

## Questions & Answers

Call for proposals 2024  
HORIZON-ER-JU-2024

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Q 1	Could you please clarify if NON-members of Europe's Rail JU are eligible to apply for the following calls: HORIZON-ER-JU-2024-FA7, HORIZON-ER-JU-2024-FA5 and HORIZON-ER-JU-2024-FA2-SNS?	We confirm that in accordance with the <a href="#">Europe's Rail Work Programme 2024</a> and the call conditions (section 2.3.8-Type of call: Open), the EU-Rail call for proposals 2024 is open to all eligible entities according to Horizon Europe rules for participation. There are no restrictions apart from those laid down in Horizon Europe Work Programme General Annex B.
Q 2	In workstream 2 is it possible to work on lower noise limits of TSI Noise?	Please be informed that the scope of Workstream 2 of the Synergy topic with SNS JU does not cover the technical specifications for interoperability (TSI) for Noise, only those for the Control Command and Signalling (CCS).  Therefore, the modification of the noise limits is not in the scope of this topic.

<p>Q 3</p>	<p>Due to GDPR etc, we are currently facing difficulties with getting actual personnel costs (calculated with the actual hourly rate per person) from our affiliated entities, for HE eligible costs.</p> <p>Is it possible to calculate personnel costs using average from a sum of actual hourly rates? For e.g.:</p> <p>Person A 50 €/h Person B 40 €/h Person C 30 €/h ----- 120 €/h / 3 Persons = average 40 €/h</p> <p>Would this approach be acceptable for HE eligible costs reporting?</p>	<p>As specified in the Annotated Grant Agreement (AGA), the Horizon Europe programme allows the option of average personnel costs. Beneficiaries who consistently calculate average rates for their staff as part of their analytical cost accounting system, can use these average rates for the daily rate.</p> <p>You can use this method, provided that the daily rate is calculated using the actual personnel costs recorded in your accounts, excluding any ineligible cost or costs already included in other budget categories (no double funding of the same costs).</p> <p>Therefore, you may have to adjust your usual methodology in order to remove:</p> <ul style="list-style-type: none"> <li>- costs that are ineligible under the Grant Agreement;</li> <li>- costs that are already included in other budget categories.</li> </ul> <p>If your usual methodology includes budgeted or estimated elements, we can only accept those, if they:</p> <ul style="list-style-type: none"> <li>- are relevant (i.e., clearly related to personnel costs);</li> <li>- are used in a reasonable way (i.e., do not play a major role in the calculation);</li> <li>- correspond to objective and verifiable information (i.e., their basis is clearly defined and you can show how they were calculated).</li> </ul> <p>This does not mean that cost accounting practices must be the same for all your employees, departments or cost centres. If, for example, your usual cost accounting practices include different calculation methods for permanent personnel and temporary personnel, this is acceptable. However, you cannot use different methods for specific actions, projects or persons on an ad-hoc basis.</p> <p>For further information on how to calculate the personnel costs, please refer to Section 2.1.4 of the AGA (page 49).</p>
<p>Q 4</p>	<p>For non-JU members on IA calls - if we are a public body, would the funding be 100%? And also, what contribution to TPC would be expected? Is that 40%?</p>	<p>As stated in the <a href="#">EU-Rail Work Programme 2024</a> (Section 2.3.8.1 Conditions of the calls and calls management rules), <i>“The EU-Rail 2024 Call will follow the rules of the European Union’s Horizon Europe framework programme and in particular the Horizon Europe rules for participation as well as the General Annexes to the HE Work Programme 2023-2024, which apply, unless specified otherwise, to EU-Rail calls for proposals”</i>.</p>

		<p>The specific conditions under each of the IA topics in the EU-Rail call 2024 (pages 157 and 166) establish a lower limit to the maximum Horizon Europe funding rates (as per Article 34.1 of HE Regulation): <i>“The funding rate of the action is 60% of the eligible costs to achieve the leverage effect established in the SBA. Each Consortia may decide internally different funding rates in line with the provisions of Article 34 of Horizon Europe nevertheless complying with the overall funding rate of 60%”</i>.</p> <p>Therefore, it is possible that the members of the consortium have different contribution rates, as long as the overall funding rate of 60% above mentioned and the maximum rates established under Article 34.2 (a) of HE Regulation for innovation actions (IA) are met, i.e., <i>“up to 70 % of the total eligible costs may be reimbursed, except for non-profit legal entities where up to 100 % of the total eligible costs may be reimbursed.”</i></p>
<p>Q 5</p>	<p>Workstream 4: Wagon on-board unit - HORIZON-ER-JU-2024-FA2-SNS:</p> <p>In the description of this workstream, you refer to the requirements of FP5-TRANS4M-R. Can you publish the latest requirements? For the application it would be helpful to compare our current developments with the requirements in order to refer to them in the application.</p>	<p>There is no Workstream 4: Wagon on-board unit-within the HORIZON-ER-JU-2024-FA2-SNS topic.</p> <p>We understand that you refer instead to the Workstream 4: Wagon on-board unit in the HORIZON-ER-JU-2024-FA5 topic.</p> <p>The scope section of this topic for this workstream indicates that <i>“the applicable Full Digital Freight Train requirements of FP5-TRANS4M-R [...] would be made available to the Project stemming out of this call by the time of its start”</i>.</p> <p>All already available information is published on the EU-Rail’s European Digital Automatic Coupler Delivery Programme (EDDP) page (<a href="https://rail-research.europa.eu/european-dac-delivery-programme/">https://rail-research.europa.eu/european-dac-delivery-programme/</a>), as well as on the FP5-TRANS4M-R project website including all developments so far (<a href="https://projects.rail-research.europa.eu/eurail-fp5/deliverables/">https://projects.rail-research.europa.eu/eurail-fp5/deliverables/</a>).</p>

