

CCG

# INSIGHT NEWSLETTER

Monthly Funding Insight  
Commencing 1<sup>st</sup> December 2025

## **Horizon Europe - Work Programme 2026-27 - Climate, Energy and Mobility**

### **Safe, Resilient Transport and Smart Mobility services for passengers and goods**

This Destination includes activities addressing safe and smart mobility services for passengers and goods.

This Destination contributes directly to the Strategic Plan's Key Strategic Orientations 'Green transition', 'Digital transition' and 'A more resilient, competitive, inclusive and democratic Europe'.

In line with the Strategic Plan, the overall expected impact of this Destination is to contribute to the 'Multimodal systems and services for climate-neutral, smart and safe mobility'.

The main impacts to be generated by topics under this Destination are:

#### Connected, Cooperative and Automated Mobility (CCAM)

1. Improved mobility for people and goods in all weather conditions, ensuring safe, shared, inclusive, affordable, attractive, and accessible door-to-door mobility, for private and public transport in mixed traffic and confined areas, as well as open roads.
2. Seamless integration of CCAM solutions into existing transport ecosystems to ensure interoperability, promote multimodality, enhance traffic safety, catering to diverse user needs and behaviours.
3. Resilient, climate-neutral, and sustainable mobility solutions with reduced carbon footprints, resulting in greener, less congested, cost-effective, and demand-responsive transport systems.
4. Increased competitiveness of the transport system using secure and hyper-advanced technologies such as real-time perception, situational awareness, and decision-making systems, based on trustworthy Artificial Intelligence (including Edge and Generative AI), satellite navigation, smart traffic management, and tools for software development for CCAM applications.

#### Multimodal and sustainable transport systems for passengers and goods

1. Enhanced resilience of transport networks through improved operational efficiency for both passenger and intermodal freight transport, future-proofed mobility systems supporting EU competitiveness while ensuring affordable and accessible transport for all passengers.

#### Safety and resilience

1. Drastic reduction in road fatalities for all types of users, especially on rural areas
2. Improved resilience of the public transport system via the use of AI
3. Advanced technologies and methods for improved reliability in complex environments for aviation

Legal entities established in China are not eligible to participate in both Research and Innovation Actions (RIAs) and Innovation Actions (IAs) falling under this destination. For additional information please see "Restrictions on the participation of legal entities established in China" found in General Annex B of the General Annexes.

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| <b>Call Title:</b> | <b>HORIZON-CL5-2026-10-D6-01: Flagship-pilot: large-scale demonstrations of CCAM (CCAM Partnership)</b>   | <b>Programme:</b> | Innovation Actions |
| <b>Deadline:</b>   | 08 / 10 / 2026  | <b>Budget:</b>    | €100,000,000       |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>This flagship pilot is the culmination of the entire activity catalogue carried out by the CCAM Partnership since its launch in 2021. It will combine in one project the most promising CCAM use-cases across three key domains, with the technological advancements from all its R&amp;I clusters supporting and enabling CCAM systems and services towards market uptake.</p> <p>This action is expected to contribute to all the following outcomes:</p> <ul style="list-style-type: none"> <li>• Large-scale demonstrations of inclusive, user-oriented, and well-integrated CCAM systems and services for people and goods in mixed traffic through Field Operational Tests (FOTs), Technology Pilots, and Living Labs, building upon advanced and emerging SAE Level 2 systems to move towards SAE Level 3 and 4 functionalities, at multiple test sites and corridors showcasing CCAM potential, for a minimum of 12 months.</li> <li>• Validation of enabling technologies that facilitate the extension of Operational Design Domains (ODDs) in large-scale operations and enhance perception performance under poor lighting and adverse weather conditions in large-scale demonstrations and pilots. Assessment of deployment readiness and demonstration of technological maturity focusing on their reliability, security, and real-world applicability.</li> <li>• Identification of the remaining technological and societal development needs to accelerate deployment and drive user and societal demand. These demonstrations will strengthen the connection with users and society through a co-creative process, ensuring that technological developments align with real-world needs and societal expectations.</li> <li>• Recommendations for regulatory action aimed at facilitating the deployment of Automated Vehicles (AVs) in Europe, by engaging with relevant policy and regulatory bodies.</li> <li>• Identification and selection of viable business models for each of the use-cases explored per domain, aiming for continued operation after the flagship pilot through private investment or national/local public funding including mechanisms for transferability and replicability to enable a broader application of results to other cities and regions.</li> </ul> <p>Scope:</p> <p>CCAM solutions are expected to provide a more user-centred, inclusive mobility system that enhances safety, reduces congestion, lowers harmful emissions, and contributes to decarbonization. In addition, CCAM solutions enhance transport effectiveness, thereby strengthening Europe's competitiveness in the global mobility sector. Novel mobility services can enable seamless integration with existing services such as public transport and logistics, while higher levels of automation are expected to boost transport productivity and efficiency.</p> <p>However, the benefits of these solutions must be proven through large-scale demonstrations, validating their effectiveness for both people and goods. It is also of key importance to integrate and test enabling vehicle technologies and to validate trusted communication and cyber security, as well as real time information transmission. Moreover, a comprehensive assessment of technology maturity is necessary, evaluating the readiness of automated driving functions within mixed traffic conditions and in confined areas. This evaluation helps determine the readiness of automation technologies for deployment, considering factors such as operational reliability, regulatory compliance, and user acceptance. By fostering a</p> |                   |                    |



systematic approach to large-scale demonstrations, technology validation, and maturity assessment, and by prioritising zero-emission mobility, these efforts contribute to the seamless integration of CCAM solutions across the entire public and private transport ecosystem.

The proposed action is expected to demonstrate different CCAM solutions and technologies in all the following domains:

- Individual mobility within mixed traffic environments, encompassing urban, suburban, motorway, and rural settings, with a focus on the seamless integration of automated and conventional vehicles. Use cases should consider diverse road conditions, infrastructure variability, traffic dynamics, and user needs, ensuring safe, efficient, accessible and user-centric mobility solutions. A key aspect is the integration of advanced technologies (e.g. AI, V2X, cybersecurity, precise positioning, etc.) and the validation of technological enablers ensuring that automation solutions are robust, scalable, and adaptable to all CCAM use cases for people and goods.
- Shared mobility and public transport operations in urban, regional and rural areas, for end-to-end journeys aiming to enhance safety, accessibility, equity, and sustainability, including improving business cases for mobility providers. Validate realistic door-to-door mobility services including links to mobility hubs, ridesharing and parking areas to enhance end-to-end journeys in urban areas and regions.
- Freight transport for hub-to-hub, corridors, and logistics hubs on public roads and confined areas, integrating logistics, fleet and terminal operators. Validate realistic end-to-end use cases, such as logistics hubs at airports, ports, cross-border, and transshipment terminals, connecting use-cases in confined operations with TEN-T freight corridors.

Where relevant, intersecting social factors, such as gender, age, social origin and income level should be considered. All new vehicles acquired for the project's activities, as well as all vehicles participating in final demonstrations conducted in public spaces, are expected to be environmentally friendly, with a special focus on electric vehicles, to maximise synergies and ensure the future integration of solutions into the sustainable mobility mass market.

The proposed action should integrate all the following common activities across domains:

- Ensuring close coordination and synergies with innovation actions planned under the European Connected and Autonomous Vehicle Alliance, (ECAVA), in particular the Autonomous driving technology roadmap, announced by the European Automotive Action Plan.
- Leveraging on the Coordination and Support Action, HORIZON-CL5-2025-01-D6-02: Preparing for large-scale CCAM demonstrations.
- Leveraging on the Coordination and Support Action HORIZON-CL5-2024-D6-01-05 Robust Knowledge and Know-How transfer for Key-Deployment Pathways and implementation of the EU-CEM.278
- Ensuring close coordination with HORIZON-CL4-2026-04-DATA-01: Demand-side 3C pilot demonstrators on converged Telco Edge Cloud Infrastructure, in particular the pilot demonstrator on unlocking telco-edge-cloud functions for the mobility ecosystem.
- Ensuring inclusive engagement of all key European private stakeholders (e.g., shared mobility, public transport and logistics operators, infrastructure providers, associations, SMEs and start-ups, in particular technology developers), and notably a broad representation of the European OEMs, in addition to Tier-1 suppliers, as well as public players (e.g., municipalities/cities/regions, motorway operators, emergency service operators, public transport authorities, research institutions) and community groups (e.g., user groups) for the transport of people and goods, across their entire value chain, in the designated domains. Each of these shall contribute to European technological innovation, sovereignty and competitiveness and none shall contrive the security and/or public policy interests of the Union.
- Assessing the transferability, adaptability, and scalability of advanced technologies such as photonics and Generative AI as key enablers for the extension of ODDs, ensuring broad deployment potential.



