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Israel-Europe R&I Directorate

GREEN DEAL – AREA 5: SUSTAINABLE AND SMART MOBILITY

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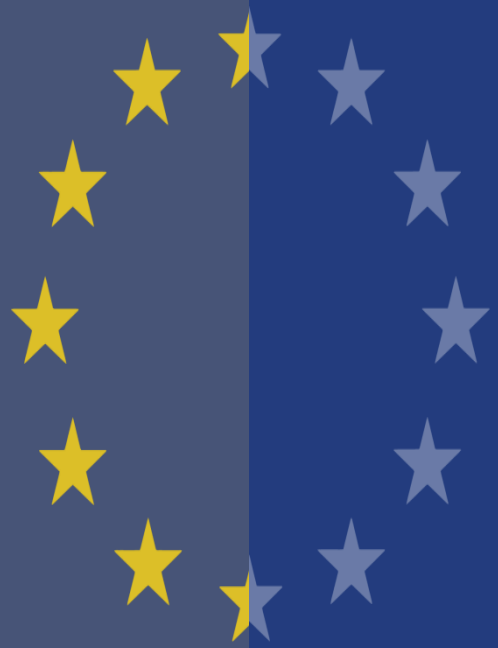
Israel Innovation Authority

Ministry of Science Technology & Space

COUNCIL FOR HIGHER EDUCATION
PLANNING & BUDGETING COMMITTEE

Agenda

- ISERD and Horizon2020
- The European Green Deal
- Green Airports and Ports
- Call Draft Review
- Funded Projects Examples
- How to Find Partners and ISERD Services
- Q&A



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ISERD – Israel Europe R&I Directorate

- An **interface** between the Israeli government and the EU
- **Encouraging** Israeli entities to participate
- **Representing** Israel in the programme committees of the EC
- **National Contact Point (NCP)** for the different themes
- **Information dissemination**
- **Assistance** throughout projects' submission and management

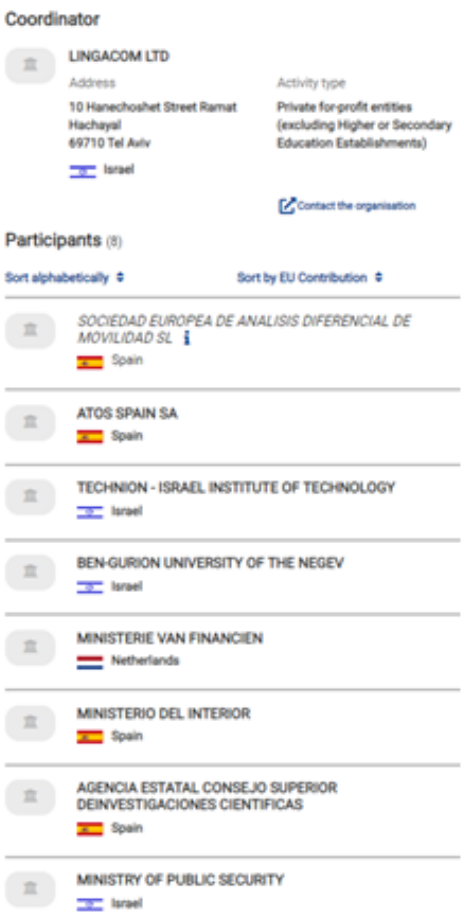
ISERD aims at maximizing the benefits of Israel's participation in the Framework Programmes (FP)

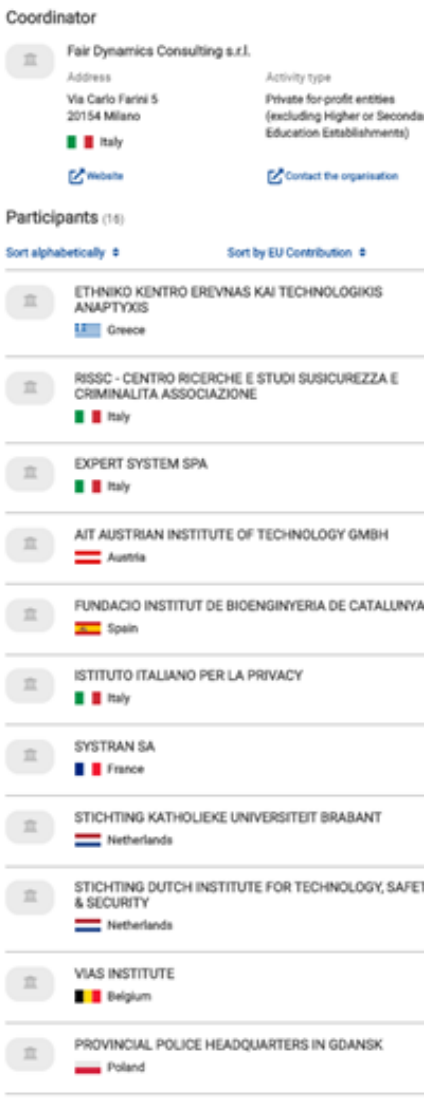
HORIZON 2020
European Framework Programme

