projektarbeiten (Personenmonate) leisten dürfen. Des Weiteren gilt es zu beachten, dass in einem Projekt mit zwei Partnern nicht mehr als 70 % der Personenmonate und bei mehr als zwei Partnern nicht mehr als 50 % der Personenmonate auf einen Partner entfallen dürfen.

Ab der Eröffnung der Ausschreibung am 28. September 2022 bis zum Stichtag am 19. Januar 2023 müssen alle Partner eines Projektes ein kurzes gemeinsames Übersichtsformular in englischer Sprache einreichen (Proposal Application Form), welches von allen Partnern rechtsgültig unterschrieben sein muss. Weiterhin ist der Entwurf des Kooperationsvertrages (nicht unterschrieben, in englischer Sprache mit deutscher Arbeitsübersetzung) einzureichen, der die Bedingungen der Kooperation zwischen allen Partnern regelt. Jeder deutsche Projektpartner stellt einen eigenen ZIM-Antrag an die AiF Projekt GmbH. Antragsberechtigt sind alle deutschen KMU (gemäß EU-Regelungen) sowie mittelständische Unternehmen mit weniger als 500 Mitarbeitern (Vollzeitäquivalente), die FuE zur Entwicklung von innovativen Produkten, Verfahren oder technischen Dienstleistungen durchführen. Weitere mittelständische Unternehmen mit weniger als 1.000 Mitarbeitern sind antragsberechtigt, wenn sie mit mindestens einem förderfähigen KMU kooperieren. Forschungseinrichtungen sind als Kooperationspartner von förderfähigen Unternehmen antragsberechtigt.

Weitere Informationen:

<https://www.zim.de/ZIM/Redaktion/DE/Artikel/International/schweden.html>

9. /HORIZON EUROPE*/ Standardised offer/contract management for agile access to Rail Freight and multimodal services in EU, deadline: 14. December 2022 17:00 Brussels time

The rail sector faces a major opportunity in Europe being a key player in the transport sector to be already sustainable and be able to fight against climate change, reduce CO₂ emissions while ensuring a mass movement of goods and people. The European Green Deal objective is to reach climate neutrality by 2050 and the Sustainable and Smart Mobility Strategy articulates the pathways towards digitalising and greening the transport sector and sets specific milestones for the railway sector, including doubling of rail freight traffic by 2050, considering all national action fostering it.

In this context, the rail sector faces also a major challenge on how to increase freight traffic in such timeframe, delivering a competitive transport service but also reaching out and attracting new potential customers. The level of awareness on the need for delivering a better CO₂ footprint in the transport supply chain has increased but customers (but also shippers or freight forwarders) may not always be aware of the rail route possibilities and combination with roads. This is expected to change with the developments performed in the first Destination 5 Flagship Project, which will provide expert solutions for the easy overview and access to rail and multimodal services that are important to make more accessible and available to the market what is the current freight rail service portfolio.

To support the easy usage of rail freight and multimodal services and a seamless switch towards rail, harmonised or even standardised models transport agreements and contracts are needed. In addition to the commercial and legal conditions that would allow a possible easy shift from one mode to another, it is also important to have easily available some basic static information about network access points and about the general rail available services to effectively support the information/dissemination of today's EU rail freight network with its available nodes and commercial routes. This will also help to identify the supply chain flows most suitable for rail transport, in particular where the volumes or congestions can increase the business case.

The Project stemming from this topic should address this challenge in a static mapping (with updates possibilities) including analytical models based on today's EU freight transport market, that will help to visually identify by the freight customers the most suitable supply chain flows for rail transport, from both a CO₂ and business perspective. The development and availability of a freely accessible web-based public Rail Freight EU mapping would allow supply chain managers to have a first quick and informative knowledge regarding how to build rail freight-based supply chains. Tools for a dynamic specific information about rail and multimodal services including additional information and booking functions are expected to be developed in the linked project from the topic HORIZON-ER-JU-FA5-01 and are therefore not requested specifically in this topic.

The projects stemming from this topic should also look for organisational solutions and legal/commercial conditions to enable an easy and quick shift from one transport mode to another, without penalties or other additional costs, having in mind the future target of a physical internet of logistics.

This mapping, together with the identification of the most suitable freight flows for rail use and an analysis on the commercial and legal conditions to enable a shift of freight flows, would support the identification of high potential routes before triggering potential commercial engagements and the use of more sophisticated tools for multimodal freight services (e.g., the ones developed from the linked project stemming from the topic HORIZON-ER-JU-FA5-01).

Digitalization and automation innovations, as foreseen in the EU-Rail Multi-Annual Action Plan, should be also taken into account and made explicit, as possible upcoming enablers to release new added value services in the rail freight market making the modal shift more attractive and cost effective to end users. Taking into account the transport models (at regional, national and European levels) that have already been developed and used by private / public authorities for their planning, the areas of R&I, which needs to be addressed to tackle the above-mentioned expected outcomes are:

- Mapping the EU Rail Freight Service offering in EU with available nodes and routes (Rail freight commercial directory) and develop the IT framework for publication of a web-based map (freely accessible) with possible static updates;
 - Desk research on the supply chain flows identifying target segments. Definition of KPIs (from both a CO2 and business perspective) to be used for identifying freight flows - to be inserted in the web-mapping - that are best positioned for the use of rail services;
 - Analysis of the effects of long-term transport contracts on the flexibility of the transport system and conditions needed to allow a short-term shift of freight flows of single loads from one mode to another, taking into account framework contracts but also utilisation guarantees for specific services;
 - Recommendation for harmonised general terms and conditions for the stakeholders to implement, including an analysis of the main constraints and the potential need adaptation of rules and legislation;
 - Analysis on upcoming digital and technical innovations that would facilitate the use of rail services.
- Proposals are expected to promote cooperation between different actors (involving as needed the supply chain starting with the customers, the logistic sector, the rail freight industry, relevant combined transport / inland waterways operators, terminal operators and research institutions) and consider opportunities brought by the integration of rail technological innovation in the supply chain.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-explr-03;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

10. /HORIZON EUROPE*/ Building a community of scientific research and enabling a network of PhD, deadline: 14. December 2022 17:00 Brussels time

With this Research and Innovation Action, the Europe's Rail Joint Undertaking intends building a rail research and innovation "community" (cooperation/network/alliance) of scientific research entities (cooperation/network)

- to strengthen, expand and optimise railway's research and innovation capabilities through the sharing of world-class national facilities in Europe to contribute to the EU-Rail Programme or other funded multi-national programmes
- to team up with industry for at least 6 -10 PhD positions.

To apply under this Call topic, the related entities are requested to establish a Consortia with the aim to promote fruitful collaboration and share of knowledge on any topics in the area of works related to the EU-Rail Programme[1]or relevant in the context of other European rail research and innovation activities. In order to achieve the expected outcomes described above, proposals shall build a "community" of scientific research and creation of a network of Universities/Academia from different Member States and Associated Countries to Horizon Europe as well as the creation of at least 6 - 10 PhDs positions. It is therefore expected that the PhD programmes stemming from this topic will have the possibility to interact with the Funding Members of the Europe's Rail JU.

