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## Inhalte

### **1. /BMBF\*/ Internationalen Verbundvorhaben im Bereich wissenschaftlicher Forschung und Innovation, Frist: 28. April 2022 17 Uhr, 1. Stufe**

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Gefördert werden Projekte in sechs thematischen Schwerpunkten aus den Bereichen Globale Herausforderungen, Gesundheit, Biodiversität und Energie. Vier dieser Themen adressieren speziell die Kooperation internationaler Forschungsinfrastrukturen.

Nicht alle beteiligten Förderorganisationen fördern alle Themenbereiche. Daher sind nachfolgend unter den thematischen Schwerpunkten die jeweils beteiligten Förderorganisationen aufgeführt.

- Global Challenges I - Interactions and integration between the climate science, SSH and other communities

Teilnehmende Förderorganisationen aus: Bolivien, Brasilien (CONFAP), Deutschland, Dominikanische Republik, Österreich, Panama, Polen, Spanien (AEI), Türkei, Uruguay

- Global Challenges II/Cross-cutting digital research infrastructure

Teilnehmende Förderorganisationen aus: Bolivien, Brasilien (CONFAP und CPNq), Deutschland, Dominikanische Republik, Österreich, Panama, Spanien (AEI), Türkei

- Health I - Personalised Medicine

Teilnehmende Förderorganisationen aus: Bolivien, Brasilien (CONFAP und CPNq), Deutschland, Dominikanische Republik, Italien, Österreich, Panama, Polen, Spanien (AEI und ISCIII), Türkei

- Health II - EU-LAC Regional Hubs: Integrating Research Infrastructures for Health and Disease

Teilnehmende Förderorganisationen aus: Bolivien, Brasilien (CONFAP), Deutschland, Dominikanische Republik, Italien, Österreich, Panama, Peru, Portugal, Spanien (AEI), Türkei, Uruguay

- Biodiversity and Ecosystem Services Research Infrastructures

Teilnehmende Förderorganisationen aus: Bolivien, Brasilien (CONFAP und CPNq), Deutschland, Dominikanische Republik, Italien, Österreich, Panama, Peru, Spanien (AEI), Türkei

- Interoperability of energy data spaces for an optimized exploitation by producers and prosumers/Research Infrastructures

Teilnehmende Förderorganisationen aus: Bolivien, Brasilien (CONFAP), Dominikanische Republik, Deutschland, Österreich, Panama, Spanien, Türkei

Antragsberechtigt sind Hochschulen, Forschungseinrichtungen und andere Institutionen, die Forschungsbeiträge liefern, sowie Unternehmen der gewerblichen Wirtschaft. Zum Zeitpunkt der Auszahlung einer gewährten Zuwendung wird das Vorhandensein einer Betriebsstätte oder Niederlassung (Unternehmen) bzw. einer sonstigen Einrichtung, die der nichtwirtschaftlichen Tätigkeit des Zuwendungsempfängers dient (Hochschule, Forschungseinrichtung und andere Institutionen, die Forschungsbeiträge liefern), in Deutschland verlangt.

Das Antragsverfahren ist zweistufig angelegt.

Weitere Informationen:

<https://www.bmbf.de/bmbf/shareddocs/bekanntmachungen/de/2022/03/2022-03-04-Bekanntmachung-EU-LAK.html>

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### **2. /DFG/ Materials Science and Engineering for Energy Storage, Conversion, and Transport, deadline: 08. June 2022**

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This initiative provides funding for joint research projects carried out between excellent researchers in Japanese universities and institutes and their German counterparts. The joint proposals have to be based

on a close interaction between the German and Japanese research teams and should present joint project goals and a joint work plan with balanced contributions from all project partners.

The collaborative projects selected to take part in the initiative will receive research funding for a period of three years. JSPS will fund the Japanese project components, whilst DFG will fund the components to be carried out in Germany. Based on written reviews, a joint panel will select up to eight projects for funding. The present initiative is open to joint research projects in the fields of materials science and engineering with the focus on materials science and engineering for energy storage, conversion, and transport.

Applicants from Japan must submit a single joint application to JSPS on behalf of the combined Japanese and German research team, following all formal requirements and using the application form provided by JSPS. This joint application form includes a section to specify the budget requested from DFG. Applicants from Germany submit the same document (full application in accordance with the proposal preparation requirements of JSPS) to DFG. All documents must be written in English. Applicants to be funded by the DFG are required to fulfil the eligibility requirements of DFG Research Grants. This includes the duty to cooperate ("Kooperationspflicht") within Germany for members of non-university institutions with permanent positions.