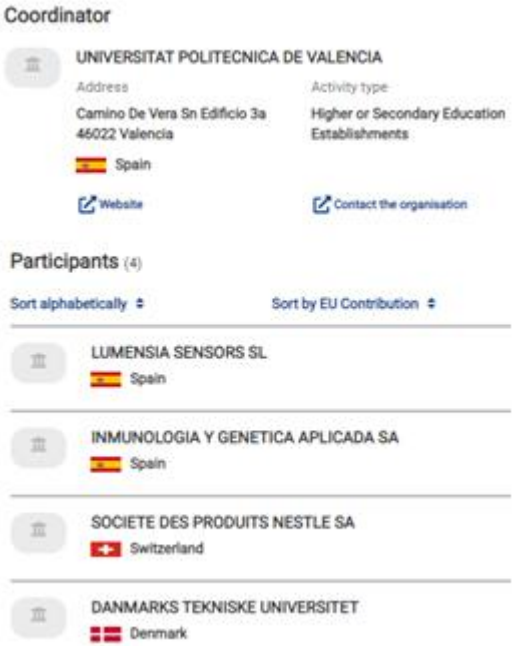
- **EU's main funding instrument for R&D (since 1984)**
- **Goals:**
  - Strengthen the scientific & technological base of European Industry
  - Support EU policies and address major Societal Challenge
  - Create a “European Research Area” (ERA)
- **Covering all major scientific and technological disciplines**
- **Targeting the major European industrial sectors**

Funding Members of H2020

Meeting the Minimum Requirement







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Types of Action

Action	Funding*	Technology Readiness Level (TRL)	Main Characteristics
RIA – Research & Innovation Action	100% + 25%	Low TRL (4-6)	Basic and applied research, technology development and integration, testing and validation on small-scale prototype in laboratory or simulated environment
IA – Innovation Action	**70% + 25%**	**High TRL (6-8)**	**Prototyping, testing, demonstrating, piloting, large-scale product validation and market replication**
CSA - Coordination & Support Action	100% + 25%	-	Networking, coordination or support services, policy dialogues and mutual learning exercises and studies

