

Nordic Maritime Transport and Energy Research Programme Open Call



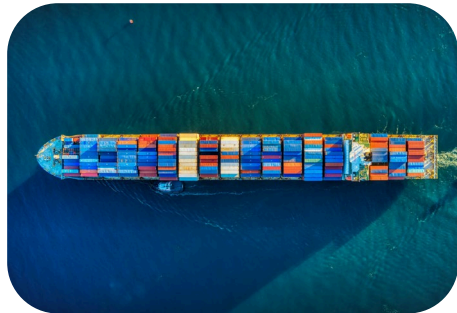
Welcome!

Agenda

1. Background
2. The Open Call
3. The Application
4. The Evaluation Process
5. Call Procedure Timings
6. Interested in Sharing Your Contact Information?
7. Q&A

Nordic Energy Research

The platform for cooperative energy research and policy development under the auspices of the Nordic Council of Ministers



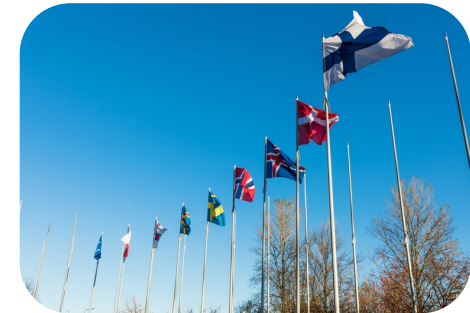
Funding Research



**Analytical
Function**



**Secretarial
Support**



**Promoting Nordic
Cooperation**

Nordic Maritime Transport and Energy Research Programme

First period: 2021 – 2023

Funding: 30 MNOK

Programme funders:

- Nordic Energy Research
- Swedish Transport Administration (Trafikverket)
- Danish Energy Agency (EUDP)
- Research Council of Norway
- The Icelandic Centre for Research (RANNIS)
- Business Finland



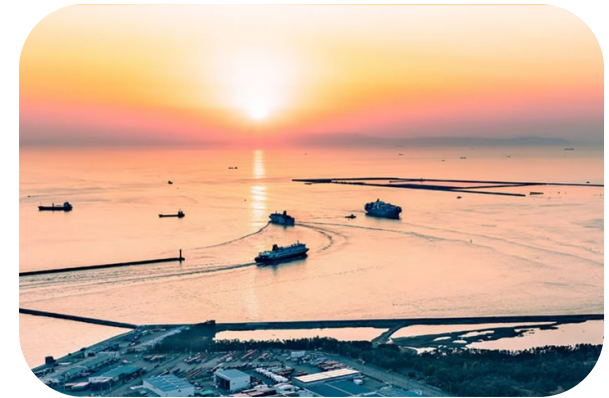
Completed Consortia



AEGIR



CAHEMA



HOPE

Please find more information about the consortia projects here:
<https://www.nordicenergy.org/programme/nordic-maritime-transport-and-energy-research-programme/>



Consortia Participants



The Open Call

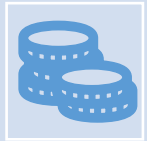


The Thematic Scope

Alternative fuels and propulsion systems (energy vectors), infrastructures, and maritime solutions that contribute to low- or non-carbon impact as well as reduce other emissions from the maritime sector.

- Concepts utilizing hydrogen, ammonia or other fuels based on green or blue hydrogen,
- Projects utilizing biofuels,
- Fully battery-electric concepts,
- Concepts focusing on ship design and/or energy efficiency onboard ships,
- Development of safety measures and standards for the introduction of alternative fuels and new ship designs,
- Supply chain and/or bunkering infrastructure in ports.

Purpose of the Call



Funding at least two Nordic research consortia projects



Bringing Nordic added value to national maritime research



Supporting national climate targets and the Nordic Council of Minister's Vision 2030



