

# Cross-KIC on Food Logistics and Distribution Call for Cross-KIC Sustainable Cities

This document covers applications for funding under SGA2020

**Call Announcement:** Wednesday 10 June 2020

**Call Opens:**

- Wednesday 10 June 2020

**Deadline:**

- 1700hrs CEST, Tuesday 30 June 2020

**Document includes:**

Call description and guidelines

**Publication Date:** Tuesday 9 June 2020

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## Instructions and process description

### Background

In 2050, two thirds of the world population will live in cities, consuming over 70% of energy and emitting just as much greenhouse gases (UN, 2018). As city populations grow, the demand for services but also pressure on resources will increase. This demand puts a strain on energy, water, waste, mobility, and any other services that would be essential to a city's prosperity and sustainability. Rising passengers and goods transport level demand is increasingly causing problems in European cities and is at the same time a major contributor to economic growth, jobs creation and competitiveness. The question of how to enhance mobility and transport options while at the same time reducing congestion, accidents and pollution is a common challenge to all major cities.

City of Amsterdam seeks to advance next generation of active, resilient and sustainable urban mobility, becoming a model city for how technology enables community well-being, health, and sustainability. Therefore, Amsterdam recently adopted a roadmap towards a Carbon Neutral City, in which mobility and logistics are explicitly mentioned as one of the main contributors to carbon exhaust. In that context, food logistics and distribution are an urgent issue demanding more structured, sustainable and integrated organizational approaches. Moreover, this issue has been aggravated by the COVID19 health crisis.

EIT Urban Mobility and EIT Climate-KIC unite as part of the Cross-KIC activity *Advanced Climate Resilient, Sustainable Cities* for radical redesign of fundamental city functions and the services needed for sustainable, adaptive, and resilient cities and human settlements. Such activity is developed teaming up with three European cities part of the cohort of EIT Climate KIC [Health, Clean Cities Deep Demonstrations](#), which aims at carbon neutral cities by 2030 in the framework of its mission *Transformation, in Time*.

The call is addressed to EIT Urban Mobility and EIT Climate- KIC communities for the implementation of Regional Food Logistics and Distribution in Amsterdam city.

### 1. Who can apply

All existing partners of participating KICs (EIT Urban Mobility and EIT Climate KIC) are eligible to apply. There is a strong preference for consortia applications.

Please note that UK Partners and Linked Third Parties, and consortiums involving UK entities are advised to read the communications issued by EIT Climate-KIC regarding eligibility and the UK's exit from the EU detailed under the Brexit section on the website.

This call is made available to prospective applicants through the participating KICs websites and internal communication channels.

### 2. Aim and Content

The recent interest of consumers, inhabitants, and territorial stakeholders in organic and/or local food is real and has encouraged various types of incentives and commitments. However, local food distribution systems are not well developed and therefore fail when comparing to global food

distribution systems. Consequently, local farmers and their products cannot compete on price with food from the global market.

In order to support the access of local sustainable food to citizens in a sustainable low-carbon emission way, the call aims to:

- Improve the regional food logistics and distribution system / develop solution(s) for local food distribution to operate in a more environmentally sustainable manner and as cost-efficient as the high-volume logistic chains of big retailers.
- Identify an environmentally friendly solution to lower the costs in the last part of the supply chain (including bundling supplies).
- Identify logistics solution(s) for direct supply (from local farmers directly to buyers)
- Identify solution(s) to increase the flexibility of the local food supply, both in terms of unexpected peak demands (as recently experienced during the COVID-19 health crisis) and surpluses

Partners of EIT Urban Mobility and Climate-KIC are invited to submit proposals focusing on the optimization of food delivery from Flevoland polders to Amsterdam. The aim is to ensure more sustainable, efficient, greener, reduced-cost transport system; capable of creating an economic case for local farmers. The new innovative food distribution model will be offered to local farmers as service, and eventually scaled up to neighbor regions under the SuperLab concept.