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|              | <ul style="list-style-type: none"> <li>• Executing public engagement and awareness campaigns to increase societal readiness and promoting the use of CCAM as well as implementing CCAM education and training programs.</li> <li>• Assessing the degree to which the demonstrated services comply with current regulatory requirements and providing recommendations to ensure full compliance. Bringing forth real-world evidence on the effects, impacts, and long-term implications of integrating mixed CCAM solutions into the mobility system including long-term impact for users.</li> <li>• Exemplifying concrete and strategic benefits of vehicle-vehicle or vehicle-infrastructure cooperation to improve safety, optimize traffic flow, and enhance the overall efficiency of CCAM transportation networks considering both digital and physical infrastructure and including guidance for remote operations and management.</li> <li>• Using data from large-scale demonstrations to identify and extract pertinent scenarios and edge cases, ensuring these insights are systematically integrated into related databases for validation scenarios, while also exploring data sharing opportunities with relevant authorities.</li> <li>• Facilitating the interoperability of connected and automated systems across vehicle brands, regions, and Member States and Associated Countries, taking into consideration different traffic environments and road densities, also in line with the Automotive Action Plan on large-scale cross-border testbeds.</li> <li>• Encouraging collaboration with the European Software-defined Vehicle (SDV) initiative by adopting existing interfaces and proposing new ones developed within the project for potential inclusion in the SDV framework.</li> </ul> <p>This topic requires the effective contribution of SSH disciplines and the involvement of SSH experts and institutions, as well as the inclusion of relevant SSH expertise, in order to produce meaningful and significant effects enhancing the societal impact of the related research activities.</p> <p>This topic implements the co-programmed European Partnership on ‘Connected, Cooperative and Automated Mobility’ (CCAM). As such, projects resulting from this topic will be expected to report on results to the European Partnership ‘Connected, Cooperative and Automated Mobility’ (CCAM) in support of the monitoring of its KPIs.</p> <p>Projects funded under this topic are expected to build strongly upon, and collaborate closely with, the CSA resulting from HORIZON-CL5-2025-04-D6-02279, “Preparing for large-scale CCAM demonstrations”, ensuring that the implementation of their activities and findings aligns with the strategic direction outlined in the CSA.</p> <p>Projects resulting from this topic are expected to apply the European Common Evaluation Methodology (EU-CEM) for CCAM280.</p> |
| <b>Link:</b> |   |

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| <b>Call Title:</b> | <b>HORIZON-CL5-2026-10-D6-02: Geopolitical competition and socioeconomic resilience in CCAM: an innovation and policy roadmap for EU leadership (CCAM Partnership)</b> | <b>Programme:</b> | Research and Innovation Actions |
| <b>Deadline:</b>   | 08 / 10 / 2026   | <b>Budget:</b>    | €4,000,000                      |
| <b>Overview:</b>   | Expected Outcome:  |                   |                                 |



Project results are expected to contribute to all the following expected outcomes:

- Assessment of Europe's CCAM position in global competition, identifying strategic vulnerabilities, dependencies and opportunities across business models, supply chains, critical components, technological capabilities, infrastructure, and regulatory frameworks, supported by advanced AI-driven analytics and innovation mapping tools.
- Stakeholder-driven, participatory future scenarios and strategic pathways that define Europe's leading role in the evolving geopolitical, technological, and economic landscape of CCAM. These should be developed using advanced foresight methods (e.g. qualitative scenarios, horizon scanning, technology roadmapping, etc.), complemented by iterative validation through a minimum of 3 dedicated Living Labs selected to represent diverse European regions, urbanisation levels, and governance capacities, ensuring a structured, robust, and anticipatory approach to long-term decision-making.
- A data-driven understanding of the socioeconomic effects of different CCAM deployment pathways, based on a quantified assessment across Member States and Associated Countries, economic sectors, and demographic groups, at national and cross-national levels, using innovative, integrated economic-transport modelling that captures dynamic interactions, systemic feedback loops, and long-term impacts. Socioeconomic effects may include, but are not limited to, employment and growth aspects, equity, and transport poverty.
- Robust governance models, policies and business strategies (including for SMEs and micro-enterprises) that strengthen Europe's leadership, economic resilience, and market positioning in CCAM, developed through interdisciplinary methods combining policy analysis, institutional diagnostics, and scenario-based stress testing, to ensure robustness under diverse future geopolitical and economic conditions. These should identify viable business cases, recommend sectoral R&D priorities, and support innovation scaling for both public and private entities. Additionally, they should ensure long-term adaptability to geopolitical and market uncertainties, promote equitable growth, reduce external dependencies, and mitigate supply chain vulnerabilities, all while promoting sustainable growth.
- Ensuring close coordination and synergies the European Connected and Autonomous Vehicle Alliance (ECAVA), in particular the autonomous driving roadmap, announced by the European Automotive Action Plan.

Scope:

CCAM is a key area of global competition and one of the five pillars of the European Automotive Action Plan for the automotive sector, aimed at helping the industry regain its leadership in the shift towards smarter (AI-powered), cleaner, and more connected vehicles,

However, CCAM deployment is shaped by evolving geopolitical dynamics, rapid technological advancements, and economic uncertainties. Europe must secure its leadership in CCAM and strengthen its socioeconomic resilience by continuously addressing vulnerabilities and identifying robust pathways for policy development and market deployment. This topic will assess the global geopolitical landscape of CCAM innovation, map future pathways, and develop evidence-based strategies for policymakers, businesses, and investors. The results will support robust, future-proof policies, business strategies, and investment frameworks, ensuring a resilient, inclusive, and competitive European CCAM ecosystem.

Proposed actions are expected to address all of the following aspects:

- Conduct a comprehensive geopolitical and economic analysis of CCAM to map Europe's strategic position in global competition. Identify vulnerabilities, dependencies and opportunities in business models, supply chains, critical raw materials, technological capabilities, digital and physical infrastructure, validation processes, safety benchmarks, and pricing strategies, supported by AI-driven analytics and innovation mapping tools. The analysis should also assess large-scale CCAM initiatives worldwide, identifying scaling trajectories, tipping points, commercialization barriers, and success factors. These insights should inform strategic policymaking, investment decisions, and Europe's

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|              | <p>regulatory positioning in global CCAM markets.</p> <ul style="list-style-type: none"> <li>• Develop novel, stakeholder-driven participatory future scenarios to explore plausible geopolitical, technological, and economic developments affecting CCAM, and define associated transition pathways toward desirable European futures that ensure resilience, strategic autonomy, and competitiveness. Use advanced foresight methods (e.g. qualitative scenarios, horizon scanning, technology roadmapping, etc.), complemented by iterative validation through a minimum of three dedicated Living Labs, to understand trade-offs, assess risks, and define strategic priorities under different global conditions. The project should also identify KPIs that capture European added value, unique selling points, and global market positioning, and apply these to assess and guide CCAM competitiveness. The project should also identify KPIs that measure the European added value, its unique selling points and global market positioning, to apply these KPIs to define CCAM competitiveness.</li> <li>• Assess the socioeconomic impacts of different CCAM deployment pathways, focusing on economic, employment, and social equity dimensions. Analyse income growth, employment effects, regional economic convergence, and productivity gains using integrated economic-transport modelling approaches that account for dynamic interactions and systemic feedback across Member States and Associated Countries, economic sectors, and demographic groups. Identify potential disparities and propose policy recommendations and investment strategies to ensure that CCAM contributes to inclusive, equitable, and sustainable economic growth across all regions of Europe. This should include an evaluation of how CCAM deployment can reduce Europe’s reliance on external supply chains, while enhancing industrial competitiveness.</li> <li>• Develop robust policy recommendations, governance models, and business strategies informed by institutional diagnostics and tested under diverse future conditions through scenario-based stress testing to reinforce Europe’s leadership and economic resilience in CCAM. Ensure regulatory alignment with global standards, strengthen supply chain resilience by reducing reliance on non-EU dependencies, and promote an open yet competitive market environment. Business strategies should identify viable business cases, recommend sectoral R&amp;D priorities, and support innovation scaling, particularly for SMEs and micro-enterprises. Policies and strategies must be adaptable to shifting geopolitical and economic conditions, securing Europe’s long-term market competitiveness and technological sovereignty.</li> </ul> <p>This topic requires the effective contribution of SSH disciplines and the involvement of SSH experts, institutions as well as the inclusion of relevant SSH expertise (including social innovation), in order to produce meaningful and significant effects enhancing the societal impact of the related research activities.</p> <p>Projects funded under this topic are expected to collaborate with the CCAM Technology Observatory by exploring and leveraging complementarities between their respective activities and findings.</p> <p>This topic implements the co-programmed European Partnership on ‘Connected, Cooperative and Automated Mobility’ (CCAM). As such, projects resulting from this topic will be expected to report on results to the European Partnership ‘Connected, Cooperative and Automated Mobility’ (CCAM) in support of the monitoring of its KPIs.</p> <p>Projects resulting from this topic are expected to apply the European Common Evaluation Methodology (EU-CEM) for CCAM.</p> |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2026-10-D6-03: Generative AI for smarter CCAM: enhancing perception, decision-making, and validation (CCAM Partnership)</b>  | <b>Programme:</b> | Research and Innovation Actions |
| <b>Deadline:</b>   | 08 / 10 / 2026  | <b>Budget:</b>    | €6,500,000                      |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Project results are expected to contribute to all the following expected outcomes:</p> <ul style="list-style-type: none"> <li>• Availability and integration of advanced, trustworthy, energy-efficient perception systems, exploiting technological advancements of Generative AI (GenAI) to enhance situational awareness and support safe decision-making;</li> <li>• Enhanced Vulnerable Road User (VRU) safety, based on elevated, more temper-proof perception and understanding of their behaviour and intention predictions;</li> <li>• Enhanced robustness of CCAM systems - both on-board and on the infrastructure side -in critical situations due to their training, virtual testing and validation in scenarios generated by GenAI, complementing existing scenario databases for the testing and validation of CCAM systems;</li> <li>• Enhanced understanding of the relevance and limitations of using GenAI for CCAM;</li> <li>• Tools and harmonised approaches for the use of GenAI in mobility technology development, training and validation, as well as for systemic applications such as traffic management and remote control, integrating them into existing approaches.</li> </ul> <p>Scope:</p> <p>Pilots and demonstrations using Level 3 and 4 vehicle services face major challenges in perception and decision making, highlighting the necessity for low-latency solutions that enhance responsiveness and situational awareness in real-time operating conditions. This is especially relevant for driving in more complex environments like urban areas, where environmental variance is higher and where new scenarios can be regularly encountered.</p> <p>Furthermore, there is the need to limit the latency, bandwidth and energy use for on-board calculations, as well as the need to enhance the security, privacy and reliability (e.g. scene understanding and prediction of near-future scenario development). For rapid decision-making in interactions with VRUs, this is essential for implementing CCAM-enabled solutions and ensuring scalability.</p> <p>At the same time, developments of sector-agnostic technologies show advancements -such as GenAI- that can be beneficial for CCAM. First exploratory steps can be expected from a project funded under HORIZON-CL5-2023-D6-01-02 regarding the potential in the virtual generation of edge cases, which could be used for the development, training, virtual testing and validation of CCAM systems.</p> <p>Further advancements in GenAI applications specifically for the CCAM domain need to be developed, trained and validated . Thus, proposed actions shall include approaches to exploit further technological advancements for CCAM. Major steps are needed to advance to highly advanced, ultra-safe, trustworthy and energy efficient real-time perception and decision-making systems for automated vehicles, specifically focusing on scalable solutions and the exploitation of GenAI. These advancements should leverage low latency systems or distributed computing resources to facilitate real-time processing, thereby improving system responsiveness and safety. This topic will thus contribute to the AI Continent Action Plan by fostering AI development and adoption in the automotive sector.</p> <p>Proposed actions are expected to address all the following aspects:</p> |                   |                                 |



