

Questions & Answers

Call for proposals 2025
HORIZON-ER-JU-2025-02

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Q 1	For the call for proposals 2025-02, who decides which projects get funded? Who actually leads or champions the implementation where you can monetize the results?	<p>The project proposals submitted to EU-Rail call for proposals, if admissible and eligible, will be evaluated and ranked against the established award criteria, depending on the type of action. The evaluation is carried out by independent experts, who will be obliged to declare any potentially conflicting interests.</p> <p>Based on the results of the evaluation and the budget availability, EU-Rail Executive Director will submit the list of actions to be selected for funding to the Governing Board for approval; the Governing Board will then take the final decision on the number of actions to be funded. See in particular</p>
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		<p>Articles 19.4(j) and 17.2 (u) of the Council Regulation (EU) 2021/2085 of 19 November 2021 establishing EU-Rail Joint Undertaking (also called “Single Basic Act”).</p> <p>Please note that the award criteria included in part D of the General Annexes of Horizon Europe Work Programme 2023-2025 are complemented with additional elements as specified in Annex VIII of EU-Rail's Work Programme 2025-2026. Also, the evaluation procedure and ranking are described in detail in part F of the General Annexes to the Horizon Europe Work Programme 2023-2025.</p> <p>The monitoring of EU-Rail funded projects is ensured by EU-Rail according to the applicable Horizon Europe rules and its own Horizon Europe Control Strategy for grants, with the involvement of external experts where relevant.</p>
<p>Q 2</p>	<p>What are the rules for participation for non-members of Europe's Rail?</p>	<p>The EU-Rail's call for proposals 2025-02 follows the rules of the Horizon Europe framework programme and in particular the Horizon Europe rules for participation, as well as the General Annexes of Horizon Europe Work Programme 2023-2025, which apply, unless specified otherwise, to all EU-Rail calls for proposals.</p> <p>Please note that as indicated on the EU-Rail Work Programme 2025-2026, in the call topic conditions, applicant Private Members of the EU-Rail should provide in-kind contributions to additional activities to be declared via the template model available on the F&T portal. The amount of total in-kind contributions (i.e. in-kind contributions for operational activities and in-kind contributions for additional activities) should be no less than 1.26364 times the funding request, in aggregate, of these applicant Private Members, when and if part of a consortium proposal. This obligation does not concern non-Europe's Rail members.</p>
<p>Q 3</p>	<p>How shall the interaction between Flagship Projects be enforced in wave 2?</p>	<p>As mentioned in the EU-Rail Governance and Process Handbook, EU-Rail will implement maturity checkpoints to ensure the interaction between Flagship Projects. The maturity checkpoints have been introduced for the first time in the first wave of Flagship Projects and will continue in the second wave of Flagship Projects with an improved process based on the initial experience. The maturity checkpoints enable the JU to ensure a close monitoring of the needed interactions between Flagship Projects. Note that all the interactions are mentioned in the call for proposals 2025-02 topics,</p>

		potential consortia should take this into account in the design of their project proposals.
Q 4	It seems that the objectives are for rail in general, but I wonder if it is in fact more oriented to passenger movement (some sentences seem to hint at this). Is rail freight movement a topic being targeted itself in the program?	Europe's Rail confirms that rail freight is also part of the Europe's Rail Multi Annual Work Programme and call for proposals 2025-02. It can be also underlined that the EU-Rail Flagship Area 5 or call for proposals 2025-02 Destination 5 is specifically addressing freight.
Q 5	For the call for proposals 2025-02 Destination 2, we understand that operational transition from non-automated operation to automated addresses the challenges to overcome and how. Correct?	Regarding operational transition from non-automated operation to automated, the call for proposals 2025-02 Destination 2 addresses these challenges when referring to the topics of deployment, migration, training and human factors. It is up to the applicants to design their project proposal to take them into account.
Q 6	We are now part of the new Europe's Rail associated member. If we apply for an exploratory project, may we continue to be funded at 100% or we need to comply with the 1.263 ratio even in exploratory projects?	EU-Rail Members have to meet the ratio of 1.263 in aggregate, as indicated in the topic conditions. Any discrepancy (for example if a member contributes less to one project and more to another project) shall be well and duly justified in the table provided for this scope at project proposal submission.
Q 7	For call for proposals 2025-02 Destination 8 how many projects will be funded per topic?	There is no fixed number of proposals to be funded for call for proposals 2025-02 EXPLR-01, EXPLR-02 and EXPLR-03 as indicated with the mention N/A. Following the advice of the Europe's Rail Scientific Steering Group to the Governing Board, the proposals submitted for these 3 topics will compete between themselves. Depending on the budget availability, more than one proposal for a call topic could be selected and vice versa no proposal might be selected for a call topic. The best project proposals will be selected depending on the budget availability.
Q 8	Is HORIZON-JU-ER-2025-FA3-01 a call intended for only one dedicated consortium as a continuation of FP3-IAM4RAIL. Is it not open for other consortia?	Call for proposals 2025-02 is an open call for proposals. It is open for all stakeholders having interest in the call topics and who are willing to prepare project proposals and according to Horizon Europe rules. Public outputs of FP3-IAM4RAIL project are available here and the topic call indicates the ones that should be taken into account in the design of a project proposal. One proposal will be funded for the topic HORIZON-JU-ER-2025-FA3-01.
Q 9	Where can we find the proposal template?	All needed templates can be found in each topic under the section "topic conditions and document"

