

Total score: 9.00 (Threshold: 10.00)

Form information

SCORING

Scores must be in the range 0-5.

Interpretation of the score:

- 0- The proposal fails to address the criterion or cannot be assessed due to missing or incomplete information.
- 1- Poor. The criterion is inadequately addressed, or there are serious inherent weaknesses.
- 2- Fair. The proposal broadly addresses the criterion, but there are significant weaknesses.
- 3- Good. The proposal addresses the criterion well, but a number of shortcomings are present.
- 4- Very good. The proposal addresses the criterion very well, but a small number of shortcomings are present.
- 5- Excellent. The proposal successfully addresses all relevant aspects of the criterion. Any shortcomings are minor.

Criterion 1 - Excellence

Score: **3.00** (Threshold: 3.00/5.00 , Weight: 100.00%)

Note: The following aspects will be taken into account, to the extent that the proposed work corresponds to the topic description in the work programme. If a proposal is partly out of scope, this must be reflected in the scoring, and explained in the comments.

Clarity and pertinence of the objectives

Credibility of the proposed approach

Soundness of the concept, including trans-disciplinary considerations, where relevant

Extent that proposed work is ambitious, has innovation potential, and is beyond the state of the art (e.g. ground-breaking objectives, novel concepts and approaches)

The objectives are clear and pertinent and are treated in a systematic way within the different WPs. They cover all three main areas in three lighthouse cities (Dublin, Nuremberg and Pamplona) and three follower cities (Belfast, Arad, Antalya). There is a replication plan structure and business models are applied for the solutions in the cities involved in the proposal. However, while the plans are ambitious and citizens are taken into consideration, the commitment to the plans is weakened due to a lack of focus by public authorities and policy makers. Also, the transport elements of the proposal lack ambition in terms of scope (limited range of actions) and scale (small number of vehicles). This is negative. The project is weak on integration in that the energy and transport elements are completely separate and cross-learning within the project would have improved its quality.

The plan is adequate to implement the measures proposed. Each city, for example, has provided Building Energy Specification Tables and there is a clear interest to improve the energy efficiency of buildings through refurbishment and retrofitting. However, early involvement strategies for tenants and building users which could improve their chances of acceptance are missing. The methodology for technology transfer is not convincing. There is a general lack of preparation for a large-scale roll out, for example, the "numerical modelling techniques" mentioned in the proposal need to be described in more depth to enable wider replication. The participation of the follower cities is limited to less than 2% of the budget and the activities within these cities are inadequately described, which is a negative element of the proposal.

The proposal falls short of what the work programme was looking for in relation to transport. Also, some of the transport elements are out of scope; for example in Dublin one of the main transport measures is the design and delivery of a transport interchange to maximise intermodal options while Nuremberg is planning an integration of several software systems and apps for seamless travel.

Overall though, there is a lack of innovation especially with regard to the energy refurbishment of buildings with modest targets in Dublin, lack of energy supply by renewable energy sources in Dublin and Nuremberg and lack of detail regarding the Energy Storage System in Pamplona.

Criterion 2 - Impact

Score: **3.00** (Threshold: 3.00/5.00 , Weight: 100.00%)

Note: The following aspects will be taken into account, to the extent to which the outputs of the project should contribute at the European and/or International level:

The expected impacts listed in the work programme under the relevant topic

Enhancing innovation capacity and integration of new knowledge

Strengthening the competitiveness and growth of companies by developing innovations meeting the needs of European and global markets, and where relevant, by delivering such innovations to the markets

Any other environmental and socially important impacts

Effectiveness of the proposed measures to exploit and disseminate the project results (including management of IPR), to communicate the project, and to manage research data where relevant

The expected impacts of the project are: increase the energy efficiency of districts and of cities and foster the use of renewables and their integration, improve mobility efficiency through intelligent traffic information and management and create stronger links between cities in Member States through active cooperation. All the topics in the call are considered and the project is also of a sufficient scale to have an impact. However, as no milestones will be established, it will be hard to see if the project will be in line with expected results. The small number of passenger cars will limit the impact on mobility.

It is not clear the extent to which the project will enhance innovation capacity, integrate new knowledge and strengthen the competitiveness and growth of companies. It has little to propose in this respect and its methodology is very conventional. Regarding innovative business models, despite the fact that there is a special WP4 to investigate this matter, there is not sufficient initial thinking about how to secure sustainability. For example, how will the system developed by INTEL, SAP and SIEMENS be used as a reference in the future and further deployed in the EU is not clear; a negative aspect.