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|              | <ul style="list-style-type: none"> <li>• Development of tools and approaches for robust environment perception and decision making (at the edge, on-board, at infrastructure or back-office). These approaches shall aim at accelerating and advancing the reasoning of decision making, increasing the level of efficiency, (cyber)-security and reliability of the applications, with path planning as initial use case. This is to support amongst others the perception of VRUs, the prediction of their behaviour and their intentions, and includes data sharing approaches for CCAM solutions to create a larger time window for actions in near accident scenarios. The use of advanced GenAI, including Large Language Models (LLMs), Vision Language Models (VLMs) or Vision Language Action (VLAs) can significantly enhance these capabilities by leveraging their advanced contextual reasoning and pattern recognition. Furthermore, GenAI can complement existing perception systems by improving sensory input interpretation and providing enriched environmental contexts, which enhance decision-making and adaptability.</li> <li>• Scenario generation of interactions of CCAM enabled vehicles with other road users, which is essential for advances in validation and testing, extending existing datasets and scenarios as GenAI can, based on existing data, deliver variations of scenarios (e.g. cultural differences of road users and infrastructure variability.)</li> <li>• Integration of GenAI technologies into existing approaches (development, training and validation) for their further enrichment. Understanding the limits of using GenAI technologies as well as the benefits and develop guidelines for valid approaches for this integration (including consideration of gender biases and fairness to ensure AI systems are transparent and accountable) and providing an outlook on the uptake of the tools and approaches developed can be done for a variety of CCAM components and technologies, as well as for systemic applications such as traffic management and remote control.</li> <li>• Encouraging collaboration with the European Software-defined Vehicle (SDV) initiative by adopting existing interfaces and building blocks, and proposing new ones developed within the project for potential inclusion in the SDV framework.</li> </ul> <p>Proposed actions should include measures to ensure close coordination with the European Connected and Autonomous Vehicle Alliance (ECAVA) announced in the European Automotive Action Plan.</p> <p>This topic implements the co-programmed European Partnership on ‘Connected, Cooperative and Automated Mobility’ (CCAM). As such, projects resulting from this topic will be expected to report on results to the European Partnership ‘Connected, Cooperative and Automated Mobility’ (CCAM) in support of the monitoring of its KPIs.</p> <p>Projects funded under this topic are expected to liaise with the ADRA Partnership in order to explore and leverage complementarities between their respective activities and findings.</p> <p>Projects resulting from this topic are expected to apply the European Common Evaluation Methodology (EU-CEM) for CCAM.</p> |
| <b>Link:</b> |  |

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| <b>Call Title:</b> | <b>HORIZON-CL5-2027-06-D6-04: Holistic solutions for CCAM integration in critical scenarios (CCAM Partnership)</b> | <b>Programme:</b> | Research and Innovation Actions |
| <b>Deadline:</b>   | 07 / 10 / 2026   | <b>Budget:</b>    | €5,500,000                      |
| <b>Overview:</b>   | Expected Outcome:  |                   |                                 |



Project results are expected to contribute to all the following expected outcomes:

- Detailed clustered collection of critical use cases and scenarios based on the findings of former or current national and international research projects, as well as the identification of missing aspects.
- In-depth analysis of stakeholders that may be affected by critical situations and edge cases and that have high interest and/or influence in resolving these situations through their capabilities.
- Availability of real-time holistic situation interpretation services addressing the respective needs of road users of all kinds, road operators, service providers and related perspectives, as well as its social participation and technological integration, i.e. the role of each technological component in the overall system-of-systems.
- Availability of a “local deconflicting CCAM architecture” that detects and deconflicts corner case situations (automatically through active and passive technologies or by including remote operation techniques). This includes the capability from online calculation of optimal countermeasures to ensure safety, and reduce any negative impacts on all road users, by considering available infrastructure (including also automated and connected digital components, like sensors, intelligent traffic control systems, cooperative communication), and overall conditions. Such an architecture also needs to address relevant requirements, particularly in technology and near and far communications, outlining the technical standards and investments necessary for risk mitigation. These may include solutions to increase road users’ situational awareness and the provision of reliable, accurate and timely warnings.
- Establishment of working methods and harmonization of interfaces with national/local road authorities, operators and emergency services (e.g. first responders in case of accidents), including remote operations and road enforcement. The aim must be the creation or adaption of decision-support tools that can be integrated with mobility platforms, traffic control systems, and emergency services. This also includes the definition of related shared governance models. Understanding of the requirements for public road authorities (national and local) to address CCAM critical cases, defining their role in supporting and enabling CCAM operations.
- Enhanced user acceptance through holistic CCAM solutions addressing their individual needs and requirements as e.g. road user, customer, operator, service provider, etc., in terms of trust, safety, security, etc.

Scope:

Based on the preliminary and final findings of HEADSTART, SUNRISE, EVENTS, ROADVIEW and SYNERGIES (among others), this call is focussing on CCAM solutions for critical cases, specifically situations and events that are less regular and of higher risk. These cases may also include emergency conditions and unplanned events, on local and on larger (regional, national, European) scale, such as extreme weather conditions, road incidents, cyberattacks, traffic disruptions, and sudden loss of coverage of the Operational Design Domain (ODD).

CCAM operations may be disturbed under multiple scenarios, and can vary according to the type of road, road attributes, traffic conditions, available infrastructure and technology, malfunctions, incidents, etc. Depending on the specific circumstances and the dimension of the disturbance, the impact on CCAM operations and involved agents (e.g. road users, vehicles, VRUs, infrastructure components, emergency services, operators) may vary.

According to the case and the dimension of the incident, different entities and actors of the CCAM system (and even beyond, e.g. regulatory bodies and emergency and crisis response centres) are involved and may need to take part to resolve these events in a resilient, safe and secure way.



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|              | <p>This call adopts a holistic approach, investigating critical cases not only from technological/infrastructure or vehicle-related perspectives (e.g., edge cases for automated vehicles) but also from the viewpoint of the user, customer, service provider, authority, city, etc. In particular, the focus is on how the CCAM system addresses and mitigates potential negative consequences of such events, including safety risks, emissions, loss of trust, and similar impacts. Proposed actions are expected to address all of the following aspects:</p> <ul style="list-style-type: none"> <li>• Development of a clustered list of critical scenarios, impacted entities, role and relation of all stakeholders, the estimated impact and the optimal kind of CCAM-based countermeasure.</li> <li>• Development and testing of tools and services for the detection of critical situations and edge cases, also based on the tools and approaches for robust environment perception done in HORIZON-CL5-2026-10-D6-02.</li> <li>• Development and testing of CCAM-based countermeasure solutions. Where applicable, the use of artificial intelligence methods and digital infrastructure support should be considered, aligned also to the tools and approaches for robust decision making done in HORIZON-CL5-2026-10-D6-02. The solutions also should reference common EU Emergency Response Protocols, e.g. for first responders. Also, the creation of decision-support tools and the integration of those into mobility platforms, traffic control systems, and emergency services must be considered. In general, customer/user understanding and trust in the CCAM system is crucial in the adoption of a new service. In building trust, it is vital to take into consideration the user perspective and investigate how critical cases can be managed in a way that is effective for the improvement of customer perception.</li> <li>• Validation and evaluation of solutions in terms of resulting risk reduction and potential negative impacts of critical cases. Solutions will need to be targeted against the scenarios identified and the stakeholders affected and would aim to either eliminate the risk to the service resilience or reduce its likelihood and impact as far as reasonably practicable.</li> </ul> <p>This also includes the quantification of the impact, which may also be deduced by using simulation. In addition, also the integration of the solutions into existing platforms needs to be validated in relevant environments (TRL 5). The outcomes of this call are expected to feed into future CCAM demonstrations.</p> <p>This topic requires the effective contribution of SSH disciplines and the involvement of SSH experts, institutions as well as the inclusion of relevant SSH expertise, in order to produce meaningful and significant effects enhancing the societal impact of the related research activities.</p> <p>Projects funded under this topic are expected to build on the insights and outcomes of the CCAM Technology Observatory, exploring and leveraging complementarities between their own activities and the Observatory’s findings.</p> <p>This topic implements the co-programmed European Partnership on ‘Connected, Cooperative and Automated Mobility’ (CCAM). As such, projects resulting from this topic will be expected to report on results to the European Partnership ‘Connected, Cooperative and Automated Mobility’ (CCAM) in support of the monitoring of its KPIs.</p> <p>Projects resulting from this topic are expected to apply the European Common Evaluation Methodology (EU-CEM) for CCAM.</p> |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2027-06-D6-05: European CCAM knowledge hub and tools for safe and scalable deployment (CCAM Partnership)</b> | <b>Programme:</b> | Coordination and Support Actions |
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| <b>Deadline:</b> | 07 / 10 / 2026   | <b>Budget:</b> | €4,000,000 |
| <b>Overview:</b> | <p>Expected Outcome:</p> <p>Project results are expected to contribute to all the following expected outcomes:</p> <ul style="list-style-type: none"> <li>• Extended EU-wide Knowledge Base with tools supporting the safe and practical deployment of CCAM in Europe, identifying business needs and trends, including exploitation and maintenance plans to ensure the long-term availability and usage of the Knowledge Base.</li> <li>• Enhanced exchanges and cooperation among CCAM stakeholders (in particular public authorities, citizens and user groups) in Europe and with countries beyond Europe on R&amp;I and deployment topics of common interest.</li> <li>• Strengthened exchanges between EU Member States and Associated Countries and coordination with a possible future Important Project of Common European Interest (IPCEI) on CCAM as referred to in the Automotive Action Plan.</li> <li>• Accelerated implementation of practical safety assessment approaches and procedures from current validation projects across Member States and Associated Countries, reusing Acceptable Means of Compliance (AMC) concepts and respecting the specific integration aspects and legal conditions per MS.</li> <li>• A secure application exchange platform that enables applicants and Member States and Associated Countries to collaborate in obtaining open road-testing permits.</li> <li>• EU-wide federated scenario database<sup>298</sup> for the validation of CCAM systems linked to European in-depth accident databases.</li> </ul> <p>Scope:</p> <p>Several coordination and stakeholder concertation tools have been established to support the alignment and international outreach of CCAM projects. The FAME project developed a European framework for CCAM testing, evaluation and data sharing and managed the EU-wide Knowledge Base that consolidates information related to CCAM R&amp;I and testing based on results from European and national projects, aiding researchers, policymakers, and industry professionals. The platform will be extended in the project funded under the call HORIZON-CL5-2024-D6-01-05 to address public authorities and citizens.</p> <p>Regular events such as the European Conference on Connected and Automated Driving (EUCAD) and EUCAD symposia, international outreach activities and interactions with the Member States Advisory Group (SRG), extend the work of the CCAM Partnership and facilitate and support international dialogues to exchange knowledge and align activities across Europe and globally, at research and regulatory level.</p> <p>The purpose of this exchange and alignment is to address and overcome barriers to the deployment of Automated Vehicles (AV) in Europe. Since 2022, Europe has introduced several regulatory developments aimed at facilitating the rollout of highly automated vehicles.</p> <p>The Implementing Act for Automated Driving Systems 2022/1426, the amendment to the Delegated Regulation 2022/2236 on type-approval, as well as the UNECE WP.29 Working Party on Automated/Autonomous and Connected Vehicles (GRVA) have all proposed frameworks and methods to ensure the safety of CCAM systems on the road. Despite these advances, a major challenge persists: the fragmented regulatory landscape for CCAM in Europe, which continues to hinder large-scale deployment. The FAME and Hi-Drive projects are working on recommendations for a harmonized open road-testing framework.</p> <p>Projects like HEADSTART, SUNRISE, and SYNERGIES are operationalizing the UNECE New Assessment/Test Method for Automated Driving (NATM) scenario-based approach. The project funded by call HORIZON-CL5-2024-D6-01-02 will extend the safety assurance framework (SAF) with 'In-</p> |                |            |