The PhD researchers are expected regularly to liaise with the Europe's Rail JU and to present their research findings to the Europe's Rail JU events and submit scientific papers to relevant conferences (e.g., TRA, WCRR, etc. but also non-rail related). This action may be requested to provide relevant inputs to the Europe's Rail Scientific Steering Group and with ERRAC. The Europe's Rail Joint Undertaking expects to finance successful proposals from universities or similar high-level institutes covering each at least one PhD student in the following areas or additional areas to be proposed, always in relation to the EU-Rail Programme:

- PhD Topic 1 - Aerodynamics and aeroacoustics
- PhD Topic 2 - Electromagnetic compatibility (EMC)
- PhD Topic 3 - Material science
- PhD Topic 4 - Power electronics
- PhD Topic 5 - Social media strategies for Railways
- PhD Topic 6 - Scouting and connecting national - regional - European rail R&I projects

Other PhD works can be proposed in the proposal.

Research results are expected to contribute to the Europe's Rail Programme and explore new possibilities and ideas. At the same time, the PhD researchers who are part of the Europe's Rail JU activities, are expected to become European ambassadors of the possible bright and innovative future that the rail sector has in the years to come.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-explr-04;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

11. /HORIZON EUROPE*/ Digitalisation and automation enabling new railway services for passengers and freight, deadline: 14. December 2022 17:00 Brussels time

The action to be funded under this topic is expected to provide a more innovative business orientation for the exploitation of the results from the Europe's Rail programme related to digital solutions and in particular automated functions.

Digitalisation and automation in rail are expected to provide added value to the sector in terms of increased capacity and reliability or decrease of capital and operational costs. But other new type of business services could potentially be delivered to customers (both passenger and freight) and those needs to be researched and their potential to enhance the competitiveness and attractiveness of rail transport be analysed.

The action to be funded under this topic shall therefore find innovative type of business services that could be launched within the rail ecosystem using these new automated functions. It is important that applicants would "think out of the box", trying to anticipate how the market innovation implementation would create the opportunity in the rail sector for innovative and ground-breaking type of services, like for example the digitalisation of mass communication through internet allowed the creation of innovative services, including in the transport domain as Uber. This is valid for all market segments and shall cover both passengers and freight. Associated business case analysis for each new potential services shall also be delivered in order to have a first assessment of costs and gains repartition.

Finally, the work shall also cover a model showing how the modal share of rail transport could evolve taking into account these innovative services and based on overall trends and forecast for the next decade.

The introduction of automation (automated functions) in the railway sector to be developed by the EU-RAIL programme and digitalization will bring new opportunities to improve the passenger and freight services: increasing capacity on the network, increasing the reliability of the overall system, increasing the punctuality, increasing operational flexibility, etc. are among the key improvements that will be brought into the system.

The project stemming from this topic is expected to identify what are the opportunities for new type of services that could be enabled by these new automated functions and in general the digitalization of the rail system and sub-systems and to consider their business case(s). The latter should take into account

who will bear the costs and who will get the benefit, researching as well how those new type of services can increase the competitiveness of rail and model its potential evolution in the transport and mobility sector in the next decades.

The Project stemming from this topic is expected to provide all the following:

- Definition of new business services (at least 4 new services) for both passenger and freight that can be enabled with the introduction of digital solutions in the rail sector and ecosystem, in particular with automated functions. These new services should take into account evolution of customers' needs and expectations as well as innovations in other sectors.
- Definition and analysis of high-level business cases associated to these new potential business services, highlighting the benefits gained for all the different actors involved in the value chain up until the final customer(s) as well as the possible additional costs to be borne by the sector.
- A model on how modal split will evolve with the introduction of these new business services. This shall also take into account possible economic, political and societal evolutions which may impact the transport sector, and as a consequence, the needs of the customers.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-explr-05;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

12. /HORIZON EUROPE*/ Conceptual development of Automated Multi-Modal Mobility-Systems, deadline: 14. December 2022

To address the door-to-door travel and logistic needs of customers and enhance the seamless experience, a new type of sustainable collaborative transport system may emerge as a new mobility offer, diverging from the current combination of individual and mass transport services. This new transport solution is expected to contribute strengthening the railway transport position in the future mobility market, with the use of cutting-edge technology for automation, digitalisation and electrification.

The challenge is to develop a rail based fully automated Multi-Modal Mobility-System for passengers and goods with a "Moving Infrastructure" system, which is economically feasible and sustainable. It is expected to be based on an Open Platform of common standards and standardised interfaces with current transport infrastructure solutions and it is expected making use of disruptive operation models, exploiting existing infrastructure.

The assumption of this topic, is that each static infrastructure (for rail, road, etc.) has an equivalent "moving infrastructure" unique carrier. another element is the transport of people and goods from door to door without changing the "moving infrastructure" vessel (sometimes also referred as POD), through the use of a standardised vessel for the different needs of passengers and goods.

The project stemming from this topic shall address all the following work streams and it is expected to provide:

Work stream 1: Identification of Use Cases, Business Cases / CBA, operational concept

This workstream is expected to deliver a clear analysis of the economic, technical, normative and legal parameters for the introduction of such a system. Based on this work business cases (with costs/benefit analysis per stakeholders) needs to be derived together with the definition of possible operating models, taking into account all possible transport options when changing the transport mode (e.g. cable cars, road vehicles).

Work stream 2: "Moving infrastructure" vessel and the operation system

This workstream is expected to deliver a concept study for the new system including design concept for vehicle, information and communication, related to Pods (e.g., availability, ETA, equipment, designation), as well as a design concept for coupling system and loading/unloading of "moving infrastructure" vessel (in collaboration with Work-stream 3)

Work stream 3: "Moving infrastructure" carrier incl. locking system and handling system

This workstream is expected to deliver at least an experimental proof of concept of a "moving infrastructure" carrier for rail, possibly technically validated. Additionally, it is expected to have conceptual developments of Coupling System for the connection of "moving infrastructure" Carrier and the "moving infrastructure" vessel incl. locking devices, loading/unloading technologies for handling the "moving infrastructure" vessels and Carrier.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa7-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspectionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageArchTablePageState>

13. /HORIZON EUROPE*/ European value chains for rail supply, deadline: 14. December 2022 17:00 Brussels time

This action should research how best to address the global value chain identifying the supply chain needs for the railway system of the future, address the supply constraints and risk of supply availabilities for delivery of the EU rail innovations over time and the strategic options to ensure resilient solutions and autonomy within Europe.

If the global trade and the digitalisation have enabled EU companies to be competitive and produce taking advantage of a global supply chain, it has also showed its limitation in operating under a lock-down situation which affected factories and oversees transportation channels, resulting in scarcity of materials and components and therefore production delays and/or unforeseen costs. This affected the European rail industry as well, but more in particular the SMEs that, if on one side shows great ability to be agile, on the other side they may not have the means to sustain for a long period an unknown supply situation or significantly increased costs. There is therefore a need to identify, mapping - and make easily accessible and available - which alternatives exists or may be viable now and, in the future, in particular for the implementation of those rail innovations that requires basic supplies for developing the final hardware and software rail solutions.