		on the call in the EU funding & Tender Portal: https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/calls-for-propo...
Q 1 0	Some fascinating detail on great project potential. Will we be able to join all contacts for all destinations if we feel we can contribute to all or at least more than 1 destination?	We confirm that a stakeholder can be part of different consortia preparing proposals for several topics under the EU-Rail's call for proposals 2025-02. You can use the B2match platform or Partner search in the EU Funding & Tender Portal (https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/partner-search?isExactMatch=true&frameworkProgramme=43108390&type=ORGANISATION,PERSON&order=DESC&pageNumber=1&pageSize=50&sortBy=lastModified) to find and contact stakeholders that could have similar interest in the call for proposals 2025-02.
Q 1 1	Are multinationals with a registered company in the EU considered as EU intern?	Yes, any legal entity registered in the EU counts as an eligible entity for Horizon Europe calls for proposals.
Q 1 2	Can an affiliated entity in lump sum projects have a higher funding rate at the expense of the beneficiary's funding? If the main beneficiary reports a higher IKOP, can its affiliated entity have a lower IKOP and thereby a higher funding rate?	It is possible within the limit of the rules of Horizon Europe and in accordance with EU-Rail Work Programme 2025-2026 . For example, for innovation actions for profit entities the maximum funding rate is capped at 70% of the eligible costs.
Q 1 3	For Monthly Rates, we have different grades within each staff category. As a result, an average rate for each staff category would not work to accurately calculate the exact operating costs. Could you make it possible for us to add more monthly rates within each staff category in the Excel spreadsheet?	Under Lump Sum MGA, detailed cost reporting by individual grades is not possible or required. For personnel categories with different staff grades, you should calculate and use an average monthly rate per category (average for senior scientists, average for junior scientists, average for technical staff, etc.).
Q 1 4	Are there any specific rules for beneficiaries who aren't members of Europe's Rail?	There are no specific rules for stakeholders who are not members of Europe's Rail, as per EU-Rail Work Programme 2025-2026 and in accordance with the rules for participation of Horizon Europe.
Q 1 5	Can you have a subcontractor outside of the EU or AC?	Unless provided otherwise in the specific call text or work programme, subcontractors in a Horizon Europe project can be based outside the EU or Associated Countries. However, there are currently some restrictions for certain countries which

		<p>means that legal entities established in those countries cannot participate in Horizon Europe projects in any capacity, including as subcontractors. You may refer to the General Annexes of Horizon Europe Work Programme 2023-2025 for details.</p> <p>Please also note that the participation of subcontractors in a Horizon Europe project should not be used to circumvent the participants' eligibility rules.</p>
Q 1 6	Are there guidelines for the kind of subcontracting activities?	<p>Subcontracting refers to the action tasks specified in Annex 1 to the Grant Agreement which cannot be carried out by the beneficiaries themselves and therefore are outsourced to external third parties. In the Annotated Grant Agreement, you can find an explanation of the rules applying to subcontracting under article 9.4 of the Model Grant Agreement.</p>
Q 1 7	Can a company of a Group be direct partner in a consortium when another company of the Group is member of Europe's Rail?	<p>Yes. A company belonging to a group may participate as a beneficiary or affiliated entity in a given project even if another company from the same group is a EU-Rail member. However, in such cases, in principle the contribution (IKOP/IKAA) of the group's companies are consolidated and calculated at the member level.</p>
Q 1 8	Is there any limit for the number of consortia that one company can get involved in? If we are working on multiple projects within different areas of the program, are we allowed to apply under more than one call?	<p>There is no specific limit. Any stakeholder having interest in call for proposals 2025-02 topics can apply for more than one topic.</p>
Q 1 9	Following the publication of the new Europe's Rail Call for proposals 2025-02, we have reviewed the call details and would appreciate a short alignment call to better understand the expected focus areas and compliance priorities before preparing our submission. Could we briefly discuss the main technical and procedural expectations for applicants — in particular regarding scope alignment, eligibility, and evaluation criteria — to ensure our proposal is fully in line with the programme's objectives?	<p>The specific information to prepare your proposal can be found in EU-Rail's Work Programme 2025-2026 and the call text. The applicable general rules are included in the General Annexes to Horizon Europe Work Programme 2023-2025. More information is available in the video and presentation of the Info Day session.</p> <p>Should any stakeholder or potential applicant have specific queries regarding EU-Rail's call for proposals 2025-02 (including those mentioned on "scope alignment, eligibility, and evaluation criteria") those can only be addressed through the functional mailbox info-call@rail-research.europa.eu. The question will be anonymised and the answer published ensuring transparency, no discrimination and equal treatment.</p>