The following tasks are expected (not exhaustive list):

- System mapping of the current food supply chain (from Flevoland polders to Amsterdam); assess assumptions (low volumes, high logistics-costs, transport lack of efficiency resulting in relatively higher prices for local products), actors, sectors involved, as well as barriers, bottlenecks, missing actors.
- Identification of innovative sustainable alternatives to the existing regional transport system; including new distribution centers, innovative solutions for last mile delivery, innovative combination of different modes of transport, among other.
- Design of three innovative experiments tackling the described issue of the current transport system. Experiments should consider the following features, among other: environmental impact/low carbon emissions, delivery time, cost of transport, costs of handling, resulting product cost savings, social engagement/acceptance/involvement.
- Test of at least one of the three proposed innovative experiments at the selection of the KICs working in collaboration with problem owners. The three designed experiments should bring the necessary data and information as to compare and enable selection.
- Based on the results of the tested experiment(s), design of a new innovative food distribution service/product ready to be used by local farmers, including the development and refinement of 'Business Plan', with explicit milestones for operational and financial sustainability, funding diversification, and early-stage and commercial-scale market activities.

### 3. Output and deliverable

The winning applicant should design a food logistic innovative system from Flevoland to Amsterdam. Such new system should consider environmental sustainability, cost-efficiency, delivery on time, and economic case for local farmers.

The following deliverables are expected:

1. System mapping visualization and identification of potential innovative solutions.
2. Design/full description of three experiments and implementation of (at least) one; description of the test(s) results including evaluation and driving conclusions.
3. Description of a new innovative food distribution service/product to be used by local farmers; including “Business Model” (see description point 2).

### 4. Funding Specification & Reimbursement Rates

Funding will be provided to cover the costs of activities necessary to generate the deliverables

The successful applicants will follow the administrative rules of its partnering KIC; however, considering there are a number of partners participating in both EIT Urban Mobility and EIT Climate KIC, successful applicants participating in both KICs should choose the KIC entities that is responsible for administering the project.

The technical follow up will be carried out by the Cross-KIC group on Sustainable Cities through a kick-off meeting (possibly online due to COVID19) and monthly online meetings to ensure the correct development according to the Cross-KIC group requirements.

Note that, unlike for the ‘standard’ KAVA projects:

1. There is no requirement to contribute KCAs (KIC Complementary Activities). However, it is welcome.
2. Cross-KIC Group intends to take an active role for the technical follow up of the project; details to be agreed with the winning applicant.
3. The following cost categories do not apply:
  - a. Cost of large research infrastructure
  - b. Equipment and infrastructure depreciation
  - c. Prizes
  - d. Scholarships
  - e. Unit costs EIT labelled Master programmes (AVSA)
  - f. Unit costs EIT labelled PhD programmes (AVSA)

The maximum EIT contribution will be € 180.000,00 with a maximum reimbursement rate of 75%, equivalent to a minimum co-funding requirement of 25%, of total eligible costs. Therefore, for projects requesting €180,000 of EIT contribution, co-funding of a minimum €60,000 – total costs €240,000. See below for more information on reimbursement rates.

#### EIT Reimbursement Rate

The Maximum EIT Reimbursement Rate is applied at the project level and each project is subject to the Maximum EIT Reimbursement Rate as stated in the Eligibility section of this document. Individual

Partners may seek EIT reimbursement of up to 100% within a consortium providing the maximum EIT Reimbursement Rate for the programme is not exceeded by the project overall.