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|              | <p>Service Monitoring and Reporting' post- deployment. Coordination mechanisms are essential as Member States update regulations to align perspectives and support common approval procedures.</p> <p>Proposed actions are expected to address the following aspects:</p> <ul style="list-style-type: none"> <li>• Extend the EU Knowledge Base with practical tools that support safe deployment, not only supporting researchers, policymakers, and industry professionals, but also addressing public authorities and citizens, to establish and prepare the implementation of a long-term sustainability plan for structure.</li> <li>• Accelerate the exchange and cooperation between relevant European and international stakeholders, including Member States and Associated Countries, with the purpose to accelerate deployment. This by means of co-organizing high-level events such as the EUCAD conference and to coordinate with a large-scale cooperation (such as an IPCEI).</li> <li>• Develop and implement practical safety assessment procedures, as well as a framework for the secure exchange of applications for open road-testing permits across European Member States, with acknowledgement for specific MS regulations and context.</li> <li>• Support the realization of EU-wide federated scenario databases, with European in-depth accident databases.</li> </ul> <p>The project funded under this topic is expected to continue the management and hosting of the CCAM Technology Observatory, including its database and content.</p> |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2026-10-D6-06: Increasing competitiveness and resilience of multimodal freight transport and logistics for competitive supply chains</b>   | <b>Programme:</b> | Innovation Actions |
| <b>Deadline:</b>   | 08 / 10 / 2026  | <b>Budget:</b>    | €6,500,000         |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Project results are expected to contribute to all the following expected outcomes:</p> <ul style="list-style-type: none"> <li>• Advanced tools and solutions are developed and demonstrated to enhance the competitiveness of European multimodal freight transport networks, ensuring sustainability, resilience, security and increased freight transport capacity;</li> <li>• Solutions provide real-time visibility, tracking and predictive analytics for multimodal services, performance, and network status (e.g., disruptions, maintenance) to support better planning and increase shippers' adoption of multimodal transport;</li> <li>• Strengthened integration of multimodal (e.g. rail, inland waterway transport and short sea shipping) data, along with improved synchromodal solutions, enabling more agile, flexible, responsive and resilient multimodal transport logistic systems.</li> </ul> <p>Scope:</p> <p>Freight transport demand in Europe is expected to double in the coming decades, making it essential to enhance the capacity, efficiency, and resilience of freight transport to maintain the European competitiveness. Despite policy goals to strengthen multimodal transport, double rail</p> |                   |                    |



freight's share by 2050, and increase transport by inland waterways and short sea shipping by 50% by 2050, unimodal road transport remains more competitive, and the growth of multimodal freight has been limited.

The lack of integration of rail, inland waterways and multimodal data into logistics and supply chain solutions is one of the main barriers, hindering the efficient and competitive adoption of multimodality. Furthermore, improving system resilience requires better tools and solutions for multimodal operators to manage disruptions and ensure supply chain continuity.

Building on the results of previously funded research projects and initiatives (including e.g. the Europe's Rail Joint Undertaking), proposals should address all of the following aspects:

- Building on data governance models set in the European Data Act, Common European Data Spaces and the electronic Freight Transport Information Regulation, develop interoperable tools and solutions integrated in existing platforms and solutions (also leveraging the full potential of e.g. Artificial Intelligence, Internet of Things and other emerging technologies) used by shippers, carriers, freight forwarders, warehouse operators, distribution centres, retailers and e-commerce platforms to connect with multimodal information (e.g. services, visibility, ETA, etc.). Developing any type of digital platform or similar is outside the scope of this topic. The proposed tools and solutions should also help operators to react rapidly to disruptions, considering strategies and alternatives for cases of failure, accidents, sabotage, force majeure, etc.
- Map and identify datasets available or to be developed to enhance the integration of multimodal solutions in other supply chain processes (e.g. rail timetable information). Assess how new technologies (e.g. generative Artificial Intelligence, Internet of Things) could be leveraged and applied, including, but not limited to, the procurement and management of smart containers (e.g. for real-time monitoring of cargo conditions, ETA). Explore synchronicity strategies for logistics hubs and multimodal transport networks.
- Based on the business and technical requirements (e.g. transport management systems, data structures, data security) of both freight forwarders and shippers, develop interoperable solutions and tools to support freight forwarders and multimodal operators to address shippers' demands in terms of information provision and sharing, including as regards logistic hubs and first / last mile connections.
- Define use cases for multimodal transport for intra-European flows between 500 and 1,000 km (from first to last mile delivery), and collaborative business model(s) to shift freight transport demand to multimodal solutions.
- Validate, measure the performance and demonstrate the proposed solutions and concepts in 2 large pilots along segments of the main European freight transport corridors, ensuring geographical balance and covering various types of industrial sectors (e.g. fast-moving consumer goods industry). The pilots should be carried out with the involvement and cooperation of relevant transport operators, logistic companies and infrastructure managers.
- Assess and quantify the value generation (also in terms of sustainability and energy consumption reduction) of the proposed solutions for the shippers, multimodal operators and terminals.
- Analyse and propose recommendations for contingency plans to address disruptions in multimodal supply chains.
- Provide recommendations on possible revisions to the existing regulatory framework and propose initiatives to remove existing barriers to and facilitate, encourage and accelerate the adoption of multimodal transport solutions.

Proposals must plan for an active collaboration amongst the projects selected under this topic - for dissemination, evaluation and coordination. Proposals should ensure that appropriate provisions for activities and resources aimed at enforcing this collaboration are included in the work-plan. Information exchange with Europe's Rail Joint Undertaking Flagship Area 5 is advised to avoid duplicated research.



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|              | If the proposed solutions use position, navigation, and/or timing (PNT) services or data, the beneficiaries must make use of Galileo (other GNSS may additionally be used). Where appropriate, Galileo services such as OSNMA (Open Service Navigation Message Authentication) and HAS (High Accuracy Service) should also be utilised. |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2026-10-D6-07: Supporting sustainable and smart urban mobility in Europe (CIVITAS)</b>   | <b>Programme:</b> | Coordination and Support Actions |
| <b>Deadline:</b>   | 08 / 10 / 2026  | <b>Budget:</b>    | €4,000,000                       |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Project results are expected to contribute to all of the following outcomes:</p> <ul style="list-style-type: none"> <li>• Valorisation, cross-fertilisation and dissemination of innovative solutions for sustainable urban mobility, from EU and national projects through the CIVITAS initiative;</li> <li>• Contribution to the accelerated deployment of innovative urban mobility solutions, increasing competitiveness of European urban mobility actors while achieving European mobility policy objectives.</li> <li>• Cities are equipped with a relevant knowledge, necessary soft and technical skills to successfully deploy smart and sustainable mobility solutions, for passenger and freight.</li> <li>• A vibrant community of urban innovative mobility stakeholders is maintained and strengthened.</li> </ul> <p>Scope:</p> <p>Effective and efficient urban mobility systems are the backbone of competitive cities, without them the economy comes to a standstill. While cities are going through a rapid digital, green and social transformation, local and regional authorities play bigger roles and take on greater responsibilities in contributing to the prosperity, climate-neutrality and competitiveness of the European Union.</p> <p>However, the deployment of innovative sustainable mobility solutions has been hampered by fragmentation of the support to cities at regional, national and EU level, lack of resources for experimentation with new approaches, insufficient knowledge on research results and innovative solutions, and difficulties for urban stakeholders to exchange knowledge, experiences and lessons learned, including providing feedback to policy makers and the research community.</p> <p>The aim of this coordination and support action is to address the barriers to the deployment of innovative urban mobility projects' results through a comprehensive and collaborative approach, while further strengthening the European urban mobility innovation ecosystem.</p> <p>Taking into account the previous CIVITAS coordination and support action, in collaboration with, and avoiding overlaps with, the Cities Mission Platform and other relevant initiatives, the action is expected to address - in a clear and streamlined approach - all of the following aspects:</p> <ul style="list-style-type: none"> <li>• Harvesting and spreading innovative urban mobility solutions, and speeding up the take-up of the related projects results by European cities by:</li> </ul> |                   |                                  |