Q 2 0	<p>In the AWP 2025-2026 version from June 2025, there are formulations like “Shall”, “Should”, “are expected”, “must be”, “need to” and “objective”, are they all requirements that the proposed project MUST fulfil, or is there a hierarchy with meaning related to the different terms used?</p>	<p>EU-Rail confirms there is no hierarchy between the formulations and in particular the verbs and adverbs related to the different terms used. They are indeed all requirements.</p>
Q 2 1	<p>We are considering submitting a proposal to the "HORIZON-JU-ER-2025-EXPLR-03 - EXTENDING THE RAIL NETWORK OF PHDS" call and we have a few questions regarding the call text as presented in the EU Funding & Tenders Portal:</p> <ol style="list-style-type: none"> 1. Under budget overview it says <i>Budget (EUR) Year 2025 - 1 000 000</i>, and <i>Indicative number of grants-2</i>. It also says earlier in the call text that <i>The expected outcome is also the realisation of 3-5 PhD positions, teaming up with the industry</i>. Is it intended to be interpreted as a total amount of 1 M€ covering 2 grants of 3-5 PhDs each, so 6 - 10 PhDs in total? 2. Is the specification "Budget (EUR) Year: 2025" to be interpreted as that there is only one year covered, or is it to be interpreted as 1 M€ per year? 3. How many years can the PhD-programme in that case be expected to run? 4. Concerning the consortium, does it have to contain at least three EU member states (or another minimum number)? 5. Is there any other requirement related to the consortium, e.g. in terms of number of partners? 6. Is it expected or otherwise an advantage to cover both the proposed topics (low-height barriers and smart grids) or do we have the same chances if we 	<ol style="list-style-type: none"> 1.- Following the advice of the Europe's Rail Scientific Steering Group to the Governing Board, the proposals submitted for the 3 topics HORIZON-JU-ER-2025-EXPLR-01, HORIZON-JU-ER-2025-EXPLR-02 and HORIZON-JU-ER-2025-EXPLR-03 will compete between themselves. Depending on the budget availability, more than one proposal for a call topic could be selected and vice versa no proposal might be selected for a call topic. The best project proposals will be selected depending on the budget availability. The indicated number of grants reflects the potential maximum number of grants considering the call requirements (e.g. for HORIZON-JU-ER-2025-EXPLR-03 – indicative budget of 1M€ for 3-5 PhD positions, teaming up with the industry) and the competition between the three calls for proposals HORIZON-JU-ER-2025-EXPLR-01, HORIZON-JU-ER-2025-EXPLR-02 and HORIZON-JU-ER-2025-EXPLR-03. These are only indicative figures like the budget ones. 2.- The indicative budget covers the entire duration of the action that the applicant would like to propose to deliver the scope and expected outcomes of the topic HORIZON-JU-ER-2025-EXPLR-03. It means it is from the JU budget of 2025 but has no relation with the project duration. 3.- As highlighted in the conditions of the topic HORIZON-JU-ER-2025-EXPLR-03, there is no indication given for the action duration. Applicants should indicate the most appropriate period for the action, in particular in relation to the PhD works. 4.- According to the General Annexes of Horizon Europe Work Programme 2023-2025 – part D, to form a consortium there must be minimum 3 legal entities independent from each other and established each of them in a different country (at least one legal entity in an EU Member State, and the two other legal entities either in a different Member State or in an Associated Country to Horizon Europe).

