Open Competition for Rapid Applications for Transport (RAPTOR)

Competition terms

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility
Barcelona | 05 July 2021
v3

eiturbanmobility.eu
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1. Background

RAPTOR is a pilot project of EIT KIC Urban Mobility S.L. (SPONSOR). The pilot aims to match niche challenges of cities/towns/neighbourhoods (PARTNER) with young entrepreneurs/start-ups and innovators (RESPONDER).

The RAPTOR Competition is open to individuals, teams, start-ups, or existing SMEs based in a European Union (EU) Member State. A maximum of 4 awards will be made. The winning 4 RESPONDERS will become the first RAPTOR start-up cohort.

Each SPONSOR has issued a brief highlighting their challenge and information necessary to assess their issue and location (see Annex A). We invite responses to each of these niche challenges to be submitted by 30 September 2021 using the online tool. Successful RESPONDERS will be supported financially, technically, and commercially to develop a Minimum Viable Product (MVP), solution or service over the 4 months of January – April 2022. At the end of the four months, the PARTNER will conduct an in-situ demo of the MVP in May 2022 for a minimum of one week.

2. General Information

2.1. RESPONDER Eligibility
Any individual, team, start-up, or existing SME from an EU Member State may submit a response to a partner challenge.

2.2. Applications
One solution must have one corresponding application form. RESPONDERS may propose a solution to multiple challenges and/or multiple solutions to one specific challenge. No RESPONDER may be awarded more than one RAPTOR project.
2.3. RAPTOR Prize
A maximum of four start-ups will be awarded a prize package made up of support and a cash prize. The total value of each RAPTOR prize package is around 50,000 EUR. The package includes hosting of the awardees of up to 2-day per week in the main EIT KIC Urban Mobility S.L. offices in Torres Glories, Floor 24, Avenida Diagonal, Barcelona, Spain¹. The package also includes mentoring and support over the 4-month development phase covering technical and business mentoring as well as marketing/promotion.

The prize package also includes a cash prize of 30,000 EUR (excluding VAT). If responders do not avail themselves of support, mentoring or hosting, in-kind support will not be monetized. No other expenses or costs will be accepted. All local tax liabilities lie with the AWARDEE.

2.4. Financial Award
In line with EIT Urban Mobility S.L requirements, financial awards can only be made to legally registered entities and not to a natural person. Thus, to take up an award, individuals or teams from winning applications must register as a legal entity in any EU Member State by 15 December 2021. Evidence of the legal registration and banking details of the awardee must be received by 15 December 2021, or the award may be forfeited.

Financial disbursement of the prize will be made in two instalments of 15,000 EUR (excluding VAT). The first instalment will occur due 31 December 2021 upon the receipt of legal documentation. The second instalment will occur upon confirmation of MVP by the PARTNER. Payments will be made by bank transfer to the account number provided in the legal documentation.

2.5. Lead RESPONDER
RESPONDERS must designate a named person to manage all legal, commercial, and technical aspects of the relationship with EIT KIC Urban Mobility S.L. They will also be asked to confirm ownership, access, licensed use, or fair use of any required background intellectual property upon which their solution is based.

¹ Travel costs associated with attending the EIT Urban Mobility S.L. offices are not included in the prize package.
2.6. Submission of applications
Documents related to entries must be submitted via the online platform established for this purpose on the website (https://raptorproject.eu/) supported by EIT Urban Mobility S.L.