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|              | <ul style="list-style-type: none"> <li>○ setting up capacity building and a replication programme, to facilitate twinning, mutual learning and peer-to-peer exchanges, which should include cooperation with industry, SMEs and start-ups, while ensuring a feedback to policy loop;</li> <li>○ optimising the common, user-friendly CIVITAS project evaluation framework, with dedicated support for its implementation by the projects that are part of the CIVITAS initiative;</li> <li>○ optimising and promoting the CIVITAS website as the main knowledge and exchange platform for the European urban mobility community by means of digital tools and structured management approaches to disseminate information about the EU's urban mobility research and innovation developments and results.</li> </ul> <ul style="list-style-type: none"> <li>• Developing and strengthening the urban mobility community in the EU and Associated Countries and actively engaging stakeholders across sectors and governance levels to facilitate common learning and exchange by: <ul style="list-style-type: none"> <li>○ facilitating and supporting the Educational and Youth network,</li> <li>○ facilitating and optimising the support to national CIVITAS networks (CIVINETS),</li> <li>○ supporting R&amp;I projects' clustering, and the coordination of living lab activities,</li> <li>○ organising the CIVITAS Forum, and supporting the organisation of the Urban Mobility Days,</li> <li>○ under guidance of the Commission services, organising the CIVITAS Politicians Exchange Forum,</li> <li>○ facilitating the exchange between cities, urban public transport authorities and the industry, SMEs and start-ups,</li> <li>○ enlarging the CIVITAS network.</li> </ul> </li> </ul> <p>Since 2002 CIVITAS acts as an open platform that facilitates research, the uptake of innovative solutions, the validation of research results, the exchange of knowledge and best practices, and common learning in the area of urban mobility and transport. The project selected under this topic will help to ensure the long-term support for the R&amp;I urban mobility projects offering governance, and an organisational and logistical framework that guarantees the wide dissemination and take up of urban mobility project results.</p> |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2027-06-D6-08: Enhancing Mobility for All: affordable, reliable, and accessible multimodal transport for inclusive rural and urban connectivity – Societal Readiness pilot</b>  | <b>Programme:</b> | Innovation Actions |
| <b>Deadline:</b>   | 07 / 10 / 2026   | <b>Budget:</b>    | €7,000,000         |
| <b>Overview:</b>   | <p>Expected Outcome:<br/>Proposals should address all of the following outcomes:</p> <ul style="list-style-type: none"> <li>• Strategies, best practices and innovative solutions are made available to local authorities and actors to improve the availability, accessibility, and affordability of rural-urban transport and provide rural and urban populations in a vulnerable situation with better access to services and opportunities;</li> <li>• Integrated multimodal solutions, which ensure seamless transitions between rural and urban transport modes improving first- and last-mile connectivity, are piloted and related implementation plans are developed for/by local authorities and transport operators;</li> </ul> |                   |                    |



- Responsiveness to a deeper understanding of the needs and concerns of diverse social group involved in or potentially affected by the R&I development, thereby increasing the potential for beneficial societal uptake, and building trust in results and outcomes.
- Development of options for behavioural change towards healthier, safer and more sustainable mobility and lifestyles in rural and urban populations in a vulnerable situation.

Scope:

EU policies, such as the Sustainable and Smart Mobility Strategy and the European Green Deal, emphasise the need for inclusive, efficient, accessible and sustainable transport systems that leave no one behind. Transport poverty refers to individuals' and households' inability or difficulty to meet the costs of private or public transport, or their lack of or limited access to transport needed for their access to essential socioeconomic services and activities.

Considering the national and spatial context, transport poverty affects both rural and underserved urban areas. Addressing this challenge requires innovative multimodal transport solutions which integrate various modes efficiently, leveraging digitalisation, shared mobility, and demand-responsive transport to enhance affordability, reliability, and accessibility, thereby ensuring Mobility as a Right.

Proposals should address all the following aspects:

- Building on the outcome of previous calls and existing knowledge (e.g. SMARTA-NET, the study on Novel policy ideas for a shift to low-carbon mobility, the study on Transport poverty: definitions, indicators, determinants, and mitigation strategies and other relevant EU-funded projects), and drawing on the feedback experience of existing innovative mobility solutions (e.g. SMARTA-NET Catalogue of rural shared mobility solution), investigate strategies to enhance availability and accessibility of sustainable and inclusive transport services in sparsely populated regions with limited transport options.
- Analyse the demand for mobility services in regions and communities affected by transport poverty and investigate which drivers could facilitate transport users in a vulnerable situation (including consideration of gender disparities in mobility and access to transport) to use public transport or other shared mobility options (including e.g. underutilised regional and secondary rail lines or feeder services to main rail corridors).
- Develop new sustainable and inclusive integrated multimodal solutions that ensure seamless transitions between rural and urban transport modes, improving first- and last-mile connectivity. Solutions should focus on vulnerable and low-income households (including consideration of gender disparities in mobility and access to transport), and should combine, in an optimal (economic, social, environmental, and operational) way, the various modal transport offers to go beyond forced car ownership. Developing new digital platforms is out of the scope of this topic.
- Each proposal must include pilot demonstrations in at least 4 pilot sites. The pilot demonstrations must cover 4 different areas across the EU and Associated Countries ensuring geographical balance and diversity of issues addressed (e.g. presence or not of transport services such as regional trains, frequency of services, population density). Each proposed issue must be addressed in at least two pilots. The pilots must be community-driven, carried out under the lead or with the involvement of rural/local/regional public authorities/administrations and the local transport authorities, and these entities must be included in the consortium as beneficiaries.
- Elaborate and propose plans for a possible implementation of the developed and tested solutions by local authorities and transport authorities/operators.



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|              | <ul style="list-style-type: none"> <li>Through the active engagement of public transport operators, local authorities, rural communities, and civil society organisations, through the European Rural Mobility Network (ERMN), elaborate a roadmap to implement and scaling up the tested solutions, while ensuring widespread adoption across diverse regional contexts.</li> </ul> <p>Proposals must plan for an active collaboration amongst the projects selected under this topic - for dissemination, evaluation and coordination - facilitated by and within the CIVITAS initiative through the signature of a Memorandum of Understanding. Proposals should ensure that appropriate provisions for activities and resources aimed at enforcing this collaboration are included in the work-plan.</p> <p>If the proposed solutions use position, navigation, and/or timing (PNT) services or data, the beneficiaries must make use of Galileo (other GNSS may additionally be used). Where appropriate, Galileo services such as OSNMA (Open Service Navigation Message Authentication) and HAS (High Accuracy Service) should also be utilised.</p> <p>This topic is a Societal-Readiness pilot:</p> <ul style="list-style-type: none"> <li>Proposals should follow the instructions applying to the Societal Readiness pilot, as described in the introduction of the Horizon Europe Main Work Programme 2026-2027 for Climate, Energy and Mobility. They entail the use of an interdisciplinary approach to deepening consideration and responsiveness of research and innovation activities to societal needs and concerns.</li> <li>This topic requires effective contribution of the relevant SSH expertise, including the involvement of SSH experts in the consortium, to meaningfully support Societal Readiness. Specifically, SSH expertise is expected to facilitate the socio-technological interface and enable designing inclusive transport systems that consider accessibility, equity, and digital literacy. Proposals should consider citizens engagement and dialogue, for seeking wider input and support.</li> </ul> |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2026-10-D6-09: Road Safety and resilience of rural areas</b>  | <b>Programme:</b> | Innovation Actions |
| <b>Deadline:</b>   | 08 / 10 / 2026   | <b>Budget:</b>    | €6,000,000         |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Project results are expected to contribute to all of the following expected outcomes:</p> <ul style="list-style-type: none"> <li>Implementation of the NWRSA methodology for secondary rural roads;</li> <li>Innovative and effective enforcement strategies, incentive mechanisms and measures raising risk awareness for fostering safer behaviour;</li> <li>Prevention strategies for reducing road fatalities and serious road traffic injuries on rural roads along with the respective implementation guidelines and policy measures tailored to the responsible stakeholders (regional authorities, police, healthcare professionals, national governments, etc.);</li> <li>GIS-based application to assist local and regional authorities in identifying and mapping the impact of extreme weather phenomena and other natural disasters (such as floods, fires, storms, heavy snowfall etc.) on the safety and resilience of the road network in their jurisdiction.</li> </ul> <p>Scope:</p> |                   |                    |



With more than 50% of all EU road fatalities occurring in rural areas along with evidence suggesting that crashes and crash-related fatalities in rural roads vary from those in urban roads or motorways, it is imperative to understand and mitigate the safety risks in rural roads in view of the EU's ambition to move towards Vision Zero by 2050. Local and regional authorities have an important role to play to reduce road fatalities and serious injuries.

In the EU, the Road Infrastructure Safety Management (RISM) Directive introduced the concept of network-wide road safety assessment (NWRSA) and the concept of proactive road safety assessment through the understanding of the in-built safety of roads. Considering safety at the network-level allows for an overview of the road safety performance instead of focusing on isolated parts of it, while the in-built safety assessment aims to identify parts of the road that have been omitted by crash-based analyses (such as crash clusters or hotspot analysis) as they do not concentrate the majority of crashes, yet are crash-prone and/or uncomfortable to navigate. According to the provisions of the RISM Directive, a methodology has been developed to assess the network-wide safety of motorways and primary rural roads based on their combined crash-based and in-built safety assessments.

