Interesting calls on transport under Horizon Europe

Jon Halvard Eide, Adviser

Meeting of NSC Transport group, 30 June 2021
Accelerating the deployment of new/shared mobility services for the next decade (Innovation Action)

- Deadline: 6 September 2022
- Indicative budget: 8 – 10 MEUR

**Expected outcomes:**

Business models scenarios (at least 3) contributing to:

- Congestion and air pollution reduction, reduced road risk, social inclusion, accessibility
- Increased share (e.g. 25%) of new and shared mobility services (NSM)
- Integration of NMS with public transport in at least three collaborative use cases/living lab
- (Re-)Designing transport infrastructure or upgrading/reusing existing infrastructure elements
- Developing results based policies as well as recommendations/each project in line with the Sustainable Urban Mobility Planning guidelines
- Actively engage in communicating the common learning, lesson drawing, evaluation, dissemination
In terms of approaches to achieve outcomes and orientation of topic:

• Exploit potential to meet urban dweller’s needs while at the same time bring about a more rational use of cars.

• Delivering “Mobility As a Service”: cooperative approaches with employers willing to enter in a pilot to test a ‘MaaS type of service for their employees or with housing developers [mobility management]

• Mobility services that could be considered are, for example: micro mobility, including bike/scoter sharing, demand responsive transport, car-pooling or car sharing.

• The services deployed should enable the idea of a social optimum in mobility from several perspectives (including socio-economic, environmental, health, accessibility; gender and inclusion; and safety and security aspects)

• Providing low and zero emission solutions for car-dependent suburban, peri-urban and rural areas linked

• Respond to the needs of a large variety of users (such as families with children, people living in remote locations, commuters, housing
In terms of approaches to achieve outcomes and orientation of topic:

• The results and impacts should be assessed using a wide range of quantitative indicators (situation before vs after)
• Proposals should collaborate with the CIVITAS initiative
• Ensure that an appropriate geographical balance across Europe is achieved
Advanced multimodal network and traffic management for seamless door-to-door mobility of passengers and freight transport

• Deadline: 6 September 2022
• Indicative budget: 4 – 5 MEUR. Research and Innovation Actions

Expected outcomes:
• Improved multimodal transport network and traffic management capabilities, facilitating seamless door-to-door mobility for passengers and freight.
• Effective and resilient network-wide data exchange and new integrated data management systems for multimodal network and traffic management.
• Tested and validated systems for enhanced prediction and resolution of network bottlenecks
• Innovative tools and services for optimising mobility flows of passengers and freight in cities and other operating environments
• New governance arrangements for multimodal transport network and traffic management (regulations & policy)
• High market adoption and transferability of innovations to different ecosystems
Scope

Actions should address at least six of the following aspects:

• Developing and carrying out validation for multimodal transport network and traffic management systems, leveraging state of the art technologies
• Demonstrating effective collection, analysis and use of network-wide fixed and variable data and developing integrated data management and monitoring systems
• Developing new methods and tools for harmonised and comparable international monitoring of mobility demand (survey data)
• Conducting simulations for system-wide optimisation of demand/capacity balancing for multimodal passenger and freight flows against foreseen and unforeseen scenarios
• Developing and testing network and traffic management visualisation and decision-making tools
• Demonstrating interoperability and enhanced interfaces of network and traffic management systems across stakeholders, transport modes and country borders
Scope cont.

- Performing early pilot activities on multimodal network/traffic management
- Conceiving, developing and preparing the introduction of next-generation multimodal network and traffic management services
- Develop and test implementable multi-level governance models, with roles and responsibilities for public and private stakeholders
Suggested follow-up actions

• The task holder teams review whether these calls (or possibly other calls) would be interesting and feasible to pursue, and if so consider which institutions in their respective regions that could be relevant partners in a consortium (the NSC itself cannot be partner due to legal reasons)

• Investigate whether the CPMR itself and/or regions & institutions in other geographical commissions would be interested

• Try to identify whether there are any ongoing project development initiatives directed towards these calls (through national desks, participation at brokerage events, contact with relevant HE “partnerships”, European networks etc.)

• If not, launch a search for project development initiatives which the NSC member regions could join
• Consider to launch an own project development initiative if no other could be found or possible to join (most demanding).
Potential roles of NSC members

- Developing proposal:
  - Co-definition of research and market/user needs

- Implementation:
  - Testing/validation of approaches, solutions and ideas ("living labs")
  - Prototyping and demonstration of ---"

Communications, dissemination, exploitation, engagement or governance:
- Education and training
- Citizens engagement and involvement

Observer & follower
- Civil society representative
- Policy maker or regulator
- Synergies to other programmes and platforms
- The North Sea/maritime Dimension (as far as relevant)