Q 6	<p>In the 1st edition of the Q&amp;A, published on 16/02/2024, I would have an additional question to my question Q3: does the answer A3 consider the Lump Sum project? Can you please reflect on this?</p>	<p>Yes, all the information supplied in the Q&amp;A pertains to Lump Sum Projects. For info, all EU-RAIL projects have been Lump-Sum since 2018.</p>
Q 7	<p>We have been informed that the deadline for the EU-Rail JU call for proposals H2020-ER-JU-2024-01 has been moved. Is there an explanation for this, and would this have an effect on the potential start/grant date of the project?</p>	<p>As per the <a href="#">EU-Rail Work Programme 2024 Amendment n1</a> (Annex VII – Call for proposals 2024), and by analogy with the Horizon Europe Annual Work Plan 2023-2024 call conditions, the EU-Rail Executive Director may decide to delay the deadline(s) of the H2020-ER-JU-2024-01 Call for proposals by up to two months. This provision applies to all call topics detailed in the above-mentioned WP 2024, i.e.:</p> <ul style="list-style-type: none"> <li>- HORIZON-ER-JU-2024-FA2-SNS: EU-RAIL – SNS SYNERGY: Digital &amp; Automated testing and operational validation of the next EU rail communication system;</li> <li>- HORIZON-ER-JU-2024-FA5: DIGITAL AUTOMATIC COUPLER – testing to support DAC authorisation, mix and match for DAC coupler head and draft gear interchangeability and DAC hybrid coupler fitting solutions;</li> <li>- HORIZON-ER-JU-2024-FA7: Hyperloop – roadmap towards industrialisation and harmonized implementable concept.</li> </ul> <p>Following the 10<sup>th</sup> meeting of the EU-Rail Governing Board on 9 of April 2024 when the matter was discussed, the EU-Rail’s Acting Executive Director decided to extend the deadline for the closure of the H2020-ER-JU-2024-01 Call by one month, to increase the potential of high-quality submission of the important project proposals in this call that was launched just after the end of the previous call 2023. Consequently, the deadline for the submission of proposals initially foreseen on 7 May 2024 is now extended until 5 June 2024 17:00 (Brussels Local Time).</p> <p>Therefore, the whole process will necessarily be delayed by one month (including the Grant Agreement signature and start date of the project).</p> <p>Concerning the starting date of the potential project, each topic of this call contains a specific condition , as per the EU-Rail Work Programme 2024 Amendment n1</p>

		<p>(Annex VII – Call for proposals 2024), that allow consortia to request an earlier start than the grant signature -for the selected projects - at their own risk : <i>“The starting date of grants awarded under this topic may be as of the submission date of the application. Applicants must justify the need for a retroactive starting date in their application. Costs incurred from the starting date of the action may be considered eligible.”</i></p>
<p>Q 8</p>	<p>As for the call HORIZON-ER-JU-2024-FA2-SNS, we would like to request, on behalf of all the members of the consortium that we are presently forming, an extension of the call deadline from the 5th of June to the 26th of June. The main reason is the defection of the expected provider of a high-speed line that happened a few weeks ago, and the need to find another available high-speed line for tests with then a reconfiguration of the project proposal. Thanks to indicate if such a possibility of extension is possible.</p>	<p>Please be informed that the deadline for all the topics of the <a href="#">EU-Rail JU Call for Proposals HORIZON-ER-JU-2024-01</a> was initially foreseen for the 7<sup>th</sup> of May 2024. The EU-Rail Executive Director made use of the possibility granted by the <a href="#">Work Programme 2024 Amendment n.1</a> (Annex VII – Call for proposals 2024 – Conditions for the Call) and decided to extend the deadline until the 5th of June 2024. Considering the short timeframe before the call deadline, no further extension is currently foreseen, in particular in view of a fair treatment to all applicants who planned the submission of other proposal in this and other topics of the same call.</p>
<p>Q 9</p>	<p>As for the EU-RAIL – SNS SYNERGY call, is it possible to participate with a consortium where all members are from the same country? I am aware that Horizon in general tries to enhance cross European collaboration. Since Rail infrastructure is organized per country, it would make collaboration easier.</p>	<p>According to the <a href="#">Work Programme 2023-2025 General Annexes (General Conditions B – Eligibility – Consortium Composition)</a>, the proposal submitted for this Innovation Action should consist of a consortium that includes, as beneficiaries, three legal entities independent from each other and each established in a different country as follows:</p> <ul style="list-style-type: none"> <li>- at least one independent legal entity established in a Member State; and</li> <li>- at least two other independent legal entities, each established in different Member States or Associated Countries.</li> </ul> <p>For further information on the conditions to participate please refer to the <a href="#">Work Programme 2024 Amendment n.1</a> (Annex VII – Call for proposals 2024) and the <a href="#">Horizon Europe - Work Programme 2023-2025 General Annexes</a>.</p>