* Non profit – always 100%

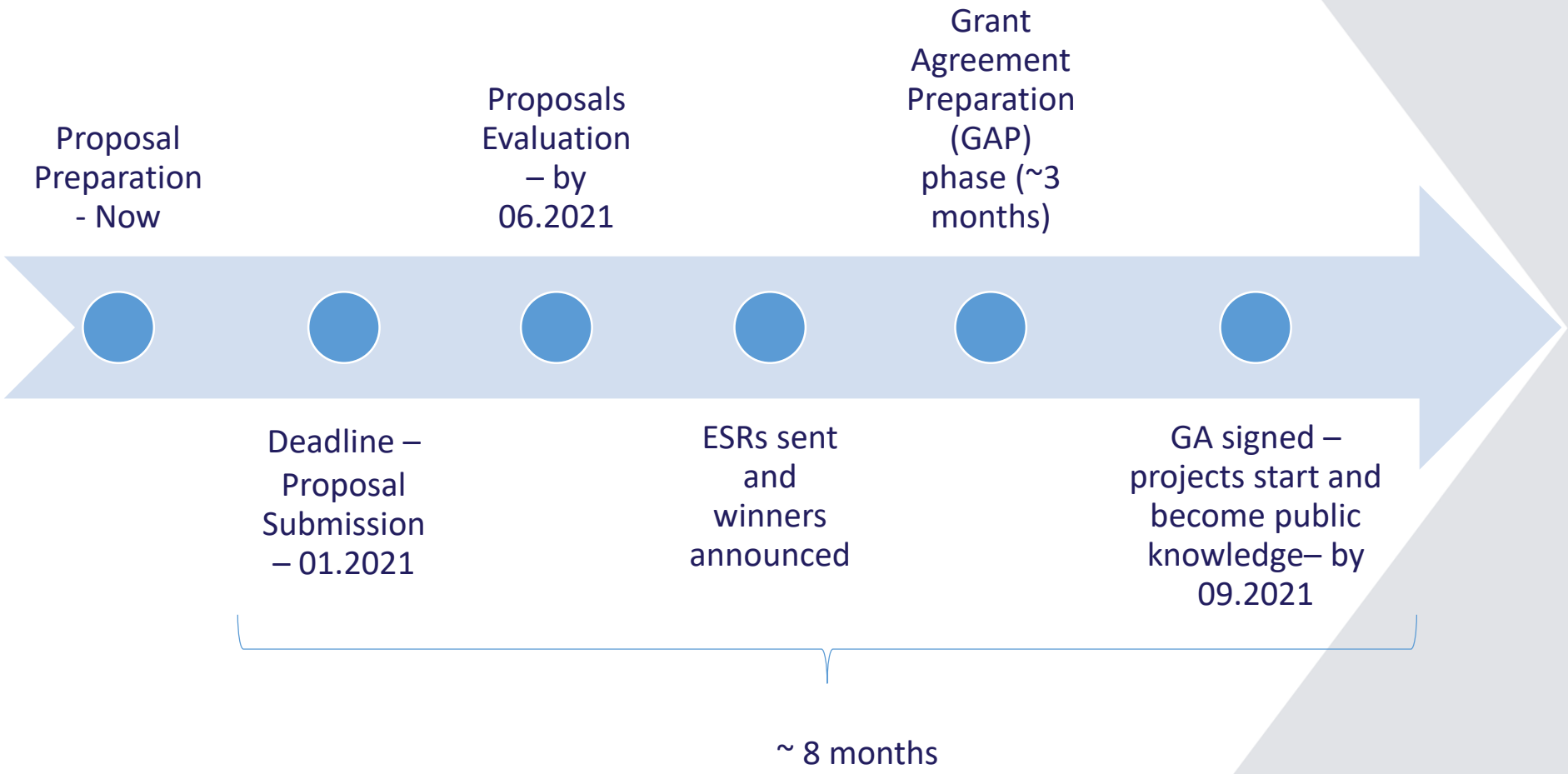
Technology Readiness Levels

- **TRL 1** – basic principles observed
- **TRL 2** – technology concept formulated
- **TRL 3** – experimental proof of concept
- **TRL 4** – technology validated in lab
- **TRL 5** – technology validated in relevant environment*
- **TRL 6** – technology demonstrated in relevant environment*
- **TRL 7** – system prototype demonstration in operational environment
- **TRL 8** – system complete and qualified
- **TRL 9** – actual system proven in operational environment**

* Industrially relevant environment in the case of key enabling technologies

** Competitive manufacturing in the case of key enabling technologies, or in space

Submission Timeline



Israeli Results in H2020*

Submitted Participations		12,773
Successful Participations		1,761
Success by sector:	Industry	762
	Universities	864
	Others	135
Submitted Proposals		11,051
Successful Proposals		1,446
Success Rate		13%
Value of Israeli grants: 1.08 B€	Industry	363.2 M€
	Universities	697.2 M€
	Others	22.4 M€

*H2020 Dashboard, 23.07.2020

Green Deal Mission

"The recovery plan turns the immense challenge we face into an opportunity, not only by supporting the recovery but also by investing in our future: the European Green Deal and digitalization will boost jobs and growth, the resilience of our societies and the health of our environment."

- European Commission President Ursula von der Leyen

1 Billion Euro is pledged to ensuring this

Green Deal Goals

- Make the EU **climate neutral** by 2050
- Restore **biodiversity** and cut **pollution**
- **Invest** in environmentally-friendly technologies
- Support the **industry** in innovating
- Boost the **efficient use of resources**
- Move to a **clean, circular economy**
- Roll out cleaner, cheaper and healthier forms of **transport**
- **Decarbonise the energy sector**
- Ensure **buildings** are more energy efficient
- Work with international partners to improve **global environmental standards**

Green Deal Structure

Area 9: Strengthening our knowledge in support of the European Green Deal

Area 10: Empowering citizens for the transition towards a climate neutral, sustainable Europe

Area 11: International cooperation (focus on cooperation with Africa and the Mediterranean)

Disclaimer

The presentation of draft topics and the feedback provided shall **in under no circumstances bind the European Commission** in the final formulation of topics for the call.

The binding call text will be published following the formal decision by the European Commission on the Funding and tender opportunities portal