	<p>cover just one of the suggested topics, or if we propose different topics (as long as they are in relation to the Europe's Rail programme)?</p> <p>7. For the PhD topic Low height barriers, it is written: "The expected outcomes for this research topic shall include the investigation of relevant noise reduction techniques, design, construction and validation requirements for low-height noise barriers solutions in the rail sector as follows:..." Then follows a list of six quite different subtopics. Does this mean that we would need to cover all these six subtopics (in one PhD project)?</p>	<p>5.- There are no other requirements related to the consortium, in terms of number of partners or other, than those included in the General Annexes of Horizon Europe Work Programme 2023-2025 above indicated or as indicated in the Europe's Rail Work Programme 2025-2026 in particular those indicated under the specific call topic condition like the "special skills and /or capabilities expected from the Applicants": "EU-Rail expects proposals to be submitted by consortia that consider PhD researchers/doctorships in the area of works of the topics presented in the Call text or in other scientifically relevant areas. Applicants shall ensure that their proposals and consortium reflect the aggregated expertise to perform the activities and achieve the objectives set by the topic. The applicants are expected to gather expertise leveraging from the knowledge of Academia and of the rail supply industry, SMEs and start-ups. In addition, applicants should leverage from the expectations of the clients, in the horizon 2030, considering the R&I contribution and vision from the EU-Rail Master Plan and Multi-Annual Work Plan."</p> <p>6.- The Europe's Rail Joint Undertaking expects to finance successful proposals in the following proposed areas "Low-Height Noise Reduction Barriers in Rail Transport" and "Smart grids and micro smart grids in the railway system", or additional or different scientific areas to be proposed, always in relation to the EU-Rail Programme. As indicated in the topic description, other and different PhD subjects can be proposed by the applicants. No advantage is expected for proposals covering the proposed PhD subjects indicated in the topic.</p> <p>Please also note that the award criteria included in part D of the General Annexes of Horizon Europe Work Programme 2023-2025 are complemented with additional elements as specified in Annex VIII of EU-Rail's Work Programme 2025-2026.</p> <p>7.- The PhD Topic – "Low-Height Noise Reduction Barriers in Rail Transport" is indicated in the topic description. Other and different PhD subjects, always in relation to the EU-Rail Programme, can be proposed by the applicants.</p>
<p>Q 2 2</p>	<p>Regarding the HORIZON-JU-ER-2025-FA2-01 call, according to the EURail's Work Programme 2025-2026, the earliest starting date of a project</p>	<p>According to part G of the General Annexes of Horizon Europe Work Programme 2023-2025, the project starting date and duration will be fixed in the grant agreement (see Data Sheet, point 1). As stated in its Work Programme 2025-2026, EU-</p>

	<p>may be as of the submission date of the application.</p> <p>In that case, any project or related activity that might have been started before the date of submission would be ineligible, wouldn't it?</p>	<p>Rail allows a retroactive starting date of a project, so before the date of the grant signature and as from the date of submission of the application, provided that the reasons for this early start of the project R&I activities are duly justified, in line with Article 196.2 of the EU Financial Regulation 2024/2509. All activity and costs incurred before the date submission of an application are ineligible.</p>
<p>Q 2 3</p>	<p>We are currently preparing a proposal concept for the upcoming Europe's Rail Joint Undertaking Call 2025-02, specifically under Topic FA3-01 – "Intelligent & Integrated Asset Management."</p> <p>Our intended focus is on predictive maintenance solutions for rolling stock, leveraging AI-based data analytics and sensor-based condition monitoring.</p> <p>To better understand the programme's expectations and to explore potential alignment with Europe's Rail strategic objectives, we would like to request a short introductory meeting (30 minutes via teams) with a programme manager from your team. We would be grateful for your guidance regarding:</p> <ul style="list-style-type: none"> - The scope and key expectations for FA3-01 projects (e.g., TRL levels, demonstrator scale, infrastructure involvement) - Partnering opportunities - General eligibility for the program of HHLA Next as a venture building unit <p>Please let us know your availability within the days.</p> <p>Thank you very much for your time and support.</p>	<p>All information about the EU-Rail call for proposals HORIZON-JU-ER-2025-FA3-01 - INTELLIGENT & INTEGRATED ASSET MANAGEMENT is available and accessible simultaneously to all potential applicants on the EU Funding & Tenders Portal.</p> <p>EU-Rail cannot provide further ad-hoc information or hold bilateral meetings with any applicant, as this would imply a breach of the principles enshrined in the EU Financial Regulation (EU) 2024/2509 on the implementation of the EU budget, such as the principles of transparency, objectivity, equal treatment, and non-discrimination.</p> <p>With regard to the partnering opportunities, please note that you can use the B2match platform or Partner search in the EU Funding & Tender Portal (https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/partner-search?isExactMatch=true&frameworkProgramme=43108390&type=ORGANISATION,PERSON&order=DESC&pageNumber=1&pageSize=50&sortBy=lastModified) to find and contact stakeholders that could have similar interest in EU-Rail call for proposals 2025-02.</p>
<p>Q 2 4</p>	<p>In this scope, we noticed that the call mentions the following:</p> <p>"Indicative budget <i>The total indicative budget for the topic will be 1 million EUR</i></p>	<p>The obligation to provide and report in-kind contributions applies exclusively to private Members of the Europe's Rail Joint Undertaking, as defined in Article 7 of the Single Basic Act, and to their affiliated entities formally linked to those private Members.</p>