Further Information:

[http://www.dfg.de/en/research\\_funding/announcements\\_proposals/2022/info\\_wissenschaft\\_22\\_19](http://www.dfg.de/en/research_funding/announcements_proposals/2022/info_wissenschaft_22_19)

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### **3. /DFG/ Systems of Sustainable Consumption and Production (SSCP), deadline: 10. May 2022**

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Current patterns of global development based on people's continuous extraction and exploitation of natural resources are not sustainable, and a societal transition to SSCP is urgently needed. In an attempt to promote co-development of research through science and stakeholder-based approaches to attain SSCP, Belmont Forum has launched a call for research proposals.

Call themes are:

- Themes 1: transdisciplinary research to help transition to green economies with sustainable systems of consumption and production
- Themes 2: sustainable and resilient industries and their governance systems
- Themes 3: social inequality and environmental justice
- Themes 4: integrating new technologies, policies, and practices into everyday life

A successful proposal in this call will combine significant contributions by scientists from at least three of the participating countries from at least two continents, and must bring together natural and social scientists in addressing the work package(s) within the scope of the call theme. Partners will also provide funding for integrated research projects. The proposal must demonstrate the vision and potential impact of the project, with clear links to stakeholders, and conform to programme aims and the designated research fields addressing SSCP.

This call will follow a two-stage procedure consisting of an outline proposal (registration proposal) and a full proposal.

Further Information:

[http://www.dfg.de/en/research\\_funding/announcements\\_proposals/2022/info\\_wissenschaft\\_22\\_21](http://www.dfg.de/en/research_funding/announcements_proposals/2022/info_wissenschaft_22_21)

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### **4. /HORIZON EUROP\*/ EU Prize for Women Innovators, deadline: 18. August 2022 17:00 Brussels time**

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The EU Prize for Women Innovators celebrates the women entrepreneurs<sup>4</sup> behind gamechanging innovations. In doing so, the EU seeks to raise awareness of the need for more women innovators, and create role models for women and girls everywhere. The Prize is awarded to the women innovators who have created the largest impact on the innovation ecosystem by transforming ideas into new and advanced products and/or services to benefit people and planet.

The prizes will boost public awareness of the potential, importance and contribution of women to the EU innovation ecosystem, and create role models, inspiring more women to become innovators themselves.

There are two prize categories: 'Women Innovators' and 'Rising Innovators':

- In the 'Women Innovators' category, three prizes of EUR 100 000 each are awarded to the three highest-ranked applications.

- In the 'Rising Innovators' category, three prizes of EUR 50 000 are awarded to the three highest-ranked applications from promising 'Rising Innovators' under the age of 35.

All applicants must comply with the following eligibility criteria to participate:

- The applicant must be a woman

- The applicant must be an ordinary resident in an EU Member State (including overseas countries and territories, OCTs) or a country associated to Horizon Europe

- The applicant must be the founder or co-founder of an active innovative company registered at least two years before the call year

- Applicants that have already received an EU or Euratom prize cannot receive a second prize for the same activities.

In addition to the above, those applying for the Rising Innovator category must be under 35 at the start of the call year. There is no age limit to apply for the Women Innovators category, though applicants eligible for both prize categories can only apply to one.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-eic-2022-womeninnovatorsprize;callCode=HORIZON-EIC-2022-WomenInnovatorsPrize;freeTextSearchKeyword=&matchWholeText=true;typeCodes=1;statusCodes=31094501,31094502,31094503;programmePeriod=&d=null;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=sortStatus;orderBy=asc;onlyTenders=false;topicListKey=callTopicSearchTableState>

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## 5. /HORIZON EUROPE\*/ Intelligent & Integrated asset management, deadline: 23. June 2022 17:00 Brussels time

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In the vision of the future rail asset management, assets status evolution information will be integrated with TMS (Traffic Management System) to improve services, reducing unavailability by limiting the impact of in-service failures and/or providing alternative solutions without cost impacts, and increasing safety. Moreover, the available information combined with AI (Artificial Intelligence) and digital twins will introduce intelligence to the management and optimize the overall life cycle and operation of the rail system.

The selected proposal for funding under this Destination will be a Flagship Project of Europe's Rail with significant expected impacts, which require an integrated sector systemic approach. Proposals, should therefore set out a credible pathway (including an exploitation plan) to contributing to all of the following expected impacts as described in the Master Plan.