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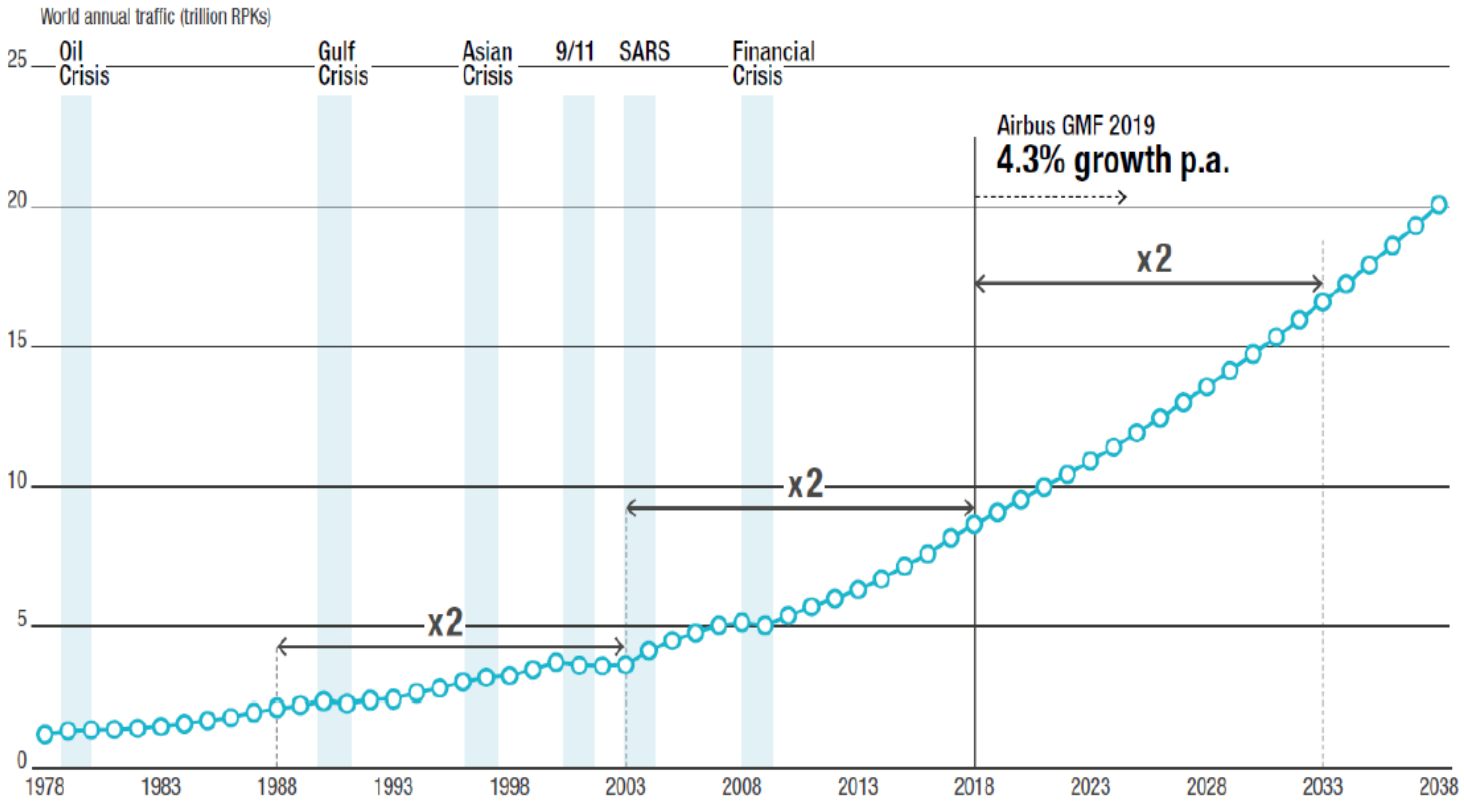
TOPIC: Green Airports and Ports as Hubs for Sustainable and Smart Mobility

World Annual Traffic Forecast 2019-2038



TRAFFIC HAS PROVEN TO BE RESILIENT TO EXTERNAL SHOCKS AND DOUBLES EVERY 15 YEARS

Source: ICAO, Airbus GMF 2019
* RPK: Revenue Passenger Kilometer

A clear commitment of the European Green Deal is that **"transport should become drastically less polluting"**

SPECIFIC CHALLENGE

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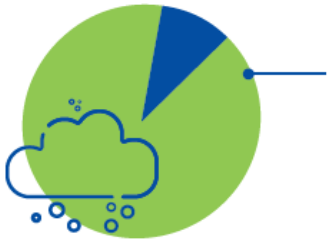
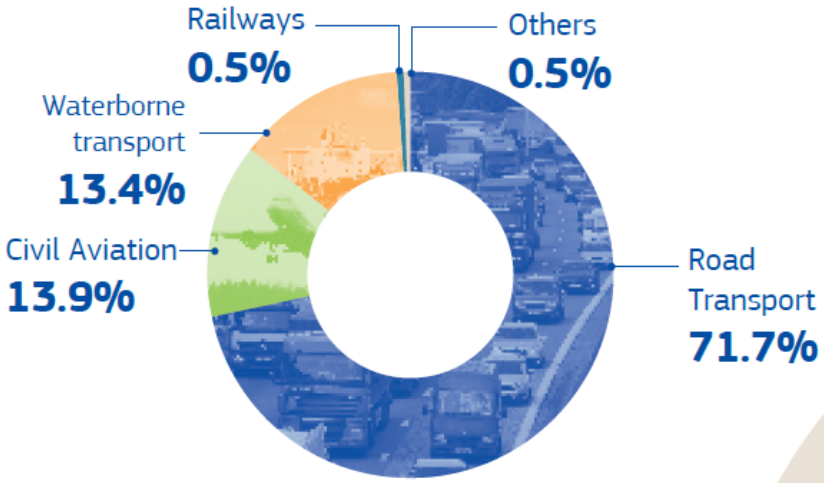
Europe must reduce emissions from transport further and faster



90%
reduction
greenhouse gas emissions in transport by 2050

Share of Greenhouse Gas Emissions by Mode of Transport (2017)



Source: Statistical pocketbook 2019

Go digital

- **Automated mobility and smart traffic management systems** will make transport more efficient and cleaner.
- **Smart applications** and **'Mobility as a Service'** solutions will be developed.