The action should also look at existing studies and available material on the global value and supply chains (see for example outcomes from the Horizon Europe call topic "Towards a new normal? Employment and social impacts of changing supply chains and declining trade intensities"), but focus in particular on the needs for the rail sector, identifying the possible supply needs using as a reference (use cases) the foreseen future innovation described in the EU-Rail Multi-Annual Work Programme with a horizon 2030.

The research should involve all relevant actors and gather expertise leveraging from the knowledge of the rail supply industry, in particular SMEs and start-ups, confronted to possible supply shortages. In addition, applicants should leverage from the expectations of the clients, in the horizon 2030, considering the R&I contribution and vision from the EU-Rail Master Plan and Multi-Annual Work Plan.

Taking into account the lessons learnt on the COVID-19 lockdowns, which resulted in general availabilities constraints of raw materials, electronic components and other supplies arriving from oversee, the Project stemming from this topic is expected to contribute fostering a resilient rail supply chain for the implementation of the future needed rail innovations, as described in the Europe's Rail Multi-Annual Work

Programme.

More specifically in the scope of rail innovations to:

- increasing access to supply chain information and possibilities within Europe;
- increasing resilience of the EU rail products in the global supply chain, considering as well the effect of climate changes;
- provision of confidence, in particular for SMEs, on the supply needs (material, components, etc.) for future rail innovations and their availabilities;
- foster global competitiveness of EU companies.

The Project stemming from this topic is expected to provide all the following:

- Lessons learnt of the impact to the rail supply of technology and innovation on the global value chain and production due the COVID-19 lockdowns, as well as impact of climate change, which resulted in availabilities constraints of raw materials, electronic components and other supplies arriving from oversea;
- Analysis on the type of supply the industrial stakeholder would need in the year to come in order to implement the innovation described in the EU-Rail Multi-Annual Work Programme with a horizon 2030;
- Identification of supply chains patterns within Europe as well as gaps and innovative mitigation measures in term of sourcing and availability of key materials/components (raw, electronics, etc.);
- An easily publicly accessible information responding to the needs in particular of SMEs;
- Recommendations to ensure further European resilience and autonomy.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-explr-06;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

14. /HORIZON EUROPE*/ Technological development of Maglev-derived Systems, deadline: 14. December 2022 17:00 Brussels time

Looking at promising mobility system to complete the transport offer of rail-guided technologies, there is a need to evaluate the technical feasibility as well the effectiveness (under the safety, economic and performance related perspective) of the introduction of maglev-derived systems in Europe that can provide high-quality connections among cities and towns, fostering socio-economic development and territorial integration of the concerned areas, and contribute to create a single European mobility area. This requires the development of business case(s), considering the needs and requirements of the end customers and the stakeholders involved, and an analysis of the systems and technology needed for maglev-derived technologies implementation (e.g., in term of infrastructure, signalling, communication, etc.). The project stemming from this topic is also expected to identify the advantages and constraints of the new rail-guided system, against the current transport and mobility offer.

The Project stemming from this topic shall address all the following work streams and is expected to provide all the following:

Work stream 1: Technical definitions

Development of specific systems requirements specifications and system architecture, taking into consideration the propulsion system, command, control and signalling systems, safety and emergency systems, automation systems, including sensors, communication, data processing, etc. for the purpose of safe and efficient operation and cost-effective maintenance. The interfaces between different subsystems must be defined as well. In regard to the foreseen activities described above, interaction with the System Pillar shall be foreseen by the project stemming from this topic. As Maglev-derived systems share the

same conceptual principles as conventional rail-guided systems, the maglev-specific or not specific technical enablers to implement the solution must be identified and validated considering the developments of other FAs.

Work stream 2: Development of business case analysis, including feasibility studies and use cases

The proposal shall identify the different use cases of a maglev-derived system and analysis to understand where the technology can be adopted as well as provide business cases and feasibility studies to assess the applicability and technological maturity of the system. (The different benefits in terms of economic, environmental and social aspects should be evaluated using CBA). Additionally, proposal shall include feasibility studies on possible existing concept designs.

The project shall contribute to deliver the expected outcomes and the work of the project should foresee:
Workstream 1:

- Identification and design concept of technical enablers and basic technologies supporting maglev-derived systems (TRL2)
- Risk analysis of maglev-derived system and Identification of needs for standardization on safety and security, including impact on existing regulation, in particular on the rail Technical Specification for Interoperability
- Identification of potential technologies and subsystems derived for maglev-derived systems that could be imported back into the railway system itself, with benefits in terms of increased performance, reduction of costs and impacts related to operations.
- In interaction with the System Pillar, gap analysis / Specific requirements against conventional System requirements specification and system architecture definition Design a concept of the vehicle with a maglev-derived system including vehicle equipment e.g., ventilation, heating, air conditioning, etc, as well propulsion system, command, control and signalling systems, safety and emergency systems, automation systems, including sensors, communication, data processing, etc (TRL2)

Work stream 2:

- Technical feasibility studies and technological maturity assessment for passenger and freight applications of the maglev-derived system
- Economical evaluation of maglev-derived systems including identification of different use cases (business case/s e.g., by means of a CBA)
- Evaluation of possible operating procedures for driving operations, CCS, TMS, Station management, considering possible hybrid use of infrastructures (conventional / maglev-derived system).
- Design of the prototype of a sample vehicle for one use case identified as per the economical evaluation study (TRL2)
- Development of a European roadmap for its possible future implementation using the use cases defined in this workstream

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa7-02;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspectionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageSearchTablePageState>

15. /HORIZON EUROPE*/ Hyperloop Industrial Roadmap and pilots, deadline: 14. December 2022 17:00 Brussels time

New guided ultra-high speed transport systems based on magnetic levitation and with "capsules" movement inside a vacuum tube are currently emerging. To analyse the feasibility of this type of transport, not only the technical issues must be resolved, but also those related to the economic viability,

system operations, safety and acceptance of this new type of transport. Current economic analysis for this type of systems have not been based on a full-scale demonstration, that is key to deliver an operational concept and thereof a realistic evaluation of the feasibility of operational business models, as well as paths for testing, certification, deployment, and full market adoption. Additionally, the implementation of the innovative solutions and the estimation of the real capacity of such transport mode rely on the safety requirements/analysis of the system as well as investigation on the future applicable traffic control systems and sensing techniques.

The Project stemming from this topic shall address all the following work streams and is expected to provide:

Work-stream 1: Industrial Roadmap, including business case, in parallel to the regulatory framework run by the European Commission.

The activities to be performed under this work stream are expected to deliver an Industrial roadmap, reflecting relevant parties such as developers, engineering and design & build companies and operators, covering all the steps and milestones needed to the increase of technological readiness level up to TRL 9. It should address in addition also all industrialisation steps, including system/subsystems qualifications and validations steps, for the commercial implementation of such technology at scale.

The roadmap should be accompanied by an analysis on the main risks and challenges to deploy hyperloop solution onto the market, resulting on a proposed mitigation plans to be incorporated in the industrial roadmap. It shall be supported by a social-economic Business Case analysis, that would include feasibility studies and use cases.

Applicants to the topic will be required to engage with the Joint Undertaking and the European Commission to take into account the regulatory framework requirements and constraints into the roadmap, including taking stock of ongoing works in standardisation bodies.