These can be further detailed with specific impacts of this destination, as:

- Increase the volumes of rail transportation on existing lines

- Improve the cost-effectiveness of rail transportation on existing lines

- Reduce the CO2 emissions from the maintenance of existing lines

- Reduce the construction time and costs of new assets
- Increase in durability and reliability of assets
- Optimise life-cycle costs of assets
- Strengthen European rail industry competitiveness with more qualified products
- Improve Flexibility and punctuality of the railway system

Any legal entity, regardless of its place of establishment, including legal entities from non-associated third countries or international organisations (including international European research organisations 1) is eligible to participate (whether it is eligible for funding or not), provided that the conditions laid down in the Horizon Europe Regulation have been met, along with any other conditions laid down in the specific call topic.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa3-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;prospect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageStateablePageState>

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## **6. /HORIZON EUROPE\*/ Digital & Automated up to Autonomous Train Operations, deadline: 23. June 2022 17:00 Brussels time**

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Today, urbanisation and population growth are already leading to rail capacity problems on main lines across Europe. To increase the railway capacity there are two main options: building new infrastructure and/or operating the rail system in a way that takes advantage of new technological and operational solutions. A major opportunity is offered by digitalization and automation of rail operation, where DATO (Digital "Automated" Train Operations) represents the most visible result of a major transformation of rail operations, which builds upon a next generation of Automatic Train Control (ATC), in addition to enhancements on the Train Control and Monitoring System (TCMS) allowing for integration at the on-board level. ATC is the combination of Automatic Train Protection (ATP) systems, Automatic Train Supervision (ATS), and Automated Train Operation (ATO) - together representing an evolution of the current Control, Command and Signalling (CCS) subsystem -termed CCS+.

These can be further detailed with specific impacts of this destination, as:

- Lowering expenses of railway undertakings and infrastructure managers
- Decreasing travelling times for passengers and freight
- Increasing the overall capacity of the rail operation
- Increasing the punctuality
- Improving the quality of operation
- Increasing operational reliability
- Improving recovery time after any interruption or intervention
- Improving reaction time
- Increasing flexibility in planning on existing infrastructure
- Reducing energy consumption

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Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa2-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1;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>

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## **7. /HORIZON EUROPE\*/ A sustainable and green rail system, deadline: 23. June 2022 17:00 Brussels time**

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In order to improve the existing sustainability performances of railway systems, new innovative products and services need to be developed, tested and deployed. On the basis of leading-edge technologies to minimize the overall energy and resource consumption and environmental impact of the railway system, the aim of this destination is to accomplish a more attractive and climate resilient mode of transport. With the cooperation of the whole European rail value chain, the target is to optimise performances, stimulate the modal shift and improve passenger experience. Given the level of investments needed towards decarbonation of the overall rail system, the R&I activities will contribute to the objective of a Climate Neutral Europe for 2050. This means:

- Innovative solutions to minimise environmental footprint of the overall rail system., including less resource-intensive materials (infrastructure, rolling stock and operational)
- Holistic approach towards generation, storage and optimal use of energy in the infrastructure connected to the European energy network
- Innovative approaches to design and use, focused on increased capacity and modularity of solutions (tools, manufacturing processes and efficient use of resources)
- Systems improvement including electro-mechanical components for low consumption, low emissions, low noise and low vibration levels
- Healthier and safer subsystems such as air-filtration, disinfection systems and eco-friendly HVAC technologies

- New designs of rolling-stock especially modular interiors for a more adaptative, attractive and economically sustainable railway transport for passengers and supported by industrial standards

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Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa4-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1;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>

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## **8. /HORIZON EUROPE\*/ Sustainable Competitive Digital Green Rail Freight Services, deadline: 23. June 2022 17:00 Brussels time**

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The objective of this Destination is to make rail freight more attractive through better services to the European supply chain by the following threefold: Increasing capacity in a smart way for all types of rail freight transport (e.g., with Digital Automatic Coupler (DAC) and other technological and operational solutions), Improving cross-border operation (cross border implies an important share of freight traffic and it expected to grow) and finally a better multimodal service offering. In addition to all these, this destination aims to contribute, if necessary, in the delivery of harmonization by means of contributing on the definition of European Standards.

Those objectives should be addressed aiming to deliver solutions in the following areas:

- Full digital freight train operations enabled by key technologies for transforming the European Rail Freight sector which will increase productivity (time and cost reduction), efficiency (through process automation) and service quality, all of that leading to an increase of competitiveness. Together with a "smart" increase of capacity, more freight traffic can be shifted to the European rail system, significantly contributing to the EU Green Deal. The development of innovative freight assets (e.g. innovative freight wagons, last mile solutions, terminals) allow to further improve the competitiveness of rail freight by reducing LCC [Life Cycle Costs LCC], operational costs and also increasing automation.
- A seamless rail freight with a significantly reduced average transportation time based on an agile, interoperable and open environment within integrated and harmonized European mobility networks which interacts with other businesses; an environment in which companies can optimize their operations; for railway undertakings and intermodal operators, this results into higher productivity, better capacity utilization, improved planning possibilities and, through the reduction of cross-border barriers and multimodality, faster transport handling, altogether resulting into higher reliability. In addition, comprehensive multimodal and transparent customer information in combination with easy booking and managing functions, lead to an increase in customer satisfaction and easier access to rail-based services. Being based on harmonized European data this leads to higher predictability and planning possibilities.