3. Key Dates and Timelines

<table>
<thead>
<tr>
<th>Dates</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Jul. 2021</td>
<td>RAPTOR Launch</td>
</tr>
<tr>
<td>30 Jul. 2021</td>
<td>Submission Tool opens</td>
</tr>
<tr>
<td>03 Nov. 2021</td>
<td>Submission tool closes 16:59 CET</td>
</tr>
<tr>
<td>15 Oct. 2021</td>
<td>Notification of first stage evaluation results</td>
</tr>
<tr>
<td>20 Oct. 2021</td>
<td>Submission of Presentation for the hearing</td>
</tr>
<tr>
<td>25-29 Oct. 2021</td>
<td>Panel hearings of Finalists</td>
</tr>
<tr>
<td>03 Nov. 2021</td>
<td>Notification of second stage evaluation results</td>
</tr>
<tr>
<td>10 Nov. 2021</td>
<td>Acceptance of Award</td>
</tr>
<tr>
<td>15 Dec. 2021</td>
<td>Submission of Legal Documentation</td>
</tr>
<tr>
<td>01 Jan. 2022</td>
<td>Project Start Date</td>
</tr>
<tr>
<td>10-14 Jan. 2022</td>
<td>Kick-off meeting</td>
</tr>
<tr>
<td>Jan-Apr. 2022</td>
<td>Solution development</td>
</tr>
<tr>
<td>30 Apr. 2022</td>
<td>Provision of MVP to PARTNER</td>
</tr>
<tr>
<td>30 May 2022</td>
<td>MVP tested in-situ by PARTNER</td>
</tr>
<tr>
<td>30 Jun 2022</td>
<td>RAPTOR Champion Announced</td>
</tr>
</tbody>
</table>

4. Evaluation and Selection

The evaluation of responses will be conducted in two stages. The first stage will be an individual evaluation. The top 4 applications from each challenge will be invited to the second round, a panel hearing.

4.1. First stage - Individual Evaluation

The online application has four sections: administrative information, innovation, feasibility, and impact. In the administrative section applicants are asked to include a paragraph on the motivation.
to enter the RAPTOR Competition. Additionally, in the feasibility section, applicants may upload one attachment to support the application. This may be a “pitch deck” or a detailed solution overview and design documents. This attachment is optional but recommended.

The online applications will be evaluated by a selection panel comprised of two representatives of the SPONSOR (one each from Innovation and Business Creation, two different thematic areas / departments within the SPONSOR), one representative from the PARTNER, and a Technical Engineering partner representative. Evaluation will be made on three criteria: innovation, feasibility, and impact.

**Evaluation Scoring and Weighting**

Each of the items listed under the three evaluation criteria - innovation, feasibility, and impact shown in the Item Score and Weighting table below, will be assessed and scored between 0-5 according to the description in the Evaluation Scoring Description table below.

**Item Score and Weighting**

<table>
<thead>
<tr>
<th>Section</th>
<th>Item</th>
<th>Maximum Score</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Innovation</td>
<td>1. Which city challenge will be addressed?</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>2. Describe the product or service and how it will solve the city challenge.</td>
<td>5</td>
<td>20%</td>
</tr>
<tr>
<td>Feasibility</td>
<td>3. Assumptions</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>4. Timeline</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>5. Skills and Experience</td>
<td>5</td>
<td>20%</td>
</tr>
<tr>
<td>Impact</td>
<td>6. Wider Impact</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>7. Business Development</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td>8. Skills Development</td>
<td>5</td>
<td>10%</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td><strong>40</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

**Evaluation Scoring Descriptions**

<table>
<thead>
<tr>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>None The information requested is missing (either not filled in or not provided in the text).</td>
</tr>
<tr>
<td>1</td>
<td>Very poor The information provided is considered as irrelevant or inadequate compared to the specific competition provisions</td>
</tr>
<tr>
<td>2</td>
<td>Poor The information provided lacks relevant quality and contains significant weaknesses, compared to the specific competition provisions</td>
</tr>
</tbody>
</table>
The overall information provided is adequate, however some aspects are unclearly or insufficiently detailed, compared to the specific competition provisions.

The information provided is adequate with sufficiently outlined details, compared to the specific competition provisions.

The information provided is outstanding in its details, clarity, and coherence, compared to the specific competition provisions.

The Lead RESPONDER from the top 4 applications for each challenge will be invited to the evaluation second stage. Proposals outside of the top 4 for each challenge will not advance to the second stage and Lead RESPONDERs will be notified electronically.