Work-stream 2: Pave the way to proof of concept

This workstream is expected to pave the way to deliver a full-scale demonstration at TRL6 of the hyperloop technology, covering all elements associated to the possible implementation of the solution during the present decade, such as elements related to investment and operational costs, materials, traffic, capacity, demand, etc.

The project shall contribute to deliver the expected outcomes and the work of the project should foresee among others and not exclusively:

Under work-stream 1, to:

- Identify the state of art of concerning the technological development for all components of the hyperloop concept;
- Determine operational requirements and deriving technological specification;
- Determine the R&I steps needed to increase the technological readiness as well as the industrialisation steps needed to increase the commercialisation readiness;
- Perform a clear analysis of the acceptance, willingness to pay and technology; parameters for the introduction of an ultra-high speed guided transport mode system, derive business cases and define of possible operating models, taking into account a step-by-step expansion of a European system;
- Establish a way of identification of infrastructural planning opportunities of new lines/corridors with fast track-bound transport systems (cargo/passenger) and assessment of their socio-economic impacts;
- considering accessibility aspects as well as integration needs with external technical systems;
- Identify regulatory framework requirements and constraints;
- Identify of possible European routes, develop business models and CBA methodology for cross-border transportation.

Under Work-stream 2 to:

- Building upon the progress achieved by the consortium submitting the proposal, develop a hyperloop demonstrator to support the proof of concept. It is expected that the demonstrator would address convergence between different solutions currently explored, covering elements related to infrastructure, vehicle, energy, pressure, connectivity, traffic management and capacity, etc.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa7-03;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

16. /HORIZON EUROPE*/ Bridge Dynamics, deadline: 14. December 2022 17:00 Brussels time

The project stemming from this topic shall address all the following workstreams, which can be merged as needed and for efficiency by the applicants in their project proposal work-structure but their content should be addressed in full, including all the specific requirements described in the technical note "ERA technical note on work needed for closing TSI open point on Bridge dynamic" (please refer at <https://rail-research.europa.eu/about-europes-rail/europes-rail-reference-documents/additional-technical-material/>).

Workstream 1: Further development of spectral methods (DER, LIR)

Addressing the needs identified in the chapter 2 of the ERA technical note, the project stemming from this topic shall establish a fast and reliable revised method for defining Train Signature for use in train / bridge compatibility checks.

Workstream 2: Definition of dynamic loading interface between vehicles and bridges

Addressing the needs identified in the chapter 3 of the ERA technical note, the project stemming from this topic shall define the dynamic loading interface between trains and bridges as well as establish a set of 'Dynamic Train categories' without the limitations of Multiple Unit Classes in EN 15528:2015 Annex C.

Workstream 3: Economic evaluation of proposed Dynamic Train Categories (DTCs)

Addressing the needs identified in the chapter 4 of the ERA technical note, the project stemming from this topic shall undertake dynamic parametric analysis of proposed DTCs, use the results and data obtained from workstream 6 to identify real existing bridges compatible with proposed DTCs / bridges requiring further investigation, undertake initial refinement of bridge dynamic appraisals and optimize DTCs.

Additionally, the proposal shall use further refined dynamic bridge analysis techniques to identify which bridges likely to require physical works and estimate time and cost of studies / physical infrastructure upgrade works to implement DTCs on lines.

Workstream 4: Sensitivity studies on train parameters

Addressing the needs identified in the chapter 5 of the ERA technical note, the project stemming from this topic shall identify the critical passenger and freight train parameters and investigate the variation of different train parameters along a train, for example varying axle loads and ratios of regular spacings of axles and the influence coupled multiple units and provide advice on optimizing train design with respect to the dynamic bridge / train interface.

Workstream 5: Selection of relevant vehicles in train families

Addressing the needs identified in the chapter 6 of the ERA technical note, the project stemming from this topic shall develop the methodology and criteria for the selection of critical individual trains representing a train family for passenger and freight trains.

Workstream 6: Identification of realistic critical parameter combinations for existing bridges

Addressing the needs identified in the chapter 7 of the ERA technical note, the project stemming from this topic shall collect bridge data from different European networks and identify realistic worst-case combinations of critical parameters for existing bridges for use in parametric studies.

Workstream 7: Revision of j' and j''

Addressing the needs identified in the chapter 8 of the ERA technical note, the project stemming from this topic shall revise the limits of validity of the existing formulae for j' and j'' acc. EN 1991-2 and the formulae for j' and j'' for bridges outside the above-mentioned revised limits of validity up to 200km/hr for

passenger traffic and 120km/hr for freight traffic. Additionally, guidance on the significance of the revised formulae for existing bridge recalculations shall be provided.

Workstream 8: Revision of damping

Addressing the needs identified in the chapter 9 of the ERA technical note, the project stemming from this topic shall collect and assess measurement data of damping of European bridges and provide more realistic damping values for existing bridges of different construction types.

Workstream 9: Revision of beam model in parametric study to cover other structural forms

Addressing the needs identified in the chapter 10 of the ERA technical note, the project stemming from this topic shall expand the application of current techniques developed for modelling simply supported beams in parametric studies to cover other structural forms like plates, continuous span decks, portal frames, tied arch bridges, truss girder and others. Additionally, advice on how to adjust existing parametric 'simply supported span' modelling to take account additional structural forms and more refined methods to address the benefits of the track in distributing axle loads etc. shall be provided.

Workstream 10: Acceleration limit

Addressing the needs identified in the chapter 11 of the ERA technical note, the project stemming from this topic shall undertake the research necessary for specifying adjusted acceleration limit criteria for the evaluation of measured and calculated accelerations for both ballasted and unballasted bridge decks as well as perform physical testing to validate the recommendations.

Workstream 11: Revision of limits of validity of static vehicle / bridge compatibility checks

Addressing the needs identified in the chapter 12 of the ERA technical note, the project stemming from this topic shall specify revised criteria that set out when it is necessary to undertake a dynamic analysis check in addition to the normal static based requirements for checking the compatibility of rail vehicles with existing bridges and new bridges, and include recommendations for updating TSI INF, EN 1991-2 and EN 15528.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-explr-02;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

17. /HORIZON EUROPE*/ DAC Migration Roadmap towards Deployment, deadline: 14. December 2022 17:00 Brussels time

During the past years and within the scope of the S2R freight innovation pillar (IP5), the sector has been working on the freight Digital Automatic Coupler (DAC). This solution, in addition to the mechanical and pneumatic coupling, will integrate digital communications and energy for the rail freight segment. DAC is an enabler that will enhance the performance and safety of rail freight as it will eliminate manual interventions and, by transmitting data and power through the freight train consist, it will allow addressing the operational gaps to increase the competitiveness of rail freight.

The Europe's Rail Flagship Area 5 is including in its first work-stream the concept of a "full digital rail freight operations", focusing on increasing substantially the productivity, quality and capacity of rail freight by full digitalization and automation of operational functions and processes including innovative freight assets. In this context DAC is a key enabler and it is expected that the linked project stemming from the topic HORIZON-ER-JU-2022-FA5-01 will deliver proven and test technical solutions addressing the different operational use-case throughout Europe, reaching by 2025 up to TRL 8-9.