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Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa5-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;prospect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

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## **9. /HORIZON EUROPE\*/ Regional rail services - Innovative rail services to revitalise capillary lines, deadline: 23. June 2022 17:00 Brussels time**

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Regional railway (lower usage lines or secondary network) plays a crucial role not only in serving Europe's regions but also as feeder lines for passenger and freight traffic for the main/core network. Hence, having an essential function as green transport and connecting other public transport services (e.g. bus) as well as first & last mile services such as car, bike sharing, cycling, walking from railway stations to remote locations. However, these railway lines need to be revitalized or even regenerated to make them economically, socially and environmentally sustainable and meet the current customer needs. The overall objective is to ensure long term viability of regional railways by decreasing the total cost of ownership, in other words, cost per kilometre both in terms of OPEX and CAPEX, while offering a high quality of service and operational safety as well as better customer satisfaction.

These goals are expected to be achieved through a concept tailored to regional railways that includes digitalisation, automation and utilisation of mainstream and emerging technologies for signalling and trackside components, rolling stock and customer information.

The outcome and demonstrated solutions shall not only be applicable for specific lines or regions but be adequately scalable and interoperable to become a European solution. Furthermore, proposed solutions and technologies could be applied to provide a more cost-efficient infrastructure in other settings. In addition, standardised solutions for specific regional railways that are not functionally / operationally connected with mainline network might apply or for the purpose of pilot applications with the perspective of a further development for global application.

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#### Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa6-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect=null;prospect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

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## **10. /HORIZON EUROPE\*/ Network management planning and control & Mobility Management in a multimodal environment and Digital Enablers, deadline: 23. June 2022 17:00 Brussels time**

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In the context of Network management planning and control & Mobility Management in a multimodal environment, the objective is to research, develop and deliver the functional requirements, associated specifications, and operational and technological solutions to enable a common future European Traffic Management layer. This shall include the requirements to achieve uniform train operations; ticketing services may also be considered part of such endeavour. This will enable the design of future network and capacity management, planning, and control.

In order to accelerate the European approach, research and innovation in the Flagship Project stemming from this topic shall also consider early implementation of common functions and approaches starting from existing national TMS. A dynamic network and traffic management at European scale, built upon a harmonised functional system architecture to ensure agile, borderless and mixed-traffic operations, is the target solution that the various legacy TMS should migrate towards.



This extends the capacity planning at European level and enables the automatic management of cross-border rail traffic. Improved service offers, operations and capacity utilization are reducing the inefficiencies of the door-to-door services and enhancing the competitiveness of rail-based mobility chains.

Any legal entity, regardless of its place of establishment, including legal entities from non-associated third countries or international organisations (including international European research organisations 1) is eligible to participate (whether it is eligible for funding or not), provided that the conditions laid down in the Horizon Europe Regulation have been met, along with any other conditions laid down in the specific call topic.

Further Information:

<https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/horizon-er-ju-2022-fa1-tt-01;callCode=null;freeTextSearchKeyword=;matchWholeText=true;typeCodes=1;statusCode=1;statusCodes=31094502;programmePeriod=2021%20-%202027;programCcm2Id=43108390;programDivisionCode=null;focusAreaCode=null;destination=null;mission=null;geographicalZonesCode=null;programmeDivisionProspect-onProspect=null;startDateLte=null;startDateGte=null;crossCuttingPriorityCode=null;cpvCode=null;performanceOfDelivery=null;sortQuery=startDate;orderBy=asc;onlyTenders=false;topicListKey=topicSearchTablePageState>

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## **11. /Sonstige/ Humanitarian Aid for Ukraine**

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This is to direct your attention to the call for helping hands, contributions in kind and/or donations by our Research Campus STIMULATE to support the humanitarian aid that is disastrously and desperately required by the civilians in Ukraine and its border regions.

The organizers underscore the humanitarian intention of this call and assure, that the money donated will not be used to finance any military equipment, weapons, or ammunition.

It is exclusively meant to enable the transport of relief supplies and supply with pharmaceuticals, dressing material, food, drinks, sanitary products, outdoor/camping equipment, clothing and anything else that is needed by babies, children, mothers, fathers, sisters, brothers, grandparents, aunts, uncles, and friends to somehow cope with the situation of finding themselves in the midst of a war on the European territory from one day to the next.

Further Information:

<https://www.forschungscampus-stimulate.de/de/ukraine>

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## **12. /Sonstige/ Contact Research Funding Advice of the Otto von Guericke University Magdeburg**

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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.euhochschulnetz-sachsen-anhalt.de/en/>

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