Green Airports and Ports as Hubs for Sustainable and Smart Mobility

Use different modes of transport

More freight should be transported by rail or water. And the **Single European Sky** should significantly reduce aviation emissions at zero cost to consumers and companies.

Single European Sky reform will help to cut up to **10%** of air transport emissions.

Prices that reflect impact on environment

Ending subsidies for fossil-fuel

Extending emissions trading to the maritime sector

Effective road pricing in the EU

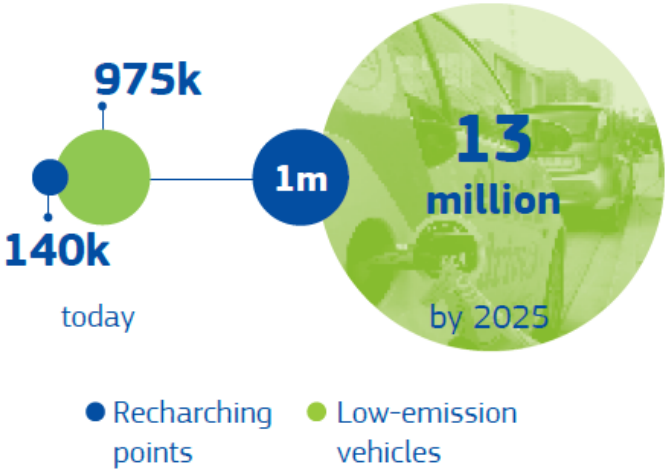
Reducing free allowances to airlines under emissions trading

Green Airports and Ports as Hubs for Sustainable and Smart Mobility

Boost supply of sustainable alternative transport fuels

By 2025, about **1 million public recharging and refuelling stations** will be needed for the **13 million zero- and low-emission vehicles** expected on European roads.

Alternatively fuelled cars and public recharging points in the EU



Source: European Alternative Fuels

Reduce pollution

The Green Deal will address emissions, urban congestion, and improve public transport.

We need:

- stricter standards on pollution by cars
- to reduce pollution in EU ports
- to improve air quality near airports

Green Airports and Ports as Hubs for Sustainable and Smart Mobility

European Commission

The European Green Deal Communication (Dec-2019)

- *"Transport should become drastically less polluting"*
- *"Accelerating the shift to sustainable and smart mobility"*
- *"Ramp-up the production and deployment of sustainable alternative transport fuels"*
- *Aviation: "air quality should be improved near airports by tackling the emissions of pollutants by aeroplanes and airport operations"*
- *Shipping: "[the Commission] will take action in relation to maritime transport, including to regulate access of the most polluting ships to EU ports and to oblige docked ships to use shore-side electricity."*

Sectoral and policy analysis

- Decarbonisation progress in Road / Rail (e.g. electrification)
- Aviation: 14% of EU transport GHG emissions (rising): x2 traffic by 2050
- Shipping: 13% of EU transport GHG emissions (rising), 90% of global trade
- Significant and immediate impact required by 2025-2030
- Further policy action foreseen in aviation and waterborne transport

Green Deal Call (2020)

Green airports and ports as hubs for sustainable and smart mobility

SCOPE

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Building on **best practices**, **ongoing projects**, **planned initiatives** in European airports and ports;

actions should address the activities EITHER under

area **A) Green Airports**

-OR- under

area **B) Green Ports**

Proposals should clearly indicate which area they are covering

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Area A: Green Airports

1) Transport
2) Terminal
3) Energy
4) Cross-cutting aspects

1. Transport

Actions should cover all of the following aspects:

a. access and multimodal **connections to the airport**

b. from the airport **terminal to the aircraft**

c. at the **airport landside**

1. Transport

Actions should also cover at least three of the following:

- **low-emission energy use** for aircraft / airports / other
  - road vehicles
  - rolling stock
  - Drones
  - public transport and carpooling
- **de-icing** and **anti-icing**
- applying innovative **digital and EU satellite-based solutions**

1. Transport

- **production facilities** for sustainable alternative **fuels**
- and **underlying infrastructure**
  - distribution, fuel handling logistics and blending operations
- **conversion of airport waste** to sustainable alternative **fuels**
  - and the delivery
- **intermodal mobility**
  - mobility/logistics as a service
  - transport-on-demand
  - rail interconnection and train-airport station concepts
- EU Clearing House for **Sustainable Kerosene (EU-CHSK)**