The project stemming from this topic is expected to take stock and make use of the work already achieved within the S2R R&I project DACcelerate and in the context of the work of the European DAC Delivery

Programme (EDDP), an open platform enabled by the Joint undertaking to gather the entire community around a shared delivery programme for ensuring a fast, technically and economically feasible European-wide DAC roll-out.

For the past years EDDP has endorsed different studies and high-level plans paving the way for the introduction of DAC in EU. The next years are of key relevance as the high-level migration plans need to unfold, making use of the DAC technical solutions being finalised, and develop the necessary preparation for the successful deployment of the DAC with a dedicated migration roadmap and implementation plan and related separate actions that the project stemming from this topic should develop and professionally manage.

The coordination and supporting action of the project stemming from this topic should set up and develop further in a rolling planning the industrial migration plan (including milestones, key deliverables, etc.) that will enable the future deployment of the DAC throughout Europe by 2030, ensuring interacting with different actions contributing to it. In this regard, it is expected that the project will be identifying the required topics/actions and related resource availabilities and needs, structuring the needed implementing actions around an integrated delivery plan. The project should therefore detail scope & objectives, then sub-task, integrate and manage the elements identified in the different works prepared by the launch of the project as outlined in the scope below, in order to set-up an EDDP DAC migration roadmap towards deployment. It should ensure the management, revision, challenging and (iterative) interface management incl. regular overview and reporting on the status/progress of the actions. It is expected to further manage related EDDP work streams.

The project should also define and present for decision the DAC technology packages/components for deployment in function of the progress in the FP5 FDFTO technical development and the ERA tailor-made authorisation process and shall develop major criteria/options for overall migration/ deployment scenario optimisation. Overall, the project shall ensure the industrialization of the Migration via a professional industrial management of the overall project/programme with the creation of a detailed action plan, including a backlog and stakeholders management, on how and when and by whom mobilize necessary resources across EU to effectively manage the necessary retrofit and new installations/production. The project stemming from this topic should further support strongly the Joint Undertaking and cooperate closely with it on

- identifying and potentially setting up the optimal and required DAC deployment funding/ financing mechanisms contributing to the overall deployment programme
- ensuring proper risk and deviation management and the taking of appropriate countermeasures also for the implementing actions if needed
- Support the EU Rail JU in relation to the EDDP mechanisms, to Flagship Area 5 activities related to the DAC, stakeholder management (EU + MS bodies + Sector actors)

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-explr-07;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

18. /HORIZON EUROPE*/ New railway station concept for green and socially inclusive smart cities, deadline: 14. December 2022 17:00 Brussels time

The project stemming from this topic shall contribute to deliver the expected outcomes and the R&I work includes:

- The development of analytical tools that will support the methodology for evaluating the costs and benefits of broadening the original purpose and functions of a railway station in the context of urban planning and mobility (from a simple departure/arrival point to a dense node of mobility, economic and social activities) as well as smart grids and energy performance (and any relevant station transformation),
 - The definition of sustainability indicators (including social, economic environmental and resiliency dimensions) guiding the methodology, taking into account the existing Sustainable Urban Mobility Indicators.
 - The definition of a common European-wide framework or methodology that, while enabling a sufficient latitude to accommodate specific local conditions or prevailing opportunities, may still guarantee opportunities to scale up the "model" to applicability across the EU. The requested methodology for enhancing the performance of new/existing stations integrated in smart cities should cover, among the other expected outcomes described above, particularly aspects related to the energy behaviour (stations as energy hubs integrated in the smart grids and, as such, improving the energy performance of the smart city), aspects related to the mobility and urban planning, for both passengers and goods, as well as aspects related to users' experience.
 - The implementation of at least four (4) specific pilot "Living Labs" (in four different Member States and including one station in regional areas serving capillary lines) that will investigate how stakeholders and citizenship can fully benefit from the new station model proposed for those specific pilots:
 - It is expected that the applicant will setup the living labs making use of workshops, being the occasion to collaborate with local partners and civil society in order to understand which operative options can make railway stations and their surrounding neighbourhoods becoming the primary driver of sustainable practices of mobility, logistics and work, and resilient infrastructures able to readapt when necessary,
 - criteria and quantitative/qualitative deliverables are expected to stem from the four pilots, tackling the co-design and the transformation of railway stations into multi-service infrastructures,
 - A final conference for each pilot showcasing the achieved results should be organised.
 - Take stock of the output of the new station model proposed for those four specific pilots and integrate the results to fine-tune the proposed European-wide methodology of the new railway station.
- The project stemming from this topic should develop a shared methodology for transforming existing stations or designing new ones into socio-technical systems operating as city's greening engines for the surrounding environment, and new urban hubs aggregating multiple services for the users and its citizens. In this respect, the project will integrate and contribute to the EU-Rail Multi-Annual Work Programme - Flagship Area 4 - A Sustainable and Green Rail System as well as to the European Union New EU Urban Mobility Framework.
- The R&I work should contribute to:
- The achievement of a climate-neutral society,
 - The implementation of the UN Sustainable Development Goals (sustainable, smart and inclusive cities, transport and infrastructure, resources management, climate mitigation and adaptation, reduction in the emissions of greenhouse gases, health, environmental protection and biodiversity regeneration, sustainable land use, and gender equality),
 - Railway stations to become connectivity hubs connect for multimodal mobility services, for passengers and goods, and the rest of the urban environment,
 - Railway Stations will be inclusive and foster equal access to public transport for all
 - Railway stations to become the new urban vital centre, fostering collaborative and circular economy, and social services,
 - Ability to exploit the potential of railway stations as installations of advanced engineering solutions for sustainable solutions (stations as: infrastructure networks, multimodal freight terminals, telecommunications nodes, energy hubs, water distribution and waste disposal, etc),
 - Ability to respond to health crises, natural disasters and resilience considering the modularity aspects that would make feasible to readapt or convert spaces to different typologies according to the needs,
 - Bring together station managers, infrastructure managers and railway operators, local administrations, public and private transport operators, urban and logistic planners, new mobility service /delivery providers, Union institutions, , passengers and citizens' representative bodies, NGOs, and research institutions, but also other rail and non-rail (e.g. energy supplier/operator) industry, SMEs and start-ups as

needed, around a common plan targeted to the urban environment surrounding while providing an institutional framework to the model that will be created,

- The adoption of an EU wide model for the new railway stations, taking into account the local and regional contexts, that should help local and national administrations achieving the following objectives:
- Foster territorial cohesion through public transport and alternative mobility solutions
- Decarbonise mobility and urban energy sources,
- Implementation of the circular economy principles within the businesses and services operated in the station,
- Promotion of new partnerships, especially between public administrations, large industrial groups, local institutions and SMEs while integrating citizens and collaborative small-sized solutions into the overall planning and policy-making process.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-explr-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

19. /HORIZON EUROPE/ ERC Science Journalism Initiative, deadline: 15. December 2022 17:00 Brussels time

The ERC wishes to support an organisation or a consortium of organisations to set up a funding scheme that would facilitate 3-5-month stays of journalists at research institutions. The purpose is to give the journalists opportunities to learn and work on in-depth reporting projects by immersing themselves in the research environment and interacting with scientists and scholars. Such opportunities - organised for example in collaboration with ERC host institutions and in ERC grantees' teams and labs - should facilitate better understanding of frontier research, while respecting journalistic independence. The holder of this coordination and support action grant would be expected to, among others:

- design the support programme that addresses the aforementioned goals, advances the set objective and respects the principle of editorial independence of journalists,
- set up a high-level media advisory committee to ensure the credibility and independence of the programme vis-a-vis journalists' community,
- prepare conditions to carry out the actions, especially establish relations with ERC grantees and host institutions' press offices to make sure the fellowships and placements are well organised and useful both to the journalists and to researchers,
- launch calls for applications or proposals for fellowships or placements potentially using the Financial support to third parties (FSTP),
- evaluate the proposals based on the criteria of excellence and impact, ensuring balance in terms of topics covered by the participating journalists, geographical distribution of host institutions, and gender of the participants,
- provide funding to journalists or researchers,
- organise meetings, networking opportunities for the participating journalists and researchers,
- monitor the implementation of the programme, and report to the ERC on the performance of the programme.