	<p><i>Applicant Private Members of the EU-Rail part of consortia responding to this topic should provide in-kind contributions to additional activities to be declared via the template model available on the F&T portal. The amount of total in-kind contributions (i.e. in-kind contributions for operational activities and in-kind contributions for additional activities) should be no less than 1.26352 times the funding request, in aggregate, of these applicant Private Members. Any discrepancy shall be well and duly justified.</i></p> <p><i>In this respect, the grant agreements will set, in principle, annual deliverable on in-kind contributions for the projects selected under this topic, as well as mandatory reporting requirements, for those applicants who are Private Members of EU-Rail.”</i></p> <p>We also noticed that our institution is not listed as a “Private Member” of the EU-Rail, as shown on the official EU-Rail website (Europe's Rail JU Members - Europe's Rail). However, we are part of a Members’ grouping.</p> <p>In this situation, under this specific application/project, could you please clarify whether we will be required to provide in-kind contribution to additional activities to be declared via the template model available on the F&T portal?</p>	<p>If you are not a private Member of Europe’s Rail, you are not required to submit or declare in-kind contributions in the context of this call unless you are acting as an affiliated entity of an existing private Member and the proposed activity is formally included in that private Member’s additional activities plan.</p> <p>In other words, for project proposals where no Europe’s Rail private Member (Founding or Associated) is involved, applicants are not expected to declare in-kind contributions. The in-kind contribution mechanism applies only to private Members and their affiliated entities, in line with their membership obligations and contribution commitments under the Europe’s Rail framework.</p> <p>In your particular case, being part of as a private Member in a grouping, you should declare in-kind contribution. The EU-Rail website is indicating the name of the entity representing the private Member grouping in accordance with the respective Letter of Commitment.</p>
<p>Q 2 5</p>	<p>We are highly interested in participating in the upcoming call for proposals under the Europe’s Rail Joint Undertaking (Europe’s Rail) titled “Portal Digital & Automated up to Autonomous Train Operations”. To proceed effectively, we kindly request access to the full Request for Proposal (RFP) / tender documents for this specific call. These documents are essential for us to prepare a detailed and compliant proposal. Could you please send us:</p>	<p>All information, relevant guidance and needed submission templates for the call for proposals HORIZON-JU-ER-2025-FA2-01 - DIGITAL & AUTOMATIC UP TO AUTOMATED TRAIN OPERATIONS can be found in the EU Funding & Tender Portal: https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/topic-details/HORIZON-JU-ER-2025-FA2-01?keywords=HORIZON-JU-ER-2025-02&isExactMatch=true&status=31094501,31094502,31094503&frameworkProgramme=43108390&order=DESC&pageNumber=1&pageSize=50&sortBy=startDate</p>

	<ul style="list-style-type: none"> • The full tender dossier, including functional and technical specifications • The submission guidelines and evaluation criteria • The deadline and submission modality • Any templates or annexes required for our proposal <p>We would appreciate receiving these documents at your earliest convenience to enable our timely preparation. If there are further steps or registration requirements we must fulfil, please kindly advise.</p>	
<p>Q 2 6</p>	<p>How do you define a “Flagship demonstrator” and “large scale demonstrations” as per call text p 161? The text refers to Council Regulation 2021/2085, which does not give an explanation to how it can be defined. Looking into the EU Rail Master plan p 31, there is a list that could give a hint. But how can the project assure and highlight something as a “large scale demonstrator/demonstration”? Is there for instance a list of criteria?</p>	<p>A Flagship Demonstrator (or Large-Scale Demonstrator) can be considered as an integrated, high-TRL activity that validates and showcases the combined performance, interoperability, and system impact of several research and innovation results under real railway conditions. As outlined in the Europe’s Rail Master Plan (p. 31), such demonstrators should bring together technologies, subsystems, and operational concepts developed across one or more flagship projects, aiming to achieve measurable system-level improvements aligned with the Master Plan priorities. Successful demonstrators can then serve as precursors to large-scale demonstrations across Europe, testing scalability, deployment readiness, and business viability to support future market uptake and large-scale implementation.</p>
<p>Q 2 7</p>	<p><i>Follow-up of Q 24:</i></p> <p>To ensure our understanding is correct, in the context of this specific call, will [our institution] be required to provide in-kind contribution to additional activities to be declared via the template model available on the F&T portal? We understand that we need to provide in-kind contributions as we are part of a Group led by a Private Member of EU-Rail (...). Could you please confirm whether this interpretation is correct?</p>	<p>In principle yes, as your institution is part of a private Member of EU-Rail and that the private Member have committed in-kind contributions, part of which are declared according to the relevant rules and fill in the necessary declarations available on the EU Funding and Tenders Portal. Although different arrangements may happen without your grouping as a Member (one entity contributing more and another less, for instance), in that case you have the possibility to justify any deviation, still filling in the in-kind declaration template.</p>