Evaluation Criteria

The RAPTOR selection panel will assess the responses submitted based on how well the proposals align with the niche challenges, particularly with respect to innovation capacity, feasibility of the solution to reach the objective, and impact on the city/town/neighbourhood.

INNOVATION. The detailed description of the solution, the approach, the workflow.

FEASIBILITY. Each responder must outline their solution and define their assumptions and expectations of the city/town/neighbourhood. This includes assumptions and expectations of access to physical space, infrastructure, technical systems, necessary equipment/hardware specification and experienced staff to ensure the MVP is fully understood by PARTNER and RESPONDER. Demonstrated respective professional capability and skills to complete an MVP addressing the PARTNER niche challenge within the timeline.

IMPACT. The MVP must directly address the niche issue provided by the PARTNER. The impact of the effort must be concentrated on the city/town/neighbourhood. Description of wider impacts of solution, business development strategy. Skills and business needs of the RESPONDER should also be highlighted.

Online application form
### Section 1: ADMINISTRATION

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mandatory field</th>
<th>Max Score / weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solution Title</td>
<td>Name of your solution</td>
<td>Yes</td>
<td>N/A</td>
</tr>
<tr>
<td>Start-up incorporated</td>
<td>Mark yes if you represent an SME or Start up (created entity). Mark no if you represent yourself or a team (without a created entity).</td>
<td>Yes</td>
<td>N/A</td>
</tr>
<tr>
<td>Name of SME/Start-up</td>
<td>Enter the SME or Start-up name</td>
<td>No</td>
<td>N/A</td>
</tr>
<tr>
<td>Country</td>
<td>Enter the Member State from which you apply.</td>
<td>Yes</td>
<td>N/A</td>
</tr>
<tr>
<td>Main contact name</td>
<td>Enter in principal contact’s name for the RAPTOR process</td>
<td>Yes</td>
<td>N/A</td>
</tr>
<tr>
<td>Main contact e-mail</td>
<td>Enter in principal contact’s email address</td>
<td>Yes</td>
<td>N/A</td>
</tr>
<tr>
<td>Main contact phone number</td>
<td>Enter in principal contact’s phone number</td>
<td>Yes</td>
<td>N/A</td>
</tr>
<tr>
<td>Cover / Motivation Letter</td>
<td>Outline why you have chosen to apply to RAPTOR. What value would participation in such a programme mean to you as an individual or as a start-up? Describe how your skills and personality may be suited to a new start-up environment. Maximum 1 page in length.</td>
<td>No</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### Section 2: INNOVATION

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mandatory field</th>
<th>Max Score / weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Which city challenge will be addressed?</td>
<td>Review and restate the city niche challenge as you understand it. What are they key issues you aim to resolve?</td>
<td>Yes</td>
<td>5 / 10%</td>
</tr>
<tr>
<td>2. Describe the product or service and how it will solve the city challenge.</td>
<td>What is the solution? How does it work? What are the most innovative elements? How do different elements work together in the solution? What is the process or workflow? What is the technical design?</td>
<td>Yes</td>
<td>5 / 20%</td>
</tr>
</tbody>
</table>

**INNOVATION Maximum score and weighting** 10 / 30%
### 3. Assumptions
Outline here what you understand of the demo location and partner. What assumptions have you made in designing your solution. What are your expectations in relation to access to information, infrastructure, co-operation, and facilities? Does you solution depend on any specific SW, communication systems or operating systems?. Do you expect these to already be in use or provided by RAPTOR?

<table>
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<tr>
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<tbody>
<tr>
<td>3. Assumptions</td>
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<td>Yes</td>
<td>5 / 10%</td>
</tr>
</tbody>
</table>

### 4. Timeline
Can this solution move to a minimum viable product (MVP) for a demonstration in 4 months? What are your timelines and milestones?