2. Terminal

Actions should cover at least two of the following:

- **operations**, **logistics** and **infrastructures**
- the **built environment**, including **procurement** processes
- improving the **energy efficiency of buildings**; lighting, HVAC
- **biodiversity**, green land planning and use
- **circular economy** - buildings and waste
  - **zero-waste concepts**

3. Energy

Actions should cover at least two of the following:

- **energy value chain** from supply to use
- industrial scale pilot –
  - advanced **biofuels refineries**
  - **retooling** of existing fuel **refineries**
- **incentives** to address challenges in the alternative fuels system
- **promoting** the penetration of sustainable alternative fuels
- **scalability** of solutions

4. Cross-cutting aspects

Actions should cover at least three of the following:

- **air quality** and **noise trade-off**
- eco-labelling, certifications, measurement, reporting and verification
- use of **ICT** (EU satellite-based solutions, among others)
- **circular economy** at airports
- Food Loss and Waste (**FLW**)
- non-technological framework conditions
  - market mechanisms
  - potential regulatory
- multi-actor governance arrangements

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Area B: Green Ports

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Green ports

Actions should cover at least six of the following aspects:

- integrated **low-emission energy supply and production** at port
- demonstrating **sustainability and innovation beyond energy supply** and demand at ports
- demonstrating seamless and highly efficient logistics operations, for **integrated sea/river- port-hinterland connections**
- **pilot activities -** digitalisation (including EU satellite-based solutions) enabling efficient and automated logistics chains and multimodal inter-connections
- delivering new tools and optimisation mechanisms for multimodal access, **passenger and freight flows into and out of the port**

Green ports

- non-technological framework conditions, and potential regulatory actions which can provide **financial/operational incentives** for implementing low-emission solutions

- developing and promoting new **multi-actor governance arrangements** that address the interactions between all port-related stakeholders **in order to accelerate the production and use** of sustainable energy

Green ports

- delivering a Master Plan for the future Green Port, to achieve minimal pollution by 2030, 2040 and 2050
  - a **wider socio-economic perspective** (sustainable and smart mobility, technical, operational, economic, environmental and social aspects)
  - **emission reduction at ports** (CO2 and noxious pollutant, water pollution and noise)
  - various alternatives for the provision of **power supply at the port**
  - sustainable port design concept, **leveraging green construction**, demolition and dredging activities

Green ports

- **scalable solutions** that can be replicated/scaled-up or scaled- down to smaller ports
- **deployment models and plans**, including internal/external costs
- **collaboration models** across multiple stakeholders
- **comprehensive report** of all project findings in detail
- a **handbook on how to move from planning**, to implementation, replication and scaling-up the deployment

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Applicable to both

Area A: Green Airports

Area B: Green Ports

Consortia structure and budget

- Led by One “Lighthouse” airport/port
- Include Three “Fellow” airports/ports
- Include academic and other partners (e.g. rail, road)
- For Green Ports - include at least one inland port
- A maximum of 20% of grant to fellow airports or ports

Terms and Conditions

- IA – Innovation Action (**70% funding +25%**)
- **100-million-euro** total budget
- **15-25 million euro** expected per project

- **Project duration:** 4-5 years
- **Ranking Lists:** separate for Green Airports and Green Ports

EXPECTED IMPACT

Expected Impact

- Accelerated deployment of sustainable alternative fuels (e.g. biofuels, hydrogen, ammonia) and electromobility for aviation, shipping and other transport modes
- Green energy / fuel production, distribution and supply (e.g. hydrogen, electricity, biofuels), with re-fuelling and re-charging capabilities for multiple vehicles/purposes
- Zero-emission ports and airport operations and improved air quality by 2030
- Reduced emissions in aviation, shipping, multimodal mobility for passengers/freight
- Energy-efficient and smart operations and buildings, logistics, inter-modal connections and modal shifts
- Reduced emissions for cities, urban mobility, better city integration for ports/airports

Expected Impact

European Commission

Main features:

Sustainable	➢ Green energy production, distribution, supply ➢ Use of clean energy for transport and other purposes ➢ Green hydrogen, electricity, biofuels, ammonia, sustainable alt. fuels
Smart	➢ Connected and automated vehicles, cranes, etc. ➢ Dynamic traffic optimisation into/out of airport/port, from/to city ➢ Smart operations, logistics, inter-modal connections/modal shifts
Multimodal	➢ Aviation, Maritime, Inland Waterway Transport ➢ Road, Rail, multimodal connections/modal shifts ➢ System-wide door-to-door multimodal mobility for passengers/freight
Other	➢ Green logistics, infrastructures, energy-efficient buildings ➢ Links with cities, urban environment, urban mobility ➢ Biodiversity, circular economy, effective land/sea/river use