<p>Q 2 8</p>	<p>I am contacting you to confirm the page limit for proposals under the call HORIZON-JU-ER-2025-EXPLR-04.</p> <p>The Part B template indicates a limit of 70 pages, while the General Conditions specify a 30-page limit for Co-Fund program proposals. Since this call is part of the Europe's Rail Joint Undertaking (ERJU), could you please confirm whether it should be considered a Co-Fund program or if the 70-page limit applies?</p>	<p>EU-Rail's call text for HORIZON-JU-ER-2025-EXPLR-04 topic, which is a Coordination and Support Action (CSA), provides for an exception to the page limit established in part A 'Admissibility' of the General Annexes of Horizon Europe Work Programme 2023-2025. The call text in EU-Rail's Work Programme 2025-2026 clearly indicates: <i>"the limit for a full Coordination and Support Action application is set to 70 pages."</i> (page 235)</p> <p>This exception is in line with the above- mentioned General Annexes, as it foresees the possibility to propose a different page-limit in the call for proposals [<i>"unless provided otherwise in the specific call/topics conditions (...)"</i>, page 4].</p>
<p>Q 2 9</p>	<p>Regarding FA1 MOTIONAL and challenges with a cloud platform for Digital Twin work, there is a wish to clarify whether or not the ERJU will facilitate or provide a Github?</p>	<p>EU-Rail does not intend to facilitate or provide a Github, any project proposal answering to this call should ensure having the necessary consortium composition, resources and measures needed to fully respond to the scope of the call topic text.</p>
<p>Q 3 0</p>	<p>Our organization is currently in the process of preparing a proposal as an Affiliated Entity of an EU-Rail's Member. The addition of our sister organization will be invaluable to this project and we would like to have it as our own Affiliated Entity, like a "Sub- Affiliated Entity". Therefore, we would like to know if this is permissible and the requirements/procedure to follow. Any suggestions, advice or recommendations concerning this issue would be greatly appreciated.</p>	<p>Affiliated entities of a Private EU-Rail Member can participate in a proposal in different forms to contribute to the action implementation and subsequently access the Horizon Europe funding, provided they meet the eligibility conditions. They can participate as (1) direct beneficiaries, (2) affiliated entities or (3) subcontractors.</p> <p>In case of a participation as a direct beneficiary, that affiliated entity would be formal party to the Grant Agreement (i.e., as beneficiaries must sign the Grant Agreement) and have full responsibility for implementing the action properly and for complying with the obligations under the Grant Agreement - see Article 7 in Annotated Model Grant Agreement.</p> <p>In case of a participation as affiliated entity of a beneficiary in the proposal, it is mandatory to have a legal or capital link with that beneficiary, which is neither limited to the action nor established for the sole purpose of its implementation. They will participate in the action with similar rights and obligations as the beneficiaries (obligation to implement action tasks and right to charge costs and claim contributions) but they do not become party to the Grant Agreement (i.e., do not sign it).</p>

		<p>Further information about the participation as affiliated entity in an action, as well as the definition of capital and legal link can be found in Article 8 of the Annotated Model Grant Agreement. For other forms of participation in case there is no capital or legal link with one of the beneficiaries, please see Article 9.</p>
Q 3 1	<p>How is the concept of “use case” defined in the context of Europe’s Rail? What is it, and what does it consist of?</p>	<p>A use case should be considered as a concrete operational scenario that describes how a proposed solution or innovation will be applied within the railway system to address a specific need or challenge.</p> <p>It defines the operational context, involved actors, key interactions, and expected outcomes, and includes the innovation aspects, relevant KPIs, and business considerations needed to demonstrate and validate the solution’s relevance, feasibility, and impact under realistic conditions.</p>
Q 3 2	<p>Regarding the dissemination metrics in the Governance handbook v2.7 and the table on p90-91;</p> <ul style="list-style-type: none"> • Scientific articles – what counts as the right place to publish? University journals? Websites? Named specific journals? • Demonstration articles and Videos – published in specific types of publications or any publicly accessible site/place/journal/channels/etc ? • Social media posts – do only those on EU-Rail channel count? • Media coverage – what type of media, how large – national newspapers, company newsletters, local radio stations etc? 	<p>The examples of scientific articles you mentioned are correct.</p> <p>With regard to the demonstration articles and videos, any publicly accessible site, journal, channel, etc., is acceptable. They should be shared with EU-Rail and published on the dedicated project website.</p> <p>Social media posts are those which need to be submitted to the JU and disseminated via the corporate account.</p> <p>All media coverage counts, regardless of size or whether it is national or local.</p>
Q 3 3	<p>Will the System Pillar exist after September 2026? If yes, even until the end of 2029?</p>	<p>The current budgetary planning for the activities of the System Pillar runs until end October 2028. Next steps depend on circumstances at the time.</p>