Financial Framework

National Funding Partners



Trafikverket
500 000 EUR



Orkustofnun
150 000 EUR



Strandfaraskip Landsins
13 400 EUR

Nordic co-fund contribution

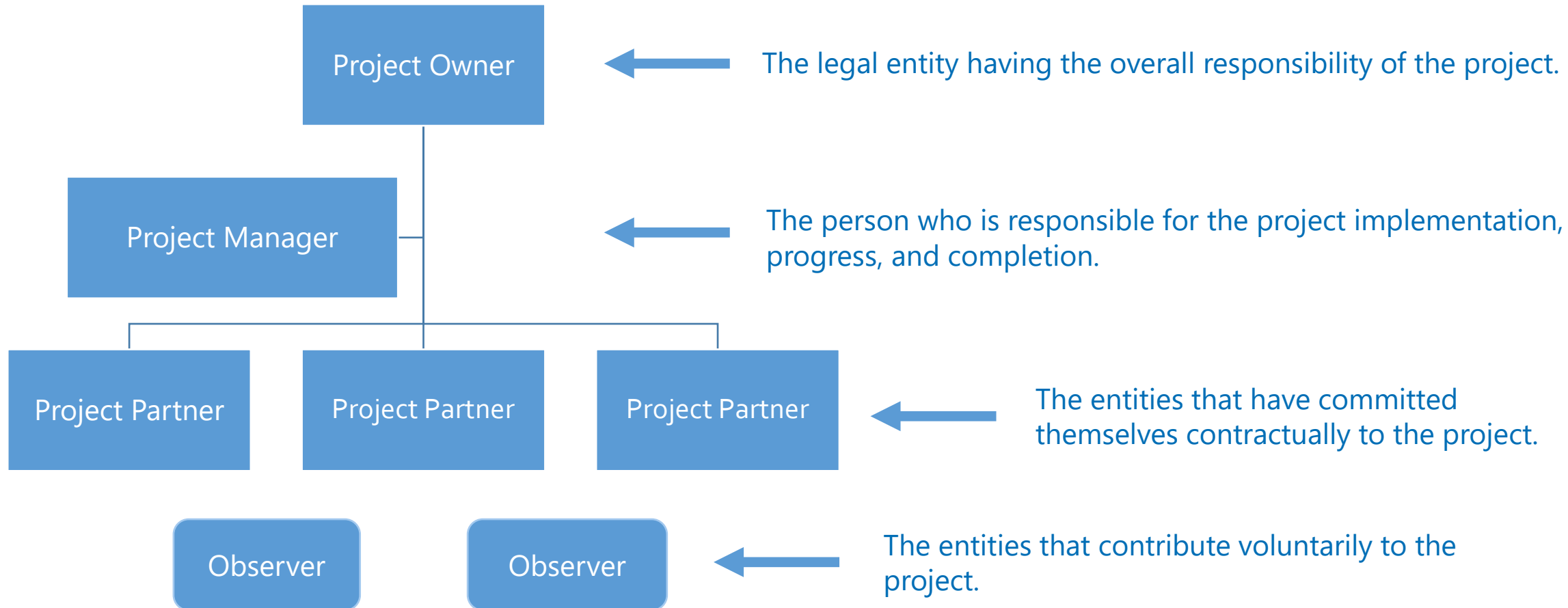


Nordic Energy Research
750 000 EUR

Total Funding: 1,4 MEUR



Consortia Design



Eligibility

Criteria for the consortium

- Participation from at least two Nordic countries, including the autonomous area of the Faroe Islands.
- The Project Owner must be a Research Performing Organisation (RPO) based in one of the Nordic countries.
- The Project Manager must be an established senior researcher from the RPO.
- The project must include at least one private company participating in the consortium with a substantial in-kind contribution.
- Letters of intent expressing institutional commitment (total budget and in-kind) from each participating partner must be provided with the full proposal.



Eligibility

Criteria for the financial framework

- The sum applied for must be within the maximum limit of 700 000 EUR.
- The total in-kind contribution must equal or exceed 10 percent of the funding sought.
 - The in-kind contribution should be calculated using reasonable rates.

Criteria for the thematic scope

- Projects must address the thematic scope of the call.
- The proposal must address research questions with a TRL level between 4 to 7.

Please find information on the definition of TRL levels:

https://ec.europa.eu/research/participants/data/ref/h2020/wp/2014_2015/annexes/h2020-wp1415-annex-g-trl_en.pdf.



Eligibility

Criteria for the framework of the proposal

- Projects must begin no later than June 1, 2024.
- Projects must end no later than June 1, 2027.
- Proposals must be submitted electronically through the call system accessible via <https://www.nordicenergy.org/funding>.
- The project must follow the instructions regarding length, formatting, and budgeting specified at the call portal.