While this is a first step in understanding road safety conditions on rural roads, secondary and lower-class roads are not covered and, at the same time, there is not adequate information on road user behaviour.

In an ageing society, cognitive and physical impairments pose an increasing threat to safe mobility. In rural areas, people with any kind of impairment or disability often lack alternatives to driving a car for their mobility needs. Addressing these issues will not only enhance road safety but also improve the quality of life and prevent the social exclusion of these people.

In addition to road safety issues, local and regional authorities manage risks associated with extreme weather phenomena and other natural disasters like floods, fires, storms or heavy snowfall. As these may affect safety and operations, relevant authorities need to adopt a more holistic resilience monitoring and response.

Research should support addressing these challenges by undertaking all the following actions in at least three regions covering both primary and secondary rural roads of adequate length to allow for region-level comparisons:

- Demonstrate the practical applicability of the NWRSA methodology and expand its use to all rural roads for an easy, low-cost, flexible and transparent, yet sufficiently accurate assessment of road infrastructure safety. Identify information gaps and propose methods to leverage available data to supplement the understanding of crash causation and outcomes.
- Develop prevention strategies and measures to reduce fatalities and serious injuries in rural areas with a focus on high-risk locations and situations and on improving road user behaviour. This includes the development of reliable and easy-to-use methods to provide quantified indications of the actual crash risk associated with and the prevalence of risky behaviours. Based on this, enforcement measures with evidence-based effectiveness in addressing the problems and motivations underlying risky behaviour should be proposed, combining traditional methods with innovative enforcement approaches and new technologies, also taking into account the issue of multi-offenders. These enforcement measures, complemented by suitable awareness raising and nudging measures as well as novel incentive mechanisms to promote safe driving, will form building blocks to design integrated strategies fostering safer behaviour according to the local needs and specificities of rural areas. A gender and disability sensitive and intersectional approach, which intersects with other social factors, could be considered. Crash prevention strategies should also include countermeasures to reduce the effects of health-related risk factors and to guarantee at the same time the mobility of older people and persons with health impairments in rural areas.



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|              | <ul style="list-style-type: none"> <li>Develop tools to make knowledge about climate-related risks easily accessible to local authorities and to enable them to take appropriate actions in order to maintain road safety and the resilience of the rural road network and of the infrastructure for road users even in extreme conditions.</li> </ul> <p>Projects should select those regions ensuring diversity in terms of road network design, geography and climate conditions, and road safety culture. At least two of those regions should be in countries with higher percentage of fatalities on rural roads than the EU average.</p> <p>The involvement of road authorities is strongly recommended.</p> |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2026-10-D6-10: Enhanced resilience in multimodal passenger transport through digital technologies and generative and discriminative AI</b>  | <b>Programme:</b> | Innovation Actions |
| <b>Deadline:</b>   | 08 / 10 / 2026   | <b>Budget:</b>    | €5,000,000         |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Project results are expected to contribute to all the following expected outcomes:</p> <ul style="list-style-type: none"> <li>Development of systems that utilize real-time data analytics to dynamically respond to disruptions, allowing transport and infrastructure operators to adjust operations swiftly and efficiently;</li> <li>Development of predictive maintenance strategies applying innovative Generative AI solutions and utilizing other digital technologies to anticipate and prevent infrastructure and equipment failures;</li> <li>Development of guidelines and tools to support passenger transport operators and authorities to ensure minimal disruption in unexpected and critical situations and organise real life emergency simulations;</li> <li>Deployment of training programme for transport and infrastructure operators on how to handle transport disruption, including tools and catalogue with contingency planning for specific transport disruptions;</li> <li>Reduction of average passenger delay at corridor level (at least 20%) during planned disruptions, compared to the baseline and of (at least 40%) time needed from the generation to the dissemination of a response plan to different stakeholders (e.g. transport operators, passengers, citizens) during unplanned and critical events, compared to the baseline.</li> </ul> <p>Scope:</p> <p>Passenger transport systems are a critical component of urban, sub-urban, and long-distance travel, facilitating connectivity, reducing traffic congestion, and supporting environmental sustainability. However, these systems face challenges such as operational disruptions, safety and security risks, and evolving passenger demands.</p> <p>In the context of passenger transport, resilience refers to the ability of a transport system to absorb disturbances, maintain its basic structure and function, and recover to a required level of service within acceptable time and cost after being affected by disruption. This involves implementing measures that ensure continuous operation, quick recovery from unexpected events, and adaptability to changing circumstances. Enhanced</p> |                   |                    |



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|              | <p>resilience is essential for maintaining public trust and ensuring smooth functioning of transport systems and it is a cornerstone of the EU Sustainable and Smart Mobility Strategy.</p> <p>Proposed actions are expected to address all of the following aspects:</p> <ul style="list-style-type: none"> <li>• Development and implementation of measures to enhance the resilience of urban, sub-urban and long-distance transport systems.</li> <li>• Leveraging digital technologies (e.g. big data, digital twins) and in particular generative and discriminative AI for anticipating and predicting the evolution of disruptions and their impacts, with real-time planning and information systems for minimizing impact and enabling faster recovery.</li> <li>• Use of innovative technologies for data acquisition and integrate data from various sources to inform decision-making and optimise strategies, and generate scenario libraries for different disruptive events and monitor the implementation of the response plans</li> <li>• Involve authorities and operators in the design process to create holistic solutions that are user-friendly and aligned with their needs.</li> <li>• Conducting safety and security assessments in data interpretation, ensuring decisions are based on objective factors while avoiding biases.</li> <li>• Test and validate the aspects above in real-life use cases in multimodal transport corridor within urban, sub-urban and long-distance passenger transport with minimum three transport modes per use cases (e.g. buses, metros, trams, trains, coaches, trolleybuses, ferries, share mobility) in at least three pilot sites situated in different Member States and reflecting a diversity of operational, geographic, and technological contexts.</li> </ul> <p>Proposals are encouraged to building on results from previous calls on infrastructure and transport resilience (e.g. HORIZON-CL5-2024-D6-01-11, MG-7-1-2017, HORIZON-CL5-2021-D6-01-09), multimodal traffic management (e.g. HORIZON-CL5-2022-D6-02-05, MG-2-11-2020), shared mobility and public transport (e.g. HORIZON-CL5-2022-D6-02-04, HORIZON-MISS-2021-CIT-02-02). Proposals should also comply with existing EU framework and strategies and building upon the concepts and solutions developed in other Union initiatives aimed to facilitate data sharing in transport, such as the European mobility data space (EMDS). Particular efforts should be made to ensure that the data produced in the context of this topic is FAIR (Findable, Accessible, Interoperable and Re-usable).</p> |
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| <b>Call Title:</b> | <b>HORIZON-CL5-2027-06-D6-11: Enhancing Resilience and Accuracy in Positioning, Navigation, and Timing (PNT) Systems and e-conspicuity solutions</b>  | <b>Programme:</b> | Innovation Actions |
| <b>Deadline:</b>   | 07 / 10 / 2026  | <b>Budget:</b>    | €5,000,000         |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Project results are expected to contribute to all of the following expected outcomes:</p> <ul style="list-style-type: none"> <li>• Development of solutions integrating 5G networks, supported by advanced signal processing techniques (e.g. AI-Enhanced Signal Processing) to improve the accuracy of PNT systems, as GNSS backup solutions to enhance resilience in contested environments, including</li> </ul> |                   |                    |



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|              | <p>filtering noise and interference from signals to enhance the precision of location data, and appropriate post-quantum cryptographic measures to enhance resilience against emerging threats.</p> <ul style="list-style-type: none"> <li>• Integration with Other Technologies: Development of solutions leveraging Internet of Things (sensors, communication signals, AI-enhanced processing), and other sensing techniques to provide redundant and resilient navigation solutions and to enhance capabilities and applications, especially at low altitude airspace.</li> <li>• E-conspicuity: Definition of mobile communication performance requirements for e-conspicuity, assessment of network performance and determination of minimum availability requirements for mobile telephony for collision to support collision avoidance for a drone and manned aircraft.</li> <li>• Analysis of policy and regulatory aspects to better understand the legal and regulatory issues surrounding the deployment and use of PNT systems, including concerns related to privacy, spectrum management, international cooperation, and harmonisation of regulatory frameworks and shared technologies.</li> </ul> <p>Scope:</p> <p>Today's Position, Navigation and Timing (PNT) services are primarily provided through Global Navigation Satellite Systems (GNSS) that tend to have weak signals and are vulnerable to jamming and spoofing.</p> <p>This topic addresses alternative PNT methods that are essential to provide fallback options in case of GNSS signal loss or degradation. Great benefit is expected through integration of PNT technology with rapidly emerging technologies, such as 5G/6G and Internet of Things (IoT).</p> <p>The aim is to investigate innovative solutions for PNT – including the impact on the regulatory framework, integrating advanced 5G technologies and IoT to act as complementary, redundant, secure and resilient navigation solutions for aviation, including UAS, in challenging environments.</p> <p>The topic also addresses e-conspicuity, aiming to enhance pilot awareness notably at lower altitudes in U-space airspace in order to reduce collision risk in general aviation, where most small aircraft rely on see-and-avoid. Mobile telephony, with minimum network performance requirements, can provide a safe, affordable communication solution for U-space entry and flight safety.</p> |
| <b>Link:</b> |   |

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| <b>Call Title:</b> | <b>HORIZON-CL5-2027-06-D6-12: Support for dissemination events in the field of Transport Research</b>  | <b>Programme:</b> | Coordination and Support Actions |
| <b>Deadline:</b>   | 07 / 10 / 2026   | <b>Budget:</b>    | €1,600,000                       |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Project's results are expected to contribute to all the following expected outcomes:</p> <p>Successful Transport Research Arena conference (TRA) in 2030;</p> <p>Conference papers published in proceedings and in a recognised scientific journal;</p> <p>Higher visibility, political and strategic relevance of the transport sector and of the EU policy in the field;</p> |                   |                                  |



4. Enhanced dissemination, communication and valorisation of transport R&I objectives, perspectives, strategies and results;
5. More effective links and exchanges between research and innovation stakeholders, industry and policy makers, to support the development and deployment of innovative solutions in Europe and Associated Countries;
6. Increased attractiveness of transport related studies and reinforce the pursuit of excellence in European transport research and innovation, by giving recognition and visibility to the best achievements;
7. Successful organisation of a series of awards in transport research and innovation to recognise excellence of young and senior researchers, covering all transport modes and cross-cutting issues;
8. Increased visibility, interest and number of applications for the two competitions for transport research and innovation awards.