An example where the Maximum EIT Reimbursement Rate of the programme is 75% is set out as follows:

The EIT Reimbursement Rate is viewed at partner level – where the project reimbursement must not exceed 75%, individual Partners can seek up to 100% EIT reimbursement (but others would need to seek lower amounts) i.e.:

- Partner A: 75% EIT Reimbursement + 25% co-funding
- Partner B: 66.67% EIT Reimbursement + 33.37% co-funding
- Partner C: 100% EIT Reimbursement + 0% co-funding

Partner	EIT Funding Request (€)	Co-funding (€)	EIT Reimbursement Rate	Co-funding
Partner A	60,000	20,000	75%	25%
Partner B	80,000	40,000	66.67%	33.33%
Partner C	40,000	0,000	100%	0%
TOTAL	180,000	60,000	75%	25%

## 5. Other conditions and information

- Pre-financing is subject to the rules, timeline and availability of funds of the corresponding KIC.
- All the funds awarded in this call must be fully expended by 31 December 2020.
- All activities supported in this call must be fully completed by 31 December 2020.
- The proposal selected in this Cross-KIC Call needs to follow the regular Business Plan reporting cycle and rules.
- Proposals must include the workplan and milestones to deliver a new innovative food distribution service/product for the Flevoland local farmers to sell at affordable prices in Amsterdam, including “Business Model”. The workplan shall include:
  - System mapping exercise and identification of potential solutions
  - Design of three innovative experiments
  - Results of at least one of the experiments
  - Based on obtained results, design of new innovative food distribution service
- The proposal must include a kick-off meeting (potentially online) with Cross KIC Group, and potentially problem owners, as well as follow-up meetings bi-weekly.

## 6. Eligibility and Selection Criteria

### Eligibility criteria

- Proponent(s) are existing partners of participating KIC(s)
- A maximum reimbursement rate of 75% (therefore minimum co-funding of 25%)
- A maximum EIT Contribution of €180,000

Proposals that do not meet the eligibility criteria will be informed that they will not progress to the next stage of assessment. Please note: the Cross-KIC Group retains the right to follow-up with prospective proponents should questions arise regarding the eligibility of the submission.

MAX. DURATION	MAX. EIT REQUEST Per annum	MAX. EIT REIMBURSE MENT RATE	MIN. CO- FUNDING (total project costs)	OTHER
Completed by end of 2020	€180,000	75%	25%	Partner of one of the participating KICs and EIT Partner

**Please note that all else being equal, proposals with a lower EIT Reimbursement Rate will be favoured.**

### Selection criteria

Proposals will be evaluated by the Cross-KIC Group using the criteria listed below. Based on the evaluations and the overall available funding, the Cross-KIC Group will rank the proposals and select the winning proposals. The total maximum score for a project is 15 (3 criteria, each with a maximum score of 5).

In addition to the eligibility criteria, the following criteria will apply:

Maximum score	Description of criteria
5	<p><b>1. Strategic importance for the Cross KIC initiative in Sustainable Cities,</b> including but not limited to:</p> <ul style="list-style-type: none"> <li>• Overall rationale for the project's strategic importance</li> <li>• Contribution to the Cross-KIC portfolio that is in line with its strategic objectives (systemic change)</li> </ul>
5	<p><b>2. Experience, expertise and budget</b></p> <ul style="list-style-type: none"> <li>• Details of how your organization is capable of performing the project</li> <li>• Profile of the team members</li> </ul>

	<ul style="list-style-type: none"> <li>• Related past projects that demonstrate the level of experience</li> <li>• Details of how the funds are to be used: clear budget plan and timeline with justification; value for money</li> <li>• Clear and detailed definition and description of outputs and deliverables</li> <li>• Clear communication, dissemination and outreach plan (stakeholders and citizens)</li> </ul>
5	<p><b>3. Quality and impact</b></p> <ul style="list-style-type: none"> <li>• Definition of aims, objectives and deliverables and their relevance to the Cross-KIC Sustainable Cities.</li> <li>• Clear and detailed description of the project structure including workplan and milestones (including Kick off, regular online meetings and final meeting)</li> <li>• Demonstration of the project’s added value: realistic assessment of the expected contribution that the project will make to the impact of the KICs in relation to the requested budget</li> <li>• Contribution to the EIT core KPI’s (only) (<a href="#">link to EIT Climate-KIC KPIs for reference</a> – see KPIs with prefix: EITNO#)</li> <li>• Product and/or service market potential;</li> <li>• Commercialization plan and KIC financial participation potential (for more information regarding financial participation of participating KICs, please reach out to the relevant KIC)</li> </ul>