National eligibility criteria

- Appendix 1: <https://funding.nordforsk.org/portal/#call/3245/details>.



**Proposals that do not meet one or more of the eligibility
criteria will be disqualified**



The Application

The Application Form

Content

- General information
- Consortium
- Public Summary
- Research Project
- Competence
- Budget
- Letter of Intent / Letter of Commitment

Link to the call system portal: <https://funding.nordforsk.org/portal/#call/3245/details>





Nordic Maritime Transport and Energy Research Programme (NMTEP) Deadline: 22.02.2024 13:00

CALL INFO

Call deadline

22.02.2024 13:00

Background

Transport - and especially maritime transport – is considered a hard-to-abate sector. The Nordic countries have a strong presence in the maritime field as owners/operators, ship designers/builders, providers of associated hardware and software as well as fuels. The Nordic countries are today, on a per-capita basis, maritime superpowers in terms of operating and owning ships, as well as having thriving maritime clusters involved in shipbuilding, hull design, equipment, and marine engines. Nordic countries have extensive national maritime research programmes that focus on different national challenges that represent complementary Nordic competencies. The aim of this programme is to add Nordic value and unleash synergies from working together on these challenges.

The [Fourth IMO GHG Study \(2020\)](#) estimate a 5,6% increase in greenhouse gas (GHG) emissions from international shipping between 2012 to 2020. Consequently, international shipping constituted 2,89% of global anthropogenic GHG emissions in 2018.

More accurate data used in the IMO Fourth GHG Study, allowing for differentiation between domestic and international emissions, shows that the estimated share of domestic shipping GHG emissions has doubled from 15% to 30%. It underscores the importance of taking both national and regional actions to reduce GHG emissions from maritime transport.

The latest estimates indicate that GHG emissions from international shipping can grow from 90% to 130% from 2008-levels by 2050, mainly due to a foreseen increase in global maritime trade.

As a response to these tendencies, IMO's Marine Environment Protection Committee (MEPC) adopted a new strategy that aims to reduce annual GHG emission from international shipping by at least 20% by 2030, and at least 70% by 2040, compared to 2008-levels, in July 2023. Furthermore, uptake of zero or near-zero GHG emission technologies shall represent no less than 5% of international shipping by 2030, with the aim of reaching close to total net-zero GHG emissions within reach of 2050.

In addition to the aforementioned strategy, other international and European policy measures have been introduced or are in the process of becoming adopted. These will incentivize the demand of energy efficient and low-carbon solutions for maritime transport in the years to come. It includes the EU's adoption of the IMO's energy efficiency standards, rules, and management plan (EEDI and SEEMP) as well as the inclusion of maritime emissions in the European Union's Emissions Trading Systems (EU ETS). The adoption of new policy measures underlines the necessity of developing, testing, and implementing new solutions for the operation of maritime transport in the Nordic region to stay competitive within the sector.

The Nordic countries share strong climate and energy commitments and are well placed to assume a leadership position in reducing the carbon footprint of maritime transport. On the 25th of January 2019, the Prime Ministers of Finland, Iceland, Sweden, Norway, and Denmark signed the "[Declaration on Nordic Carbon Neutrality](#)" in which they commit themselves to work towards a carbon-neutral Nordic region. One of the tools applied to achieve carbon neutrality are sector-based roadmaps and action plans for key sectors of the economy. All the Nordic countries -[Norway](#), [Sweden](#), [Denmark](#), [Finland](#), [The Faroe Islands](#) and [Iceland](#) -have roadmaps or strategies covering the maritime sector.

Thematic scope

The research programme will be organized with a theme considered to provide common interest for all Nordic countries and intended to complement rather than duplicate national R&D programmes. This Nordic collaboration should create outcomes and impact of greater value for the countries involved than could be achieved through national activities alone. For this call for proposals the thematic scope is:

Application form



Preview form

CREATE APPLICATION

You have to log in to create and submit applications.

Tools ^



Print





Nordic Maritime Transport and Energy Research Programme (NMTEP) Deadline: 22.02.2024 13:00

CALL INFO

Call deadline

22.02.2024 13:00

Background

Transport - and especially maritime transport – is considered a hard-to-abate sector. The Nordic countries have a strong presence in the maritime field as owners/operators, ship designers/builders, providers of associated hardware and software as well as fuels. The Nordic countries are today, on a per-capita basis, maritime superpowers in terms of operating and owning ships, as well as having thriving maritime clusters involved in shipbuilding, hull design, equipment, and marine engines. Nordic countries have extensive national maritime research programmes that focus on different national challenges that represent complementary Nordic competencies. The aim of this programme is to add Nordic value and unleash synergies from working together on these challenges.

