



EGVI
European Green
Vehicles Initiative

WOT – Well on Track

STG – Shift the Gear

NE – Non Evaluable

Evaluation dimension	EGVI evaluation	Answers
Open discussion on roadmaps	NE	<ul style="list-style-type: none"> • 3 ETPs are participating to the review of the roadmaps. All their members are entitled to participate + all EGVI members + the EC representatives. • Several workshops have been organised to update the document from January 2016 to 29 March 2017. In average more than 50 representatives from Research, Industry and EC joined each workshop. • All events are public – information is listed on the ETPs website • The invitation to contribute to the roadmap review has been published on the ETPs website, open to interested experts to participate. The information has also been relayed at national level (i.e. A3PS in Austria ...) • The updated version of the roadmap, is also one of the basis used to prepare other roadmaps i.e. ECSEL MASRIA Transport roadmap
Challenging and updated roadmaps	STG	<ul style="list-style-type: none"> • Review of the 2012 (industrial) roadmap has been performed and the new version is available on EGVI website since September 2017: http://egvi.eu/mediaroom/63/22/New-Joint-Electrification-of-Road-Transport-Roadmap-published • The objectives set in the roadmap are in line with the ones listed in STRIA on electrification.
High number of industry and RTO (representativeness)	STG	<ul style="list-style-type: none"> • The Executive Board of EGVI is composed of both industry representatives and research providers with strong link with universities.



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		<ul style="list-style-type: none"> • Participation in the association is about 50 / 50 between industry representatives and RTOs and academics. • Current composition of EGVI membership: 84 members: <ul style="list-style-type: none"> ➤ 17 automotive OEMs ➤ 22 automotive suppliers ➤ 2 from smart systems industry ➤ 1 from smart grid industry ➤ 14 research organisations ➤ 20 universities ➤ 8 associate members • Most of the main industrial stakeholders are represented in EGVI and almost all of them are involved in EGVI funded projects. • From 2014-2016 projects: <ul style="list-style-type: none"> ➤ 57% of the funding allocated by private for profit organizations, ➤ 37% allocated to RTOs and Universities (19% to research organisations and around 18% to higher or secondary education organisations). ➤ 80% of the participating entities in projects are not EGVI members and received 58% of the funding.
Portal of project results	STG	<ul style="list-style-type: none"> • All funded projects from Green Cars and Green vehicles are listed on EGVI website (publicly available): http://egvi.eu/projects/research-projects • A specific section of the website (“project highlight”) is dedicated to the results from EU-funded projects: http://egvi.eu/projects/project-highlight • Various workshops are organised to disseminate information about the projects (see below). • An impact assessment of Green Cars has been published to highlight the projects overall contribution to knowledge advancement and benefit from EU support:



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		http://egvi.eu/mediaroom/48/22/Publication-of-the-impact-assessment-of-the-European-Green-Cars-Initiative
Dissemination activities	NE	<ul style="list-style-type: none"> • Various workshops are organised on a regular basis to present results from projects – these are open to all stakeholders, beyond EGVI membership <ul style="list-style-type: none"> ➢ Workshop on post li-ion batteries on 21st January 2014 ➢ Workshop on testing EVs on 3rd July 2014 ➢ Participation to TRA2014 in Paris ➢ Publication of the impact assessment of Green Cars ➢ Participation to TRA2016 in Warsaw ➢ Workshop on batteries on 12th October 2016 ➢ Workshop on Heavy Duty Trucks on 31st May 2017 ➢ Participation to the info days organised by the EC on a yearly basis. ➢ Upcoming conference on project results: 29th and 30th November 2017 ➢ Upcoming TRA2018 in Vienna • Update of the website on a regular basis • Launch of social media account: Twitter and LinkedIn to reach a wider audience – also beyond our regular partners. • Launch of a newsletter (first edition published in October 2017) • Our members and partners are also disseminating the necessary information regarding EGVI advancement during their own events (e.g. AMAA ...). The national organisations also disseminate information during their events on results. • Universities and research organisation also have opportunities for publication and dissemination regarding EGVI activities.
KPI reporting	STG	<ul style="list-style-type: none"> • The yearly monitoring is performed by the association and the European Commission – following on the template provided by the European Commission.



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		<ul style="list-style-type: none"> • A questionnaire is sent to project coordinators every year to get the most accurate information from projects. • EGVI is welcoming a discussion on the best way to measure KPIs, involving all interested parties.
Methodology to compute leverage KPI	STG	<ul style="list-style-type: none"> • As no common methodology has been suggested for all cPPPs and considering that gathering financial data from members in order to measure the financial leverage effect is an extremely challenging exercise, we have decided to use the JRC innovation scoreboard as a (neutral) basis and apply a ratio to identify the amount corresponding to the topics covered by the cPPP. Far from perfect, this approach allows to use a publicly available figure as a basis. • In large organisation, it is difficult to gather such figures (leverage effect) as many factors have to be taken into account when it comes to the investments in R&D. It is usually easier for start-ups where the effect of external financial support is more easily visible. • A multiplier effect of both EU funding and national funding between 5 and 10 seems reasonable depending on countries and organisations. • On 2009 (launched of Green Cars Initiative), the level of investment stated in “Automotive and parts” in the JRC scoreboard was € 30 billion per year in R&D activities. In the latest edition of the document, Automotive and parts invested more than €50 billion per year in R&D activities.
Easy access to information and membership (newcomers)	WOT	<ul style="list-style-type: none"> • All stakeholders interested in EGVI can apply to the association membership. None of the applicants fulfilling the eligibility criteria has been refused. • All information regarding topics, public events ... are published on EGVI website and available to all stakeholders active in the area, and beyond. • All stakeholders can apply to the calls.



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Links to other cPPPS and EU action and Instruments	WOT	<p>Support from Technology Platforms:</p> <ul style="list-style-type: none"> Support from 3 ETPs (<u>ERTRAC</u>, <u>EPoSS</u>, Smart Grids – now included in <u>ETIP-SNET</u>) <p>Link with JTIs</p> <ul style="list-style-type: none"> Common board members with <u>ECSEL JU</u> and links ensured via EPoSS. Ongoing investigations of collaboration opportunities Common paper published with <u>FCH-JU</u> to avoid duplication of activities. <p>Link with EU associations</p> <ul style="list-style-type: none"> Regular exchange of information with partner associations at EU level (EUCAR, CLEPA, EARPA, Recharge, EUROBAT ... for the automotive industry) as well as with other associations via sharing of information (CEFIC, EMIRI ...)
Inclusion of SMEs	STG	<ul style="list-style-type: none"> Rules for participation of SMEs are the ones defined under the overall regulation of H2020 More efforts should be made to reach the SMEs – also using the existing network as a basis to disseminate the information (clusters in Member States ...) Organisation of specific meetings could be considered. Targeted skills from SMEs should be better integrated into the submitted proposal when possible. Participation rate of SMEs in EGVI project: 17% Share of funding going to SMEs: 11% Success rate of SMEs: 19, 4% (overall success rate is 25,5%)
Inclusion of EU13	STG	<ul style="list-style-type: none"> The participation rate from EU-13 in funded project is in the same range as in the other cPPP (2% to 5%, expect for EeB which is reaching 9%). Rules for participation of EU13 are the ones defined under the overall regulation of H2020 More efforts should be made to involved stakeholders from EU-13 countries. Organisation of specific meetings in those Member States could be considered.



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		<ul style="list-style-type: none">• We have active partners from 2 EU-13 countries in EGVI: Slovenia and Czech Republic, which are also ensuring the link and engaging players from EU-13 to participate to our activities.