Evaluation scale: In relation to each of the criteria above, the score ranges from 0 to 5 according to the following scale:

0	Non-existent: no relevant information provided in the application file or cannot be judged because out of range/scope
1	Very poor: The criterion is addressed in a very incomplete and unsatisfactory manner
2	Poor: There are serious inherent weaknesses in relation to the criterion in question
3	Fair: The criterion is somewhat addressed, but there are significant weaknesses
4	Good: The proposal addresses the criterion well, although some improvements are possible
5	Excellent: The proposal successfully addresses all relevant aspects of the criterion in question. Any shortcomings are minor only.

The applicants of the projects selected for funding will be informed by the Cross-KIC Group after the review and project selection process is completed.

## 7. Proposal submission and evaluation

Proposals should be submitted by email by attaching the proposal documents to: [businessdesk@climate-kic.org](mailto:businessdesk@climate-kic.org). It is **mandatory** to include in the subject of the email “Cross KIC call Amsterdam”. Proposals that are not properly identified in the title field of the email risk not being tracked and included.

Successful project proposals will be required to adhere to the participating KIC’s grant specification and reporting requirements – this may require further elaboration on the project particulars such as work plans, budgets, cost descriptions, outputs and deliverables, KPIs (EIT and KIC-specific) etc. Please note: successful projects will need to be uploaded to the respective KIC’s grant management system. Project details will need to be fully scoped and completed, as per the system requirements. For example, additional workplan and budget details may be required.

Proposals will be reviewed by external experts affiliated to the City Council of Amsterdam, and eventually evaluated by Cross KIC team.

For additional information, please contact Maria Marrugat ([maria.marrugat@eiturbanmobility.eu](mailto:maria.marrugat@eiturbanmobility.eu)) or Natalia Vera ([natalia.vera@climate-kic.org](mailto:natalia.vera@climate-kic.org)).

Opening call:	Wednesday 10 June
Closing call:	1700hrs CEST, 30 June 2020
Evaluation:	July 2020
Decision Notification:	28 July 2020
Start project:	latest 1 September 2020
Finalise project:	31 December 2020 (latest)

## 8. Your data and Confidentiality

Access to the project proposals will be given to all the KICs participating in this Cross-KIC action. The title and scope of the project will be shared within the KICs communities and will be made publicly available (e.g., on the KICs web site, in presentations at conferences etc.).

### Your Data

All applicants will have to accept EIT Climate-KIC’s General Terms and Conditions which also includes, in particular, related Privacy policies and Acceptable Use policies and warrant and represent that they have the authority to agree and accept these on behalf of the named organisation. Personal data provided may be processed, including sharing with other organisations, by EIT Climate-KIC and certain sensitive data elements will be visible to other partners or potential partners of EIT Climate-KIC. The named partner organisation or potential partner of EIT Climate-KIC warrants and represents that in providing personal data in connection with the proposal, the data subjects have consented to the

provision of this personal data and the processing of it by EIT Climate-KIC in the manner indicated in accordance with Privacy policies, and that the partner organisation or potential partner of EIT Climate-KIC provides the personal data in accordance with applicable law.

### **Confidentiality**

EIT Climate-KIC will treat your proposal confidentially, as well as any related information, data and documents received in accordance with our Privacy Policy or as otherwise indicated throughout the proposal form (i.e. public summary). Independent expert reviewers or evaluators are also bound by an obligation of confidentiality.

Please pay attention not to attempt to discuss your proposal with persons you believe may act as an independent expert for KICs participating in this Cross-KIC action.