The [Fourth IMO GHG Study \(2020\)](#) estimate a 5,6% increase in greenhouse gas (GHG) emissions from international shipping between 2012 to 2020. Consequently, international shipping constituted 2,89% of global anthropogenic GHG emissions in 2018.

More accurate data used in the IMO Fourth GHG Study, allowing for differentiation between domestic and international emissions, shows that the estimated share of domestic shipping GHG emissions has doubled from 15% to 30%. It underscores the importance of taking both national and regional actions to reduce GHG emissions from maritime transport.

The latest estimates indicate that GHG emissions from international shipping can grow from 90% to 130% from 2008-levels by 2050, mainly due to a foreseen increase in global maritime trade.

As a response to these tendencies, IMO's Marine Environment Protection Committee (MEPC) adopted a new strategy that aims to reduce annual GHG emission from international shipping by at least 20% by 2030, and at least 70% by 2040, compared to 2008-levels, in July 2023. Furthermore, uptake of zero or near-zero GHG emission technologies shall represent no less than 5% of international shipping by 2030, with the aim of reaching close to total net-zero GHG emissions within reach of 2050.

In addition to the aforementioned strategy, other international and European policy measures have been introduced or are in the process of becoming adopted. These will incentivize the demand of energy efficient and low-carbon solutions for maritime transport in the years to come. It includes the EU's adoption of the IMO's energy efficiency standards, rules, and management plan (EEDI and SEEMP) as well as the inclusion of maritime emissions in the European Union's Emissions Trading Systems (EU ETS). The adoption of new policy measures underlines the necessity of developing, testing, and implementing new solutions for the operation of maritime transport in the Nordic region to stay competitive within the sector.

The Nordic countries share strong climate and energy commitments and are well placed to assume a leadership position in reducing the carbon footprint of maritime transport. On the 25th of January 2019, the Prime Ministers of Finland, Iceland, Sweden, Norway, and Denmark signed the "[Declaration on Nordic Carbon Neutrality](#)" in which they commit themselves to work towards a carbon-neutral Nordic region. One of the tools applied to achieve carbon neutrality are sector-based roadmaps and action plans for key sectors of the economy. All the Nordic countries -[Norway](#), [Sweden](#), [Denmark](#), [Finland](#), [The Faroe Islands](#) and [Iceland](#) - have roadmaps or strategies covering the maritime sector.

Thematic scope

The research programme will be organized with a theme considered to provide common interest for all Nordic countries and intended to complement rather than duplicate national R&D programmes. This Nordic collaboration should create outcomes and impact of greater value for the countries involved than could be achieved through national activities alone. For this call for proposals the thematic scope is:

Preview form

PRINT



General information

Application title

Application title *

Maximum 128 characters

Acronym

Please add an acronym for the project. *

Technology Readiness Level (TRL)

Please indicate the Technology readiness levels (TRL) - must be between 4 to 7. See [EU-definition of Technology Readiness Level](#).

Technology Readiness Level (TRL) *

Format | Font | Size | A - A |

✂ | 📄 | 📁 | 📂 | ⬅️ | ➡️ | 🔄 | 📄 Source | B | I | U | S |

☰ | ☷ | ⌂ | 📧 | 📧 | 📧 | 📧



Budget for Requested Funding

COSTS	2024	2025	2026	2027	TOTAL
Salaries	0	0	0	0	0
Equipment (including depreciation)	0	0	0	0	0
Other costs (materials, events, travelling, accommodation etc)	0	0	0	0	0
External services (eg consultancy, subcontracting etc)	0	0	0	0	0
Indirect costs	0	0	0	0	0
Subtotal expenses	0	0	0	0	0
INCOME	2024	2025	2026	2027	TOTAL
Requested funding	0	0	0	0	0
Subtotal income	0	0	0	0	0
UNUSED	0	0	0	0	0

Required Budgets

- Requested funding
- Total budget
- Distribution of budget per partner
- Personnel and salaries



The Evaluation Process

Evaluation

1. Eligibility check

- Performs by Nordic Energy Research and the national funding partners

2. Evaluation

- Scientific quality & Feasibility of deliverables and milestones
- Performs by three external experts
- Sum score: 6 – 30
- The Steering Board reserves the right to decline funding of Projects with a sum score less than Good (18).