This ERC call allows for financial support to third parties (FSTP). Those applicants that foresee implementation of actions by providing FSTP must clearly describe the objectives of the action and the expected results, as well as meet the specific conditions on the use of FSTP as set out in the Model Grant Agreement (see Article 6.2.D.1 and Article 9 of the Horizon Europe Model Grant Agreement), and describe

among others the conditions for submission, evaluation and selection of proposals of third parties. The maximum duration of the project will be 48 months. One proposal will be selected.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/erc-2023-sji-1;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDate=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;delivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

20. /HORIZON EUROPE/ ERC CONSOLIDATOR GRANTS, Deadline: 02. February 2023 17:00 Brussels time

The ERC Consolidator Grants are designed to support excellent Principal Investigators at the career stage at which they may still be consolidating their own independent research team or programme. Principal Investigators must demonstrate the ground-breaking nature, ambition and feasibility of their scientific proposal.

Consolidator Grants may be awarded up to a maximum of EUR 2 000 000 for a period of 5 years. The maximum size of the grants is reduced pro rata temporis for projects of a shorter duration. (This does not apply to ongoing projects).

Additional funding up to EUR 1 000 000 can be requested in the proposal to cover the following eligible costs when these are necessary to carry out the proposed work: (a) "start-up" costs for Principal Investigators moving to the EU or an Associated Country from elsewhere as a consequence of receiving the ERC grant and/or (b) the purchase of major equipment and/or (c) access to large facilities and/or (d) other major experimental and field work costs, excluding personnel costs.

Additional funding is not subject to pro rata temporis reduction for projects of shorter duration.

All funding requested is assessed during evaluation.

The Principal Investigators shall have been awarded their first PhD at least 7 and up to 12 years prior to 1 January 2023. Cut-off dates: PhD awarded from 1 January 2011 to 31 December 2015 (inclusive).

The eligibility period can be extended beyond 12 years in certain properly documented circumstances. A competitive Consolidator Grant Principal Investigator must have already shown research independence and evidence of maturity, for example by having produced several important publications as main author or without the participation of their PhD supervisor. Applicant Principal Investigators should also be able to demonstrate a promising track record of early achievements appropriate to their research field and career stage, including significant publications (as main author) in major international peer-reviewed multidisciplinary scientific journals, or in the leading international peer-reviewed journals of their respective field. They may also demonstrate a record of invited presentations in well-established international conferences, granted patents, awards, prizes, etc.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/erc-2023-cog;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDate=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;delivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

21. /HORIZON EUROPE/ MSCA Staff Exchanges 2022, deadline: 08. March 2023 17:00 Brussels time

MSCA Staff Exchanges involve organisations from the academic and non-academic sectors (including SMEs) from across the globe.

Support is provided for international, inter-sectoral and interdisciplinary mobility of R&I staff leading to knowledge transfer between participating organisations.

Mobility through secondments

The organisations constituting the partnership contribute directly to the implementation of a joint R&I project by seconding and/or hosting eligible staff members. Such a project must explore activities that can be based on previous work but should go beyond and generate or strengthen long-term collaborations. Secondments must always take place between legal entities independent from each other.

MSCA Staff Exchanges can address three dimensions of mobility: inter-sectoral, international and interdisciplinary[1]. While exchanges between organisations within EU Member States and Horizon Europe Associated Countries should mainly be inter-sectoral, same-sector exchanges are also possible under the condition that they are interdisciplinary. Interdisciplinarity is not required for same-sector exchanges with non-associated Third Countries.

Secondments between institutions established in non-associated Third Countries or within the same EU Member State or Horizon Europe Associated Country are not eligible.

The collaborative approach of MSCA Staff Exchanges should exploit complementary competences of the participating organisations and create synergies between them. The secondments should be essential to achieve the joint project's R&I activities. The project should inter alia enable networking activities and the organisation of workshops and conferences, to facilitate sharing of knowledge and testing of innovative approaches for specific R&I topics.

For participating staff members, the project should offer new skills acquisition and career development perspectives. Participating organisations must ensure that the seconded staff are adequately mentored. Project results are expected to contribute to the following outcomes:

For staff members

- Increased set of research and transferable skills and competences, leading to improved employability and career prospects within and outside academia;
- More knowledge and innovative ideas converted into products, processes and services;
- More entrepreneurial mind-sets, testing new and innovative ideas;
- Increased international exposure leading to extended networks and opportunities;
- Enhanced networking and communication capacities with scientific peers, as well as with the general public that will increase and broaden the research and innovation impact.

For participating organisations

- Innovative ways of cooperation and transfer of knowledge between sectors and disciplines;
- Strengthened and broader international, interdisciplinary and inter-sectoral collaborative networks;
- Boosted R&I capacity.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-msca-2022-se-01-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1,2,8;statusCodes=2,8;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

22. /BMWK*/ CETPartnership Joint Call 2022, deadline: 23. November 2022 14:00 CET, 1. Stage

The CETPartnership aims to fund projects that develop applicative solutions and provide results for the clean energy transition. Most projects are expected to aim for solutions meeting medium to high technology readiness levels (TRL 6-8), combining technologies, marked related solutions and stakeholder involvement.

Cross-cutting dimensions, beyond technology and resources, need to be considered to ensure robust transition pathways that are driven by a multidisciplinary perspective. Dimensions include transition pathways, regulations, circularity, digitalisation as well as policy and social aspects.

The CETPartnership Joint Call 2022 is a 2 stages call structured around 11 Call modules. The Call modules describe specific topics and/or challenges that applicants shall address in their project proposal.

Applicants must choose and apply to a specific call module when submitting their project proposal.

Evaluation and ranking of the project proposals will be performed separately per Call module. All project proposals must be submitted through the CETPartnership Application Portal. No project proposal will be accepted after the submission deadline.

The call is open to participation from across the world. Applicants from third countries (neither EU Member States nor Countries Associated to Horizon Europe) are free to take part in CETPartnership calls. However, funding that can be applied for in this call is limited to non-EU/EEA applicants eligible for funding from either Associated Partners to the CETPartnership or Partners that have concluded a funding commitment with the CETPartnership.