Scope:

The action will prepare and provide support to the Transport Research Arena (TRA) conference to be organised in 2030 gathering transport stakeholders for discussing political, industrial and research issues on a European and global level.

In line with previous TRA biennial conferences, the event should address the technological and industrial developments of the transport sector (i.e. road, rail, waterborne, aviation sectors and cross-modal aspects) providing a high level, future-oriented perspective coming from politics, the industry and the research community, in response to Europe's social and competitiveness needs and expectations. Specific attention should be put on a broad and balanced participation in the conference i.e., students, young researchers, women, under-represented groups, many country representatives, etc.

The action will be implemented in close collaboration with the Management and Programme Committees of the TRA, which includes the European Commission services, the different European Technology Platforms (ERTRAC for road, ERRAC for rail, WATERBORNE TP for waterborne, ALICE for logistics and ACARE for aeronautics and ECTP for construction), the Conference of European Directors of Roads (CEDR), the European Transport Research Alliance (ETRA) and the previous TRA conference organiser (TRA 2028) in order to maintain continuity of the event.

Proposals should address all the following aspects:

- Demonstrate the financial and organisational capacity of the national authorities interested to host the event and provide an economic plan covering the potential additional funding needs;
- Describe the involvement of the Member State holding the Presidency of the European Union in year 2030 to better ensure a high political and strategic relevance;
- Support the definition of the overall planning of the conference, including the main thematic pillars of the event as well as the structuring of the technical and political sessions;
- Contribute to the identification and selection of an appropriate conference venue, support the organisation of the conference's logistics and include a Professional Conference Organiser (PCO) in the consortium;
- Provide operational support to the TRA conference, such as in relation to the website and conference management IT tools (e.g. for the registration of participants, handling of speakers' contributions, submission and selection of scientific papers, conference application);
- Support the organisation of the demonstration activities and technical visits;
- Assess and monitor the environmental impact of the event and propose appropriate measures to reduce and mitigate this impact;



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|              | <ul style="list-style-type: none"> <li>• Organise of high-quality awards series for transport research and innovation awards (TRA VISIONS) covering all transport modes and cross-cutting issues including technological, socio-economic, and behavioural aspects, in line with the EU policy objectives for digitalisation and climate-neutral and environmentally friendly mobility: <ul style="list-style-type: none"> <li>○ An award stream for students and young researchers with the goal of stimulating the interest among young researchers/students to develop innovative solutions in the field of transport;</li> <li>○ An award stream for senior researchers in the field of innovative transport concepts based on results from EU-funded projects only. This will include in addition, a special honorary award as a recognition of outstanding and well-recognised contribution to transport-related research and innovation of a senior researcher who is about to complete or has completed his/her career.</li> </ul> </li> <li>• Involve the awarded researchers in the conference programme and promote links between the researchers and possible career development opportunities in the field (e.g. traineeships, jobs, courses, training);</li> <li>• Foresee a very good media coverage and dissemination activities before, during and after the event for both the TRA conference and for the TRA VISIONS. A mechanism should be put in place to clearly track outreach efforts and evaluate their impact.</li> </ul> |
| <b>Link:</b> |  |

## Horizon Europe - Widening participation and strengthening the European Research Area

### Destination - Widening participation and spreading excellence

The ERA Communication established the need to improve access to excellence as one of the four main strategic goals. Striving towards excellence requires a stronger R&I system where best practice is disseminated faster across the European Union.

The European Union's R&I system needs to promote a more inclusive approach in which all can participate and from which all can benefit. Existing disparities between R&I leading and lagging countries should be tackled by introducing structural policy reforms. Closer links between research and innovation and institutional cooperation to produce high-quality knowledge are key to help bridge these disparities. By building on their pockets of excellence and connecting them to broader networks of excellence countries will be able to upgrade their R&I systems, and allow the European Union as a whole to advance together.

This destination will deploy a portfolio of complementary actions to build up and strengthen R&I capacities in Widening countries enabling them to advance to the competitive edge at European and international level. It will contribute to the development of pan-European innovation ecosystems. In addition, particular attention will be paid to cross-cutting objectives set for Horizon Europe, such as inclusive gender equality and open science practices.

#### Expected impact

- Increased science and innovation capacities for all actors in the R&I system in Widening countries;
- Structural changes leading to modernised and more competitive R&I systems with increased attractiveness and retention of research talents;
- Mobilisation of national and European resources for strategic investments;



- Higher participation in Horizon Europe and more leadership roles in collaborative projects;
- Stronger linkages between academia and business and improved career permeability;
- Greater involvement of regional actors in the R&I process;
- Excellent talents attracted to institutions including research infrastructures;
- Balanced circulation of R&I talents including intersectoral mobility, and improved gender equality and inclusiveness;
- Improved linkages and increased mobility between academic and business, notably by overcoming sectoral barriers;
- Free circulation of knowledge and expertise in line with ERA priorities.

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| <b>Call Title:</b> | <b>HORIZON-WIDERA-2026-01-WIDENING-01: Teaming Synergies</b>   | <b>Programme:</b> | Coordination and Support Actions |
| <b>Deadline:</b>   | 24/ 09 / 2026  | <b>Budget:</b>    | €                                |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>The Synergy action for Teaming Centres of Excellence (CoE) responds to the need to ensure the sustainability of CoE funded under the Teaming calls 30 . The establishment of CoE in Widening countries, supported by a significant investment in Horizon 2020 and Horizon Europe, has created new opportunities for scientific, societal, and economic impact. However, to fully capitalise on this investment and enhance the sustainability and international competitiveness of these CoE, it is essential to facilitate stronger collaboration and strategic joint initiatives among them.</p> <p>Proposals are expected to contribute to all the following outcomes:</p> <ul style="list-style-type: none"> <li>• Stronger long-term collaboration among Teaming CoE through structured joint initiatives and clustering efforts to enhance mutual learning, resource sharing, and collective research and innovation capacity;</li> <li>• Strategic transformation of R&amp;I systems by enhancing institutional cooperation and supporting structural reforms at national and regional levels;</li> <li>• Promotion of multidisciplinary and transnational cooperation that will enable CoE to address critical European and global challenges, and EU policy priorities;</li> <li>• Promote ERA priorities such as responsible AI usage, knowledge valorisation, commercialization, and entrepreneurial activities, such as SMEs and start-ups, within the CoE to maximise economic and societal impact;</li> <li>• Stronger visibility of CoE and their recognition at national, regional, and European levels through structured engagement with industry, policymakers, and society;</li> <li>• Improved synergies between CoE and national and EU programmes to leverage additional funding opportunities and policy support.</li> </ul> <p>Scope:</p> <p>The call topic aims at fostering collaboration among Teaming Centres of Excellence, both existing ones and those resulting from ongoing or future calls, in view of supporting their efforts towards sustainability and increased impact at the regional, national and European level.</p> <p>Proposals are expected to include at least the following activities:</p> |                   |                                  |



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|              | <ul style="list-style-type: none"> <li>• Strategic Clustering for thematic collaboration: Conducting an in-depth analysis of CoE capacities, research domains, innovation potential, and their role in national and regional quadruple helixes. The aim is to define strategic clusters addressing common research and innovation challenges, supporting EU priorities, and contributing to policy reforms.</li> <li>• Pilot implementation of thematic clusters: Establish clusters and support the coordinated implementation of activities, building e.g. on geographically distributed research capacities and infrastructures, interdisciplinary research collaborations, policy support for national and/or institutional R&amp;I reform, or entrepreneurship-focused activities.</li> <li>• Capacity building for knowledge valorisation: Offering specialised training, peer learning, expert coaching, and workshops to improve CoE expertise in knowledge valorisation.</li> <li>• Networking and matchmaking: Organising dedicated matchmaking events, policy forums, and startup pitching events to connect CoE with industry, investors, and policymakers, supporting their market outreach and strategic partnerships.</li> <li>• Teaming online platform: Developing a digital networking platform to improve cooperation among CoE, provide access to shared resources, showcase success stories, and facilitate continuous interaction between research institutions, industry, and policymakers.</li> <li>• Teaming conference: Establish the conference as an internationally recognized event, stimulating cross-fertilization of scientific ideas, promoting industry-academia collaborations, attracting international talents and rewarding early-career researchers through Teaming awards.</li> <li>• Entrepreneurship and tech transfer support: Encouraging the creation of spin-offs and start-ups, licensing opportunities, and investment-readiness initiatives to ensure research outputs lead to marketable innovations.</li> </ul> <p>To achieve the expected outcomes, the consortium is expected to provide a comprehensive range of expertise commensurate with the proposed activities. A core of the consortium should be able to demonstrate successful implementation of sustainability strategies of a Teaming CoE. Complementary members of the consortium can provide specific expertise on e.g. communication, training, knowledge valorisation and IPR issues. The consortium should demonstrate a geographical coverage of its activities that is able to reach all past, existing and future Teaming CoEs that wish to participate in the activities and benefit from the services offered by the consortium. The consortium is encouraged to maximise the use of existing services and facilities, such as the Widening Dissemination and Exploitation Support Facility, to avoid duplication and creation of competing services.</p> <p>In order to assess the efficient and effective implementation of the proposed activities a set of key performance indicators tailored to the objectives of the action should be outlined in the proposal.</p> <p>The duration of this action should be 5 years.</p> |
| <b>Link:</b> |  |

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| <b>Call Title:</b> | <b>HORIZON-WIDERA-2026-02-WIDENING-01: Twinning</b> | <b>Programme:</b> | Coordination and Support Actions |
| <b>Deadline:</b>   | 09 / 04 / 2026                                      | <b>Budget:</b>    | €800,000 - €1,500,000            |
| <b>Overview:</b>   | Expected Outcome:                                   |                   |                                  |



Twinning actions aim to enhance networking activities between the research institutions and research infrastructures of the Widening countries acting as co-ordinators by linking it with at least two internationally leading research institutions from two different Member States or Associated Countries. Twinning actions intend to raise the research profile of the institution from the Widening country and its staff, including strengthening the research management capacity.