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mandatory field</th>
<th>Max Score / weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Timeline</td>
<td>Can this solution move to a minimum viable product (MVP) for a demonstration in 4 months? What are your timelines and milestones?</td>
<td>Yes</td>
<td>5/10%</td>
</tr>
</tbody>
</table>

### 5. Skills and Experience
Here you should outline your experience as an individual, in the solution area, provide CV information and mention any reference projects. For teams include short CV/Bios of key people in your team, reference experiences. Start-ups should provide short CV/Bios of key people in the organisation and reference any previous projects.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mandatory field</th>
<th>Max Score / weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Skills and Experience</td>
<td>Here you should outline your experience as an individual, in the solution area, provide CV information and mention any reference projects. For teams include short CV/Bios of key people in your team, reference experiences. Start-ups should provide short CV/Bios of key people in the organisation and reference any previous projects.</td>
<td>Yes</td>
<td>5 / 20%</td>
</tr>
</tbody>
</table>

### Support Attachments
This is suggested but optional. This could be either full CV, pitch deck, design documents etc.

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Mandatory field</th>
<th>Max Score / weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support Attachments</td>
<td>This is suggested but optional. This could be either full CV, pitch deck, design documents etc.</td>
<td>No</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**FEASIBILITY Maximum score and weighting** 10 / 40%

### Section 4: IMPACT

#### 6. Wider Impact
What impact will a successful MVP have on your partner city/town/neighbourhoods core issues? What will change? What benefits would you imagine for other towns and cities adopting your solution?

<table>
<thead>
<tr>
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<th>Description</th>
<th>Mandatory field</th>
<th>Max Score / weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Wider Impact</td>
<td>What impact will a successful MVP have on your partner city/town/neighbourhoods core issues? What will change? What benefits would you imagine for other towns and cities adopting your solution?</td>
<td>Yes</td>
<td>5 / 10%</td>
</tr>
</tbody>
</table>
### 7. Business Development
How do you imagine moving this MVP to the market? What would be your preferred commercial approach? Do you have any market analysis supporting your idea? If the MVP were successful, who would you see as your direct competitor?

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>Yes</th>
<th>5 / 10%</th>
</tr>
</thead>
</table>

### 8. Skills Development
What help would you need to build your go-to-market strategy? Are there key business skills or capacities that you lack? Which areas of support are essential for your success – financial planning, technical development, marketing, legal/IPR, etc.

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<tr>
<th></th>
<th></th>
<th>Yes</th>
<th>5 / 10%</th>
</tr>
</thead>
</table>

| IMPACT Maximum score and weighting | 15 / 30% |
| TOTAL                        | 40 / 100% |

### 4.2. Second Stage – Panel Hearing
The top 4 proposals per challenge will be invited to the second stage of the evaluation and provided with a list of questions/issues for clarification and a specific date for a panel hearing. Physical attendance at the panel hearing in Barcelona is preferred, however there is the option for remote attendance via MS TEAMS. The panel hearing will last forty minutes. RESPONDERS will give a 20-minute pitch presentation. This will be followed by 10 minutes for RESPONDERS to answer the specific questions/issues for clarification provided in the invitation to the panel hearing. The final 10 minutes of the panel hearing will be for follow-up questions.

Thereafter the panel will have a closed discussion for 20 minutes on the three evaluation criteria and if the proposed solution could be implemented, given the timeframe. A collegiate approach to voting will be used to establish the final awarded proposal. If there is a tie, the PARTNER will have the deciding vote.

There will be 4 panels to review each niche challenge. Each PARTNER will review all finalists in one day per panel. RESPONDERSs will be notified electronically of the results.

NB: there is no appeals process as part of the RAPTOR Competition process.
5. Awarded Projects

Awarded projects will sign a Prize Declaration Award. This can be signed as an individual. Once signed, the RESPONDER becomes an Awardee.

5.1. Project duration

Awarded projects will have 4 months (1 January 2022 to 30 April 2022) to develop the MVP.

5.2. MVP Delivery

At the end of the development phase, the Awardee will hand over the minimum viable products/tools/services to the respective city/town/neighbourhood (by 30 April 2022). The city/town/neighbourhood will test the product for a minimum of one week in May 2022. Awardees should plan and execute the test by coordinating with the respective city/town/neighbourhoods.