Read and **reference**

each word in the **call text**

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Funded Projects Examples

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Advanced sustainable BIOfuels for Aviation

Objective

Decarbonising & reducing aviation dependence on fossil fuel requires biofuels. BIO4A will produce at least kt of sustainable biojet for its use in aviation at commercial scale for accelerating its deployment within the aviation sector, increasing their attractiveness and contributing to the achievement of the EU targets. BIO4A targets HEFA pathway from wastes, aiming to move the full value chain from TLR 6 to 7. BIO4A will demonstrate the full value chain, enabling a production capacity of 2-300 kt/y of biojet in a First Of A Kind new biorefinery in France. The fuel will be distributed using the existing infrastructures and conventional aircraft fuelling systems for commercial flights. Special attention will be directed to the supply of sustainable feedstock, focusing on waste streams (UCO). In parallel, long-term R&D work will address marginal land in EU MED (low ILUC biofuels). Relevant environmental (inc. GHG and energy balance), economic and social data (inc. health and safety issues, impacts and benefits) will be assessed against targets. Since the current main barrier to the commercial production of biojet is the price gap, BIO4A will explicitly address performance and cost targets vs. relevant key performance indicators. The final goal is to prove the business case, identifying potential issues of public acceptance, market or regulatory risks and barriers (feedstock, technological, business, process) along the entire value chain, taking advantage of previous projects and proposing potential mitigation solutions. Offtake agreements have been signed with KLM and Airfrance. Additional off-take agreements could also be signed to open the participation to more airlines. Regulatory framework is also limiting today the development of the sector and an additional goal is recommendations to policies makers. The proposal will be defined at EU/National level, involving the major sector stakeholders and opening with a profitable dialogue with Member States and the EC.

Project Information

BIO4A

Grant agreement ID: 789562

Project website

Status

Ongoing project

Start date: 1 May 2018

End date: 30 April 2022

Funded under

H2020-EU.3.3.3.

Overall budget

€ 16 860 911,25

EU contribution

€ 10 002 520,13

Coordinated by

CONSORZIO PER LA RICERCA E LA DIMOSTRAZIONE SULLE ENERGIE RINNOVABILI

Italy

Participants (7)

Sort alphabetically | Sort by EU Contribution | Expand all

TOTAL RAFFINAGE CHIMIE	France	EU contribution € 455 548,02
SKYNRG BV	Netherlands	EU contribution € 1 093 955,63
FUNDACION CENER	Spain	EU contribution € 375 975
ETA - ENERGIA, TRASPORTI, AGRICOLTURA SRL	Italy	EU contribution € 286 562,50
CAMELINA COMPANY ESPANA S.L.	Spain	EU contribution € 360 543,75
JRC -JOINT RESEARCH CENTRE- EUROPEAN COMMISSION	Belgium	EU contribution € 388 000
TOTAL RAFFINAGE FRANCE	France	EU contribution € 5 552 185,23

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Assessment on Alternative Aviation Fuels Development

Project description

DE EN ES FR IT PL

Alternative aviation fuel research

To fulfil the 2015 Paris Agreement goals, the aviation industry should adopt solutions to reduce emissions. Sustainable organic-origin fuels whose life cycle carbon footprint is smaller than the fossil-origin kerosene are widely envisaged as the only short-medium term solution for the aviation industry. The past decade has seen a lot of research and experiments on organic products, with excellent results. However, the new products are submitted to strict certification procedures while their production is costly, with results that cannot compete economically with fossil kerosene at the present oil prices. The EU-funded ALTERNATE project is a Chinese-EU proposal that aims to identify the possibilities for extensive sustainable fuel use in aviation considering new technical areas and production procedures.

Show the project objective

Participants (8)

Sort alphabetically ⇕ Sort by EU Contribution ⇕ Expand all

CENTRE INTERNACIONAL DE METODES NUMERICS EN ENGINYERIA Spain	EU contribution	€ 160 280
AIRBUS OPERATIONS LIMITED United Kingdom	EU contribution	€ 232 347,13
SAFRAN SA France	EU contribution	€ 301 372,50
SAFRAN AEROTECHNICS France	EU contribution	€ 150 158,75
OFFICE NATIONAL D'ETUDES ET DE RECHERCHES AEROSPATIALES France	EU contribution	€ 600 268,75
IATA ESPANA SL SOCIEDAD UNIPERSONAL Spain	EU contribution	€ 117 825
UNIVERSITEIT HASSELT Belgium	EU contribution	€ 295 227,50
INTERNATIONALES INSTITUT FUER ANGEWANDTE SYSTEMANALYSE Austria	EU contribution	€ 324 687,50

Project Information

ALTERNATE

Grant agreement ID: 875538

Status

Ongoing project

Start date: 1 January 2020

End date: 31 December 2022

Funded under
H2020-EU.3.4.