1 - Weak

2 - Fair

3 - Good

4 - Very good

5 - Excellent



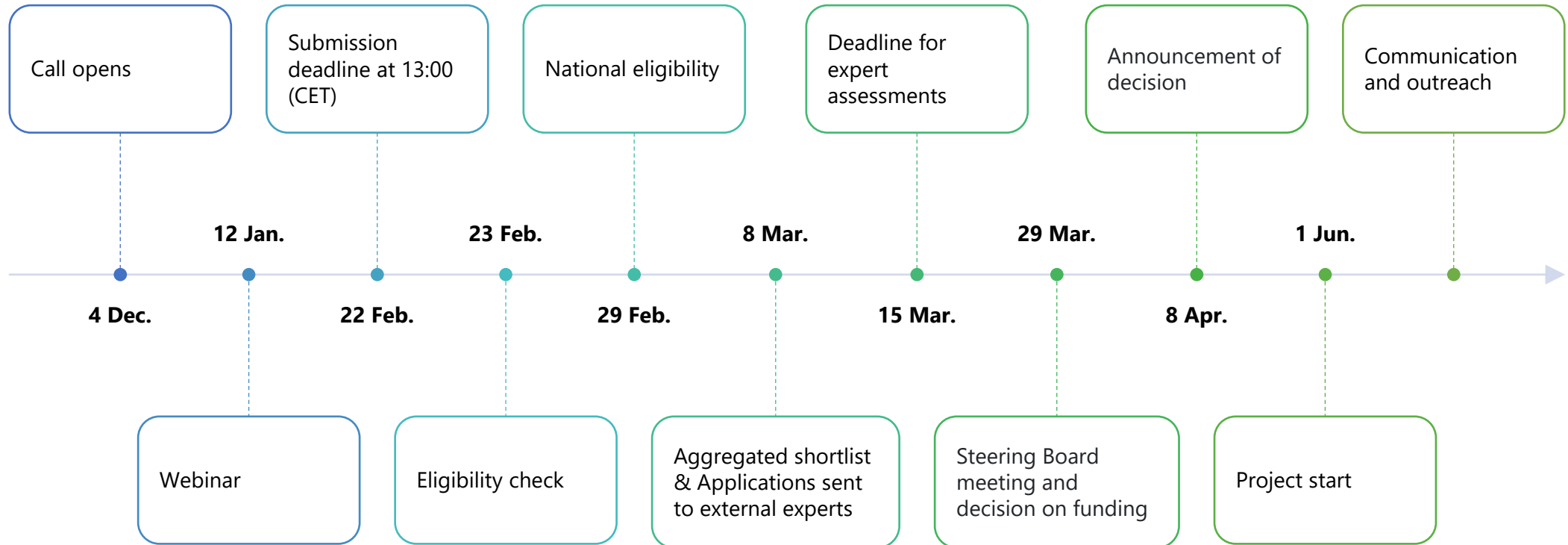
Decision and Agreements

- Consortium Agreement
 - Prior to the start date of the funded project.
 - The consortium participants are responsible for structuring this agreement.
- Signed contract with the National Funding Agencies
- Obligatory events
 - Joint Kick-off meeting
 - Joint final conference



Call Procedure Timings

Timeplan 2024



Interested in sharing your contact information?

Please send a resumé describing your interests and expertise for a project and an e-mail to the contact person at ditte.stiler@nordicenergy.org.

A list will be shared between interested contacts on Thursday, January 18.

All contact information will be deleted from Nordic Energy Research's system after the submission deadline, 22.02.2024. Please be aware that by sending your e-mail address, you accept that Nordic Energy Research shares this information with other interested parties.

Please contact



Ole Aune Ødegård

Adviser

ole.odegard@nordicenergy.org



Ditte Stougaard Stiler

Higher Executive Officer

ditte.stiler@nordicenergy.org

Support: support@nordforsk.org

Q&A



All questions will be processed anonymously but will be uploaded to Nordic Energy Research's website with answers after this webinar.



Thank you for your attention