All IPR generated from the proposal is the sole proprietor of the Awardee. EIT Urban Mobility SL, PARTNER and Technical support have no claim on product/service/solution.

5.3. Monitoring and reporting

Continuous and ongoing contact and mentorship will take place throughout RAPTOR including two main check-in meetings:

- Firstly, twice a month there will be a check-in with EIT Urban Mobility S.L. as SPONSOR, to review general progress, issues, and challenges in the start-up’s development.
- Secondly, once a month from January to April, a MVP delivery review meeting will be held including the two representatives of the SPONSOR (one each from Innovation and Business Creation), one representative from the PARTNER, and a Technical Engineering partner representative, and awardee. This meeting will focus on the progress towards the in-situ demonstration of the MVP and will be minuted.

5.4. RAPTOR Champion

At the end of the project (30 Jun. 2020) one of the 4 Awardees will be selected as a RAPTOR CHAMPION. Selection process and the event for the award ceremony will be further described during the project.
5.5. Other EIT UM programmes
The SPONSOR EIT Urban Mobility is running several programmes for accelerating start-ups and scale up SMEs (EG: EIT UM Accelerator Programme) apart of the RAPTOR project. Awardees depending on the stage of their company will have the possibility to enter in these programmes.

6. Withdrawal of the prize
EIT Urban Mobility S.L may withdraw all or part of the prize awarded if the terms and conditions contained in these rules are violated, or in the event of any significant deviation from the stated content and objectives for the responder’s proposal. A basis for withdrawal of part of the award would be: if progress to MVP development ceased, or if an MVP was not provided for the PARTNER by the specified date. However, underperformance issues of an MVP in-situ would not be grounds for withdrawal of the prize in and of itself. Agile innovation is not guaranteed success. Any questions or concerns may be addressed to raptor@eiturbanmobility.eu.
7. Annex A – Challenges

7.1. Tour and Taxis – Brussels – private vehicles sharing

Tour&Taxis is a mixed real estate development close to Brussels North train station. Within the area there are residential, commercial, ministerial, offices, leisure facilities and a 12-ha park, which makes it the biggest park developed in Brussels since 1890. There are shuttle services from Tour&Taxis to North Station every 4 minutes with hybrid buses. Tour&Taxis is aiming to enhance the mobility options for the site users. Private vehicles (cars, e-scooters, e-bikes, bicycles, …) spend 90% of their time parked and not being used. Private vehicles could be used if shared to other members of the community. On the one side there are concerns about maintenance and cleanliness on the other, they are expecting some benefit from it.
The solution should meet at least one of the following objectives:

- Better use of the private mobility resources
- Reduction of on-surface use of public space
- Reduction of congestion
- Adaptive transport solution for end-users
- Attract new users
- Create a community feeling for users
- Incentives for sharing private vehicles

The solution can be given as any combination of the following:

- A restricted mobility cooperative framework
- A software for end users
- A maintenance, cleanliness quality control system
- Digital panels for live information of available options
7.2. Valencia – Adapting Traffic Demand

The Albufera Natural Park is a landscape environment located south of the city of Valencia, Spain. The environment is highly attractive thanks to the natural richness, tranquillity of the surroundings, and the quantity of restaurants and accommodation facilities, which generates a very high demand for travel.

Due to the protection of the environment, the only access from Valencia to El Palmar and El Perellonet is a conventional one lane-by-direction road code CV-500. High weekend demand causes substantial capacity problems for the existing infrastructure, which means bottlenecks at times of high demand: holiday mornings outbound, and evenings inbound.