<p>Q 3 4</p>	<p>Together with our team, we are working on autonomous trains, with a group that includes AI scientists and railway engineers. Do you run any programmes through which we could obtain funding for this type of project?</p>	<p>Flagship Area 2 (FA2) in the Europe's Rail Joint Undertaking is focused on Digital & Automated Train Operations — this is the part of the programme that does include work toward highly automated and autonomous train operations.</p> <p>We suggest you to look at the ongoing EU-Rail call and related Flagship Area topic, associated with Destination 2: https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/calls-for-proposals?order=DESC&pageNumber=1&pageSize=50&sortBy=startDate&keywords=HORIZON-JU-ER-2025-02&isExactMatch=true&status=31094501,31094502,31094503</p>
<p>Q 3 5</p>	<p>In the MAWP ch. 7.1.2.3 Demonstration implementations, it says about wave 2 that “Three demonstrators are planned for the second wave (D4-D6)” The list preceding this text lists the current 20 technical enablers. Is this to be interpreted as the JU expects three demonstrators; D4 showcasing all TE1-6 in one single demonstrator, D5 showcasing all TEs 7-14 in one single demonstrator and D6 showcasing all TEs 15-22 in one? Will it not be allowed to have demonstrators showcasing a fewer number of TEs?</p>	<p>EU-Rail's call text for HORIZON-JU-ER-2025-FA1-TT-01 defines the expected outcomes and the scope of the action to be funded under this topic. The activities proposed by applicants should achieve the TRLs specified in the call text and the demonstrators, built from the various enablers listed, should focus on “Improving strategic and tactical planning of the rail network”, “Increasing the resilience of a connected ‘real-time’ rail network” and “Integrated rail traffic within door-to-door mobility”. The call text establishes neither a maximum number of demonstrators nor any mandatory number of enablers to be integrated per demonstrator.</p>
<p>Q 3 6</p>	<p>As an EU-Rail private Member, we have identified the possibility of having “affiliated or similar” entities for some specific tasks. In preparing applications for the second wave, a question arose regarding affiliated entities/third parties that EU-Rail private members may include in their applications. When there is a capital link between the beneficiary entity and the affiliated entity, is there a minimum capital holding requirement for the affiliated entity? In cases where there is no capital link, what evidence is required for one entity to have another as a “third party providing in-kind contributions: In-kind contributions eligible”.</p>	<p>To be able to participate as affiliated entity to a beneficiary in an application to Horizon Europe funding, it is mandatory to have either a legal link or a capital link with the beneficiary, which is neither limited to the action nor established for the sole purpose of its implementation (in line with article 190((1)(b) EU Financial Regulation).</p> <p>In the case of capital link, there is no minimum capital holding requirement between an affiliated entity and the beneficiary. A capital link exists when there is a direct or indirect control of the beneficiary or vice versa, or both are under the same direct or indirect control.</p> <p>In the case of a legal link, it exists when there is a permanent legal structure or a contractual relation between the affiliated entity and the beneficiary in a field related to the application (in addition to the</p>

	<p>Is there any example in other EU-Rail private members that you can share with us?</p>	<p>condition already indicated in the first paragraph).</p> <p>Affiliated entities perform action tasks and can declare their own costs. For further details, please see Article 8 of the Annotated Grant Agreement.</p> <p>Regarding the participation in a Horizon Europe funded action as "third party giving in-kind contributions", a legal or a capital link to a beneficiary is not mandatory. There is no specific evidence required.</p> <p>Third parties giving in-kind contributions do not implement any action tasks and their eligible costs are part of the costs of the beneficiary receiving those in-kind contributions.</p> <p>In-kind contributions may include personnel (working within their own organisation of seconded to a beneficiary), equipment or other services.</p> <p>For further details, please see Article 9.2 of the Annotated Grant Agreement.</p> <p>It is the responsibility of each applicant to submit proposals that meet the requirements specified in the call for proposals, in the manner they deem most appropriate.</p>
<p>Q 3 7</p>	<p>We followed the FP4-RAIL4EARTH "A SUSTAINABLE AND GREEN RAIL SYSTEM" presentation.</p> <p>I would appreciate feedback on if this or other calls, where research on optimization of ground improvement to achieve required track stiffness would fit in. Specifically, we are thinking of the in-situ mixing of soft clays with cementitious materials, which is relatively primitive construction method and at the same time contributes to the carbon footprint when constructing new tracks.</p>	<p>Please note that in order to participate in EU-Rail's call for proposals, you would need to apply to the on-going call HORIZON-ER-JU-2025-02 which was launched on 30 October 2025 and will remain open until 11 February 2026.</p> <p>Participation is possible according to the rules of the Horizon Europe framework programme and in particular the Horizon Europe rules for participation, as well as the General Annexes of Horizon Europe Work Programme 2023-2025, which apply, unless specified otherwise, to all EU-Rail calls for proposals.</p> <p>All information and submission templates can be found on the EU Funding & Tenders Portal: https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/opportunities/calls-for-propo...</p> <p>You can use the B2match platform for partner search. Useful information is also available in the</p>

