Topic MG.5.4-2015

1. Could you explain what research and innovation is expected within this topic? And how does it differ from the CSA in MG5.5b-2015?

The 'Scope' of the topic invites that proposals should address **one** of the following 2 domains' (promoting uptake of SUMPs or enhancing capacities of local authorities). The description of the 'expected impact' follows the description of these 2 domains. These are research and innovation actions because both domains will require strengthening of authorities' knowledge and capacities (see 'challenge' description).

The CSA (support action) in MG5.5b-2015 should not fund research and innovation activities. This CSA topic is targeted other activities, such as to facilitate cooperation between stakeholders and to promote take up of innovation (see exact topic description for more details).

Topic MG.5.5-2015a. Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility (Innovation Actions)

1. What does the term "city-led consortia" mean? What kind of composition is expected?

The call text prescribes that Innovation Actions "have to be carried out by city-led consortia, composed of four to five cities, led by at least two advanced cities, which are committed to establish living laboratories where innovative solutions can be implemented". In practice, city administrations should provide the leadership of the project. Day-to-day project management could, for example, be carried out by a different project partner.

2. How prescriptive is the number of "four to five cities "?

The number of four to five cities is a minimum requirement. Additional cities can be added as long as the proposers can argue that the expected impact (as described in the call) will be achieved.

3. As regard the number of cities in the consortia, what about the case of cross-border cooperation such as between 2 cities in 2 different countries; does that count as one city or two cities?

This counts as two cities.

4. What does "international cooperation – especially with China" mean?

The Commission encourages projects under this topic to collaborate at international level, in particular with parallel projects and activities in China in the context of the EU-China Urbanisation Partnership' (subject to finalisation of the appropriate arrangements). Any type of _cooperation activity_ (e.g. workshops, reviews, etc) that will contribute to increasing the potential impact of the project could be funded. Proposers should include an estimation of funds and other resources associated with the collaboration aspects of their proposal.

5. Are LPG vehicles and related solutions are to be supported within this topic?

Any sort of fuels that lead to cleaner and better urban transport and mobility could be considered.

6. Would the purchase of a certain number of clean vehicles (e.g. electric buses) which would be used for the testing be eligible costs for the project? Would the purchase of installations for recharging clean vehicles (e.g. electricity supply stations) and other forms of infrastructure (e.g. trams) be eligible costs for the project?

In general, conditions for eligibility of costs are defined in Article 126 of Regulation (EU, Euratom) No 966/2012. Some basic principles are that they are indicated in the estimated overall budget of the action or work programme; they are necessary for the implementation of the action; that they are identifiable and verifiable, in particular being recorded in the accounting records of the beneficiary and determined according to the applicable accounting standards of the country where the beneficiary is established and according to the usual cost accounting practices of the beneficiary.

For Innovation Actions in the transport societal challenge, general practice is that an eligible cost is 50% the additional cost of purchasing clean vehicles (in comparison with conventional vehicles) and their appropriate infrastructure, taking into account normal accounting practices for depreciation.

In general, the costs of other types of new infrastructure may not be covered.

7. Can a "non-advanced" city to lead/coordinate the submission of that proposal?

8. Can they participate to the certain proposal further to city authorities, universities, national authorities etc. If yes; can a University lead that proposal as a member of a city's partnership? What are the indicators to assess that a city can be considered as "advanced"?

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There are no precise indicators for "advanced" and the description of 'scope' and 'impact' could provide sufficient guidance.

As an additional point, topic MG5.4 is also quite open in its scope.

9. As regards the number of CIVITAS areas to cover, how many is an appropriate set?

Proposals do not need to cover a specific number of CIVITAS areas and the description of 'scope' and 'impact' could provide sufficient guidance.

10. Are cities who have already participated to CIVITAS allowed to participate?

Yes, they are allowed to participate again (as long as they fulfil the general Rules for Participation of Horizon2020 and the Financial Regulation).

Topic MG.5.5-2015b. Demonstrating and testing innovative solutions for cleaner and better urban transport and mobility – facilitating cooperation between stakeholders under this topic, and from across CIVITAS2020 (Coordination and Support Actions)

1. What does 'further elaborate the common 'CIVITAS Process and Impact Evaluation Framework' mean? What types of evaluation support activities should be included (e.g. POINTER-project methodology, WIKI methodology or others)? What do you mean by "ensuring links with the CiVi-Net networks"?

In order to "further elaborate the common 'CIVITAS Process and Impact Evaluation Framework' ", the support activities of the Support Action should evolve with the future needs of the CIVITAS 2020 initiative (to drive innovative policies and technologies needed for the transformation towards cleaner and better urban mobility and transport following a user-oriented approach) and projects funded under this umbrella, and therefore need to include dissemination, training and exchange activities.

Regarding the inclusion of tools and activities of previous CIVITAS-related activities, such as POINTER, WIKI and CiVi-Net, it is up to the proposer to offer activities that can contribute the expected impact described in the call text.