Each project proposal must include at least three independent legal entities from at least three different countries participating in the CETPartnership Joint Call 2022, out of which at least two must be EU Member States or Horizon Europe Associated Countries. Consortia may consist of partners from organisations such as universities, companies, industry organisations, local/regional governments, research organisations and NGOs. Some Call modules specify additional requirements or restrictions regarding the types of partners to be included.

The total expected funding of the Joint Call 2022 is over 140 million Euro and consists of national/regional budgets and European Commission (EC) contribution, so-called top-up. National/regional Funding Partners will provide funding for entities based in their country/region while the EC contribution will be used to top-up project budgets where national/regional funding has been exhausted. The Funding Partners participating in the CETPartnership Joint Call 2022 allocate their budget either to the whole call or to the specific Call modules. Funding Partners allocating their budget to the whole call will dedicate their budget to the specific Call modules after the pre-proposal evaluation or after the full proposal evaluation. Further Information:

<https://cetpartnership.eu/calls/joint-call-2022>

23. /Driving Urban Transitions/ DUT Call 2022, deadline: 21. November 2022 13:00 CET, 1. Stage

The purpose of this Call is to support transnational research and/or innovation projects addressing urban challenges to help cities in their transition towards a more sustainable economy and functioning. The challenges are grouped into three themes called Transition Pathways: Positive Energy Districts (PED), the 15-Minute City (15mC) and Circular Urban Economies (CUE).

The projects selected within this Call will be funded directly by national/regional Funding Agencies from the following countries: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lithuania, The Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden, Switzerland, Turkey and the United-Kingdom.

Each proposal must involve, at least, three partners from three countries of this list and eligible for funding by their respective national/regional Funding Agency. The added value of transnational collaboration should be clearly stated.

The Call is opened to a wide range of scientific disciplines and welcomes interdisciplinary approaches. It intends to support a large range of activities, from research to innovation and implementation. It also asks

to engage explicitly stakeholders (companies, public authorities, NGOs...) in the projects and to consider users' needs in the identification of the project goals.

DUT Call 2022 is funded by the European Commission under the Horizon Europe Partnership scheme. The call is also part of the MIPCall 2022 to contribute the Urban Transition Mission of Mission Innovation.

The basis of the call topics description is the three Transition Pathways (TP): Positive Energy Districts (PED), 15-minute City (15mC), and Circular Urban Economies (CUE).

For each TP, several topics are defined. The context, issues and opportunities that define each topic are first presented first, in terms that aim to inspire research and innovation ideas, along with examples of expected results and outcomes that may be addressed either through the research-oriented approach or through the innovation-oriented approach.

Furthermore, since urban transition issues are intrinsically interconnected, it is possible to address several topics, either from the same or from different TPs, within the same proposal.

All projects should choose as their main TP the TP that is the closest to the subject they would like to address and may indicate the other TP involved if needed. Though the proposal will be evaluated within its principal main TP, crosscutting characteristics will also be taken into account in the assessment.

Positive Energy Districts Pathway (PED)

- PED topic 1: Energy communities - energy transition driven by civil society
- PED topic 2: Energy flexibility strategies - technological, legal, societal challenges
- PED topic 3: Energy efficiency in existing urban structures

15-minutes City Pathway (15mC)

- 15mC topic 1: Strengthen the mix of urban functions and services
- 15mC topic 2: Foster sustainable options for personal mobility and logistics in urban outskirts (and beyond)
- 15mC topic 3: (Re)imagine urban public spaces and streets for vibrant, sustainable neighbourhoods

Circular Urban Economies Pathway (CUE)

- CUE topic 1: Urban Resource Sharing and Circularity
- CUE topic 2: Nature-based solutions (NBS)
- CUE topic 3: Urban food systems

Further Information:

https://dutpartnership.eu/dut_call_2022/

24. /BMBF*/ Water4All 2022 Joint Transnational Call, deadline: 31. October 2022 15:00 CET

The call will focus on solutions for hydroclimatic extreme events, as described in the Water4All Strategic Research and Innovation Agenda Theme III "Water for the future: sustainable water management", as well as address the cross-cutting Theme VII "Governance" and Theme V "Water Infrastructures". Research & innovation proposals submitted under the Water4All 2022 Joint Transnational Call are required to address at least one of the following topics:

Topic 1. Resilience, adaptation and mitigation to hydroclimatic extreme events

- Addressing knowledge gaps in our understanding of the causes of water scarcity, drought events, seasonal variability in climate impacts to develop adaptation and mitigation measures, taking climate change into account.
- Developing and demonstrating innovative (or improved) societally acceptable adaptation and mitigation strategies to cope with hydro-climatic extreme events and their increase in length and duration. This includes floods and droughts, although is not limited to them, adopting a regional or a basin scale wide approach.
- Improving resilience and adaptation capacity of water infrastructure (e.g., industrial water facilities, urban networks, wastewater treatment facilities, stormwater management systems and rural systems) to hydroclimatic extreme events.

Topic 2. Tools for water management - in the context of hydroclimatic extreme events

- Developing tools (e.g., multi-risk approach, decision support tools, monetary/non-monetary costs valuation) to support the design and implementation of strategies for adaptation and mitigation to hydro-climatic extreme events, especially floods (including "flash-floods"), heat waves and droughts in a catchment to sea perspective.

- Generating new methodologies, tools and models for water resources assessment/modelling for water bodies in scarcely monitored /data scarce areas. A combination of physical and digital solutions is expected, and opportunities provided by citizen science should be seized.

- "Smartening the water system" and use of innovative digitalization, including improved/new sensors, models, communications and computing technologies.

Topic 3. Improved water governance in the context hydroclimatic extreme events and international contexts

- Undertaking an analysis and developing robust Governance models for the management of water resources in the context of extreme events, is critical increasing the decision-making capacity of institutions and involvement of citizens. This should include ways of improving coordination between water managers to increase our capacity to reduce vulnerability to extreme events, as well as effectively respond to them.

- Addressing and encouraging international cooperation in the field of water, including management of transboundary water resources and contribution to Water Diplomacy.

Further Information:

<http://www.waterjpi.eu/joint-calls/joint-call-2022-water4all>

25. /Sonstige/ Das ABC der EU-Forschungsförderung - Teil C wie Coaching für Anträge in Horizon Europe, Termin: 13. Oktober 2022 um 10 Uhr

Das Coaching für Anträge in Horizon Europe.

Hier werden Inhalte vermittelt, die für einen erfolgreichen Antrag wichtig sind. Sie werden auf den neuesten Stand zum erstellen der einzelnen Antragesteile gebracht, sowie für die Kostenkalkulation und Verträge.

Anmeldung unter <https://eveeno.com/177588982>

Weitere Informationen:

https://www.euhoerschulnetz-sachsen-anhalt.de/abcVeranstaltung_teilC.html

26. /Sonstige/ Europa Café - Kreatives Sachsen-Anhalt, Termin: 18. Oktober 2022 um 15 Uhr

Die virtuelle Veranstaltungsreihe des EU-Hochschulnetzwerks Sachsen-Anhalt und des Enterprise Europe Network Sachsen-Anhalt startet am 18.10.2022 in das Wintersemester mit dem Thema „Kreatives Sachsen-Anhalt“.