		video and presentation of the Info Day session EU-Rail held on 10 October 2025.
Q 3 8	Based on the recommendation from the information day on October 10, 2025, we are sending you an offer for cooperation and implementation of our solutions into the EU-Rail technological infrastructure.	Please refer to the answer to Q37.
Q 3 9	We are a SME developing the KiGen retrofit solution to integrate multiple industrial bus and enable advance AI capability to system. We are interested to enhance, research our solution for rail industry. We are looking for consortium to join and support with technology advancement.	Please refer to the answer to Q37.
Q 4 0	About numbering of Work Packages; does it have to be sequential (WP1,2,3,4,5,6,7 etc) or can it be WP11-13, WP21-24, WP31-33 etc, where the first digit refers to the subgroup/cluster etc. division and the second is sequential WP? I.e.WP23 will then mean the third WP in the second cluster/subgroup/etc.	Please note that the Lump sum table to be filled in by the applicant only allows a sequential numbering of Work Packages. Moreover, if your proposal is invited to start the Grant agreement preparation, Work Packages will have to be encoded in a sequential way in the grant management IT tool.
Q 4 1	Is the graphic design for the potential projects given, or can it come from the project itself? Does EU Rail have pre-decided templates for documents, presentations, fonts, colours to be used etc?	Each project is expected to have a dedicated website hosted by EU-Rail corporate website and its own graphic design, according to the guidelines and requirements provided in the Governance and Process Handbook available on EU-Rail's website. EU-Rail provides templates for documents, presentations, and video intros/outros, among other materials. Adherence to EU-Rail's visual identity is mandatory. Please find all details in section 12.1.3 'Social Media and Digital Presence' and section 12.1.4 'Content and Visual Identity' on the Governance and Process handbook (from page 87 onwards).
Q 4 2	The expected outcomes and scope of projects use the wording "can include", which suggests flexibility in what the exact focus areas and outputs can/should be. While we are aware that applications should stay close to the indicated possible outputs/scope, we	When used, the wording "can include" provides indeed flexibility on how the applicant considers to best address the aspects indicated for each topics in the expected outcomes and scope. Additional exploration is possible.

	<p>would like to understand what exactly is expected here, and whether we can explore only some of the expected outputs/scope as well as outcomes/scope that is not listed in the call description.</p>	
<p>Q 4 3</p>	<p>Do EU-Rail Call for Proposals 2025-02, particularly topics HORIZON-JU-ER-2025-FA1-TT-01 and HORIZON-JU-ER-2025-FA6-01 include activities related to ticketing or passenger information?</p>	<p>The Call for Proposals 2025-02 describes the scope and expected outcomes in each topic, including, for some topics, a set of enablers. Activities related to ticketing or passenger information may be relevant for addressing some enablers included in the topics HORIZON-JU-ER-2025-FA1-TT-01 and HORIZON-JU-ER-2025-FA6-01. However, where such activities are included, applicants' proposals should contribute to a compliant implementation of the applicable European regulatory framework, in particular the TSI Telematics, the MMTIS Regulation and other relevant EU legislation and European standards (including Transmodel).</p>
<p>Q 4 4</p>	<p>Please assist me on how to register in the Funding & Tenders Portal.</p>	<p>You can find the information on how to create a EU login and register your organisation on the Funding & Tenders Portal in this guidance documentation: https://ec.europa.eu/info/funding-tenders/opportunities/portal/screen/how-to-participate/how-to-participate/1</p> <p>Additionally, we recommend also to look at the presentation provided in the EU-Rail Info-day concerning the steps to be taken and checks to be performed before submitting a proposal, complemented by the more detailed guidance documentation in the above link and in the Funding and Tender portal: https://rail-research.europa.eu/wp-content/uploads/2025/03/Info-Day-2025.pdf</p>