Overall budget
€ 2 600 387,13

EU contribution
€ 2 600 387,13

Coordinated by
UNIVERSIDAD POLITECNICA DE MADRID

Spain

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Green and Effective Operations at Terminals and in Ports

Objective

Existing and upcoming stricter air quality standards and regulations together with the need to reduce energy consumption raise the awareness of ports and terminals to focus on the carbon footprint which is dependent not only on equipment and operations, but also the energy mix and the management of energy consumption.
There is also an increasing need to provide carbon footprint calculations to transport service clients, requiring these to calculate and expose their product-related carbon footprint in order to improve their competitive advantage for the company's sustainability reports or because their clients ask for it.
Sea and inland navigation terminals are crucial nodal points within intermodal transport chains. Sustainable freight transport requires integrating the energy consumption and the emissions caused by the terminal operations into overall chain. While some terminals, mainly the bigger ones, have already started to invest into eco-efficient technologies and handling equipment, this is still an outstanding issue for others.
The reduction of the CO2 footprint in ports and terminals will only be possible through a cleaner energy mix and through reduced energy consumption. To achieve this goal, it is necessary to develop understandable, practicable and transparent methods and standards. Such standardization should also provide the basis for policy-making aiming at the reduction of port and terminal carbon footprint and strengthened competitiveness of this industrial sector. The Green EFFORTS project primarily aims at the reduction of energy consumption and a cleaner energy mix at terminals (container, RoRo and inland waterway) to be controlled in a standardized transparent and easy-to-follow way, but will also consider the role of a port authority may play to achieve these goals.

Project Information

Green EFFORTS
Grant agreement ID: 285687
Status
Closed project
Start date
1 January 2012
End date
30 June 2014

Funded under
FP7-TRANSPORT

Overall budget
€ 3 143 952

EU contribution
€ 2 199 244

Coordinated by
JACOBS UNIVERSITY BREMEN GGMBH
Germany

Participants (7)

Sort alphabetically | Sort by EU Contribution | Expand all

		EU contribution
FRAUNHOFER GESELLSCHAFT ZUR FOERDERUNG DER ANGEWANDTEN FORSCHUNG E.V.	Germany	€ 452 404
TRELLEBORGS HAMN AB	Sweden	€ 126 000
SIEMENS AKTIENGESELLSCHAFT	Germany	€ 309 060
HPTI HAMBURG PORT TRAINING INSTITUTE GMBH	Germany	€ 96 680
IHS GLOBAL SAS	France	€ 319 600
SACHSISCHE BINNENHAFEN OBERELBE GMBH	Germany	€ 118 800
ERASMUS UNIVERSITEIT ROTTERDAM	Netherlands	€ 87 250

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Finding Partners

1. Use your network
2. Use the National Contact Point
3. Register for our Partner Search online form
4. Take part in brokerage events
5. R&I online event – stay tuned
6. Identify the European leading groups in the field:
   Search previously funded projects (CORDIS)
7. Funding and Tenders portal Partner Search page (only after publication)

ISERD Aid Fund

- **Route 37a** – Provides support to entities from the industry to participate in H2020 topics.

Eligible reimbursements of 75% of up to 40,000 NIS for – Travel to a PS event, hosting potential partners in Israel, and the cost of a consultant to help write the proposal.

Red Team

"A red team is an independent group that challenges an organization to improve its effectiveness by assuming an adversarial role or point of view."

- Wikipedia

The Red Team service is a national full proposal check -

- It is free of charge
- It uses expert reviewers of the Innovation Authority (some are also H2020 reviewers)
- All reviewers have signed NDA with the Innovation Authority
- The identity of the reviewer is classified
- The full proposal must be submitted **at least a month in advance** of the topic deadline by 10:00

Our Team

- **Area 1**: Increasing Climate Ambition: Talia Passiar – talia@iserd.org.il
- **Area 2**: Clean, affordable and secure energy; **Area 3**: Industry for a clean and circular economy (topic 2); **Area 7**: Ecosystems and Biodiversity: Sarit Kimchi - Sarit.Kimchi@iserd.org.il
- **Area 6**: Farm to Fork; **Area 8**: Zero-pollution, toxic free environment: Nir Shaked - Nir.s@iserd.org.il
- **Area 3**: Industry for a clean and circular economy (topic 1); **Area 4**: Energy and resource efficient buildings; **Area 5**: Sustainable and smart mobility; **Area 11**: International cooperation: Rachel Loutaty - rachel.l@iserd.org.il
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Additional Green Deal Material

- ISERD Leaflet – discover the different topics and find the contact point for each
- Green Deal website
- Green Deal Work Programme

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Israel-Europe R&I Directorate

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