In der Veranstaltung gehen wir der Frage nach, welcher Voraussetzungen es bedarf, damit sich ein kreatives Ökosystem (weiter-)entwickelt. Dabei ergibt sich die Gelegenheit, die Kreativwirtschaft des Landes kennenzulernen sowie mehr über Förderprogramme der EU für Wissenschaftler:innen und Kreative zu erfahren, potenzielle Projektpartner zu finden und sich zu vernetzen.

Weitere Informationen:

<https://www.euhoerschulnetz-sachsen-anhalt.de/EuropaCafe.html>

27. /Sonstige/ Contact Research Funding Advice of the Otto von Guericke University Magdeburg

For questions about funding opportunities, specific calls for proposals, help with submitting applications and project support, please contact the department for Research Funding Advice/EU-University Network of Otto von Guericke University Magdeburg.

Information on current events, funding structures and contact online at:

<https://www.ovgu.de/en/ContactResearchFundingAdvice>

<https://www.euhoerschulnetz-sachsen-anhalt.de/en/>

28. /BMWK*/ Infoveranstaltung für innovative Argentinisch-Deutsche FuE-Projekte, Termin: 17. November 2022 14 Uhr

Begleitend zur 4. Ausschreibung für gemeinsame F&E-Projekte zwischen Deutschland und Argentinien bieten die ANPCyT (Agencia Nacional de Promoción Científica y Tecnológica) und die AiF Projekt GmbH eine Informationsveranstaltung mit vertiefender Beratung an.

In einer ca. dreistündigen Informationsveranstaltung werden die beteiligten F&E-Förderinstrumente beider Länder vorgestellt.

Die Teilnehmer erhalten Gelegenheit, Fragen zur Antragstellung in Deutschland und in Argentinien zu stellen sowie mit Vertretern der Förderagenturen und anderen Innovationsakteuren ins Gespräch zu kommen. Zudem werden in der Veranstaltung die Netzwerke der IHK/AHK, des EEN und der lokalen Wirtschaftsförderungen kurz vorgestellt.

Die Veranstaltung wendet sich vor allem an kleine und mittlere Unternehmen aus Deutschland und Argentinien, Forschungseinrichtungen sowie Multiplikatoren, die innovativen Unternehmen beratend zur Seite stehen.

Weitere Informationen:

<https://www.zim.de/ZIM/Redaktion/DE/Veranstaltungen/2022-11-17-argentina-info-meeting.html>

29. /BMWK*/ Webinar on 14th German-Israeli Eureka Call for Proposals for Joint R&D Projects, 26. October 2022 10 CEST

On 26 October 2022, the Bavarian Research Alliance (BayFOR), the AiF GmbH and the Israel Innovation Authority invite stakeholders from Bavaria, Germany and Israel to a joint webinar on the new German-Israeli Eureka Call for Proposals for joint R&D projects.

The call is looking for joint R&D projects, focusing on developing innovative products and applications in all technological and application areas. Applicants are expected to develop ready-to-market solutions for products, technology-based services or methods which have strong market potential for Germany, Israel and Europe. Partners apply for their R&D project for a Eureka label, a pan-European network for market-oriented R&D.

The webinar provides information on the call's requirements and specifics regarding the application process for German and Israeli applicants, and it presents some interesting success stories.

Further Information:

<https://www.bayfor.org/en/news/events/detail-en/events/show/webinar-on-14th-german-israeli-eureka-call-for-proposals-for-joint-rd-projects.html>

30. /BMWK*/ IraSME & CORNET - Webinar and Partnering Event 2022, 22. November 2022, 3.00 pm CET

We all share a common vision: Innovation without borders! Through this virtual brokerage event, the CORNET and IraSME coordination teams invite you to meet online with companies & researchers from various countries and scientific backgrounds in order to discuss the potential for joint R&D projects fundable through the CORNET or IraSME initiatives.

You may also contact your local CORNET or IraSME representative to receive more detailed consultations and answers to your specific questions - right here through this site!

Our virtual 2 hrs live session on 22 November 2022 will provide

A) Information on the CORNET and IraSME calls for proposals and the Enterprise Europe Network (EEN) AND an

B) Opportunity for participants to pitch their project ideas or company profile!

Time: 3.00 pm CET (Berlin) / 7.00 am MST (Edmonton) / 11.00 am BRT (Brasilia) / 5.00 pm TRT (Ankara).

We encourage you to set up your individual B2Match profile in order to present yourself and your cooperation needs, and schedule virtual face-to-face meetings with potential cooperation partners.

Meetings take place between 23 November and 8 December 2022 on Tuesdays and Thursdays (please check the event agenda).

Further Information:

<https://irasme-cornet-partnering-2022.b2match.io/>

31. /European Cluster Collaboration/ Cluster Booster Academy, deadline: 31. October 2022

Managing a cluster requires a large range of skills to ensure efficient support to all cluster members and in particular SMEs. This is why a "Cluster Booster Academy" is needed. This is a 4-day intensive series of trainings offered by the European Cluster Collaboration Platform.

The Cluster Booster Academy aims to achieve the following objectives:

- Provide learning opportunities for cluster managers to further develop their skills with regard to topics relevant to the cluster strategy, through tailor-made training sessions delivered by experts
- Meet the needs of European cluster management teams in their daily work, in particular to have the capacity to offer innovative, highly professional and diversified services to SMEs
- Offer cluster management teams the chance to learn from each other's experiences, discover new effective and efficient practices and tools, find inspiration for new services and business models through peer-learning
- Provide the opportunity to cluster management teams to co-shape new European value chains and interlink the 14 industrial ecosystems through the interaction and knowledge sharing
- Support cluster management teams and stakeholders in understanding and contributing to the European policies and programmes related to the global challenges, specifically the digital and green transitions and resilience
- Help in developing better policy related to clusters
- Improve the skills of clusters' staff thanks to a "train the trainers" approach by disseminating their knowledge further

The Academy will take place annually and involves between 25 to 40 participants. This year, it will be organised for 4 days in a hybrid format:

- 2 days of online training sessions - December 01-02, 2022 (which will be organised and hosted on a platform managed by the ECCP team)
- 2 days of in-person training sessions at the University of Strasbourg - 02-03 March 2023 (~3 months after the virtual sessions to have time to put into practice the knowledge/ skills acquired).

The Cluster Booster Academy is looking for a diverse group of Cluster Managers interested in learning from experts, expand their network, share their own knowledge and coming from different backgrounds, level of experience, countries etc.

The call is open to cluster managers only who are:

- registered on our ECCP platform as cluster managers being in charge of a Cluster Organisation;
- managing a Cluster Organisation from an EU country or countries associated to the COSME strand of the Single Market Programme;
- motivated and commit to attend all 4 training days, turn on camera in the virtual days and do the homework assigned to them in between the virtual and the physical trainings.

The participation in the trainings is free of charge. Furthermore, food and drinks during the in-person trainings will be covered by the ECCP organisation team. The transport and accommodation costs are to be borne by the participants themselves and cannot be reimbursed by the ECCP team. In collaboration with the University of Strasbourg, we will send the final participants an info pack including hotel recommendations, transport options, etc.

Further Information:

<https://clustercollaboration.eu/open-calls/call-applications-cluster-booster-academy>