The solution should meet at least one of the following objectives:

- Reduce the use of private vehicles and traffic jams
- Reduce pollution in a protected area
- Make existing public transport more attractive to new and existing users
• Create models that can be used by families and vulnerable people

The solution provided should be any of the following:
• Citizen and user-oriented software or digital tool (e.g., mobile app)
• Demand responsive shuttle services to different points of the city
• Fees that penalize CO2, tolls, access controls.
• Software for the city administration.
• Software for the public transport operator.
• Information displays / wayfinding / marketing.
• Urban design / signposting.
• Other
7.3. Toulouse Métropole – Reverse Logistics

Toulouse is the capital of the French department of Haute Garonne and the region of Occitan, with a historic centre that attracts a noticeable number of tourists. Toulouse is as well university hub, having the last he fourth-largest student population in France after Paris, Lyon and Lille.

The Toulouse metropolitan area is one of the six main French logistics areas. Logistics is an essential function of the territory in the same way as public networks or infrastructures. It makes possible the running of urban territories, the supply of its inhabitants, the production, trade, and service activities and all the exchange activities necessary for economic growth.

However, logistics is also inefficient, with a strong impact on the territory in terms of urban congestion, occupation, and consumption of urban or suburban space, noise, greenhouse gas emissions and local pollutants. This function, which is essential to the region and generates jobs and economic activity, ensures its mission of service to residents and businesses, but generates negative externalities that require work to to improve knowledge and optimize resources.

Inside the logistic chain, the flow of a type of product has been little optimized and mutualized: waste. And this is the challenge that Toulouse Métropole would like to tackle through RAPTOR: the reverse
logistics. Reverse logistics concerns the related flows generated by direct logistics activities (waste management, packaging, returns, etc.) and flows occurring at the customer’s site, beyond the initial delivery (use and end-of-life flows). Reverse logistics enables the development and optimization of reverse flows in economic, energy or social terms, and is part of the broader issue of sustainable development, of which it is an essential link. This type of logistics requires a specific and well-thought-out organization upstream because it differs from direct logistics on several points. While the direct logistics chain allows to deliver from a single point several customers, the reverse logistics chain feeds a processing point from several origins, not favouring a coordination of the transports of the direct chain with those of the reverse chain.

Within the framework of the "zero waste restaurant" project, which is part of its Circular Economy roadmap, Toulouse Métropole wishes to stimulate the collection of waste from restaurants, and then its appreciation. The solution to be developed within the RAPTOR project will be focused on the Toulouse market station neighbourhood (purple on the map) where there is a big density of restaurants.

The solution should include at least one of the following objectives:

- Develop inverse logistics solutions.
- Valorise the wastes.
- Optimise the last-mile delive logistics.
- Optimise the waste trucks logistics.
- Adaptable solutions for garbage collections.

The solution can be given as any of the following:

- A software for last mile / waste producers (eg: restaurants) logistics.
- A software for the city administration / waste management responsibilities.
- A smart container / (eg: with Information displays in case a container is full) or with micro-compostage containers / containers that could generate energy.
- Other
7.4. Cunit – Smart data collection

Cunit is a coastal city 50 km southwest of Barcelona home to around 8,000 inhabitants. During the peak holiday season, however, the population can increase up to 50,000.

Cunit has a network of over 1,200 kilometres of roads. Currently, the Municipality of Cunit is using an outdated geographic information system (GIS), a web map comprised of different data layers, developed by a third party. It is necessary to modernise the GIS so that it incorporates the inventory of road elements such as pedestrian crossings, traffic signs, traffic lights, etc. and is easily updatable. A modernised GIS would provide the municipality with an analysis of the deterioration of road elements and enable better maintenance and management of the whole mobility system.

The solution required is an image recognition system employing cameras. Local police would provide their car fleet for camera installation. Currently this fleet consists of 4 cars that travel around 100,000 kilometres a year, allowing good coverage of the municipality.
The solution should include the following objective:

- Optimization of data collection, analysis, and maintenance of road elements.

The solution can be delivered as any of the following:

- Visual recognition system, its cameras can be installed in the local police car fleet.
- Integration with the current inventory GIS system would be desirable or the presentation of the data in a standard system that is easy to export, such as JSON.
- Support system in road maintenance decision-making