Proposals are expected to contribute to all of the following expected outcomes:

- Improved research excellence and capacities in Widening countries closing the research and innovation gap within the European Union;
- Enhanced strategic collaboration between the research institutions or higher education establishments of the Widening countries and at least two internationally leading research institutions or higher education establishments at European Union level;
- Raised reputation, research profile and attractiveness of the coordinating institution, and improved research profile of its staff;
- Strengthened research management capacities of the coordinating institution;
- Development of novel approaches in R&I collaboration with increased mobility (inwards and outwards) of researchers.

Scope:

Twinning proposals should clearly outline the strategy for stepping up and stimulating scientific excellence and innovation capacity in a defined area of research and innovation as well as the scientific excellence of the partners involved. This strategy should include arrangements for formulating joint research and innovation activities and projects in the scientific area of choice and describe how Twinning will take this research to a new level.

This should be supported by a comprehensive set of activities such as, but not limited to, short-term staff exchanges, expert visits and short term on-site or virtual trainings, workshops; conference attendance, organisation of joint summer schools, dissemination and outreach activities. As far as appropriate these activities should take into account the gender equality plans of the participants.

Proposals should also focus on strengthening the research management capacities of the coordinating institution. This should take the form of a dedicated work package or task, placing emphasis to specific activities, in view of helping the staff of the coordinating institution to improve their broader research management capacities as defined in the European Competence Framework for Research Managers, including establishing/upgrading a dedicated team within the coordinating institution. This will be achieved by fully utilising the experience and best practices of the internationally leading partners and is expected to be a concrete deliverable of the Twinning exercise.

A research and innovation component not exceeding 30% of the total Horizon Europe grant (including the indirect costs) may be included, which should be presented in a dedicated workpackage (WP1) entitled 'Research component'. At least 50% of the budget for this component should be allocated to the coordinator. A research and innovation component involves the development and implementation of new ideas, methods, or technologies and advances the current state of the art in a particular field by pushing the boundaries of knowledge and creating novel solutions. All training related to research and innovation that advances beyond the state of the art should be budgeted and included in this work package.

The proposals should illustrate quantitatively and qualitatively the expected impact of the twinning exercise within the coordinating institution (and possibly at regional/national level) based on indicators such as scientific production and peer recognition, collaboration agreements with the non-academic sector, attracting and mobilising investments from the private sector, intellectual property developed, new innovative products or services, number of international students, number of female scientists and their roles in the research institutions.



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|              | <p>The proposal should demonstrate how the leading scientific institutions in the consortium will contribute in terms of provision of access to new research avenues, creativity and the development of new approaches, as well as acting as a source for increased gender equality, inclusiveness and mobility (inwards and outwards) of qualified scientists and young researchers including doctoral candidates.</p> <p>This action is open for participation of the JRC that can contribute with specific expertise, where relevant, for the development of R&amp;I strategies depending on the R&amp;I domain chosen by the project, technology transfer and IPR management as well as linking up to regional smart specialisation strategy.</p> <p>The duration of the Twinning project should be up to 3 years.</p> |
| <b>Link:</b> |  |

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| <b>Call Title:</b> | <b>HORIZON-WIDERA-2026-03-WIDENING-01: Hop-On Facility</b>   | <b>Programme:</b> | Research and Innovation Actions |
| <b>Deadline:</b>   | 24 / 09 / 2026   | <b>Budget:</b>    | €00,000 - €600,000              |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>The Hop-on Facility allows for legal entities from Widening countries to join already funded Horizon Pillar II ‘main’ work programme and EIC Pathfinder collaborative R&amp;I actions, subject to the agreement of the respective consortium and provided that legal entities from such countries are not yet participating as beneficiary, associated partner, or affiliated entity. The scheme aims to improve the inclusiveness of Horizon Europe. Selected consortia will be invited to submit a grant agreement amendment request of the eligible already funded action.</p> <p>Project results are expected to contribute to the following outcomes:</p> <ul style="list-style-type: none"> <li>• At system level, mobilise excellence in the Widening countries, increase visibility of the beneficiaries from the widening countries, improve knowledge circulation, and boost their participation in specific thematic domains;</li> <li>• At consortium level, open up established networks to new connections and partnerships, improve research excellence of the Widening country’s institutions in specific fields, enlarge outreach of the participants’ R&amp;I actions and provides access to new talent pools;</li> <li>• At the level of the Widening beneficiary, develop new competencies and skills for working in transnational projects including research management and dissemination and exploitation.</li> </ul> <p>Scope:</p> <p>The Hop-on Facility integrates one additional beneficiary from a Widening country to an ongoing project under Pillar 2 or the EIC pathfinder scheme who contributes a relevant task, work package or another visible and distinguishable activity.</p> <p>Applications must demonstrate the R&amp;I added value of the new beneficiary for the eligible already selected action. The proposal should include a detailed description of the profile of the new beneficiary and its R&amp;I role and complementarity in the existing project.</p> <p>The additional beneficiary and activities should be presented in a dedicated proposal template with the Description of the Action (DOA) of the ongoing action uploaded as an annex. In case of a successful evaluation, the consortia (coordinator) of the eligible already funded action</p> |                   |                                 |

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|              | (i.e. relevant existing grant agreement) will be invited to submit an amendment request for accession of the Widening beneficiary, modification of the description of the action. If budget is reserved for the coordinator, the proposal should justify the amounts in terms of integration efforts for the new participant. |
| <b>Link:</b> |   |

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| <b>Call Title:</b> | <b>HORIZON-WIDERA-2026-04-WIDENING-01: Research Management Facility</b>  | <b>Programme:</b> | Coordination and Support Actions |
| <b>Deadline:</b>   | 24 / 09 / 2026   | <b>Budget:</b>    | €7,000,000                       |
| <b>Overview:</b>   | <p>Expected Outcome:</p> <p>Excellent capacities in research management are essential for institutions and national R&amp;I systems to enhance their research excellence and capitalize on their R&amp;I activities in a knowledge-based economy and society. The Research Management Facility aims at providing institutions in Widening countries that want to establish or upgrade their research management capacities with tailored support. The Research Management Facility also advises on an implementation strategy to introduce changes in the institutional set-up, in line with the ERA priorities. However, the action does not provide support for the implementation of the strategy.</p> <p>Strong research management ensures effective grant acquisition, resource allocation, compliance with funding regulations, and strategic planning. It supports high-quality research by streamlining administrative processes, facilitating interdisciplinary collaborations, attracting and retaining international high-profile researchers, and optimizing the use of research infrastructures.</p> <p>Proposals are expected to contribute to the following outcomes:</p> <ul style="list-style-type: none"> <li>• Encourage the establishment of stronger research management capacities in Widening countries to enhance their participation in the European Research Area;</li> <li>• Support institutional reforms in research institutions and national R&amp;I systems to strengthen governance, efficiency, and alignment with European research and innovation priorities;</li> <li>• Strengthen human capital with entrepreneurial and well-trained research managers;</li> <li>• Promote and support multidisciplinary and transnational cooperation in the field of research management to foster knowledge exchange, capacity building, and alignment of best practices across institutions and countries;</li> <li>• Promote of ERA priorities such as research integrity and responsible research and innovation (ethics, public engagement, gender equality, science education, open access) and knowledge valorisation, thereby strengthening the institution's overall research ecosystem.</li> </ul> <p>Scope:</p> <p>This action aims at creating a research management facility to provide support services including trainings to research institutions and their staff in Widening countries that want to establish or upgrade existing capacities and competencies in research management. The project should establish a facility inviting research performing organisations from Widening countries to support them in assessing their needs for excellent research</p> |                   |                                  |

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|              | <p>management capacities, and develop implementation plans to improve their institutional and human capacities. The facility may also support successful applicants of ERA Research Manager actions in identifying leading research manager internationally.</p> <p>Proposals are expected to cover at least the following activities:</p> <ul style="list-style-type: none"> <li>• Support the assessment of institutional needs in research management, administration and training in close collaboration with the research performing institutions that express interest in their expertise;</li> <li>• Support the development of a tailor-made implementation plans to establish or upgrade research management capacities at institutional level;</li> <li>• Facilitate peer exchange and best practice sharing between Widening countries and more experienced institutions to support sustainable capacity building;</li> <li>• Deliver training modules for research managers in Widening countries to strengthen their skills and professional competences, in line with the European Competence Framework for Research Managers;</li> <li>• Facilitate networking opportunities for research managers from Widening countries at European and international levels, to strengthen peer exchange, promote best practice sharing, and enhance their integration into the broader research management ecosystem.</li> </ul> <p>Proposals should provide an estimate on the number of institutions and individuals they target during the action that is commensurate to the requested Union contribution. They should describe how they plan to prioritise their support if the demand exceeds the project' resources.</p> <p>In their proposals, applicants should demonstrate how they will ensure the full geographical coverage of their activities for all Widening countries including Outermost Regions and the relevant Associated Countries.</p> <p>Documentation and reporting on the support provided, their follow-up and impacts are considered key to the Research Management Facility. Proposals should include a methodology on documentation and feedback to the European Commission on the profiles of the institution supported, the support provided including recommendations developed, follow-up actions implemented by the institutions, and impacts achieved. In view of continuous improvement of support, and gathering and communicating of transferable outcomes, adequate dissemination and communication activities need to be part of the activities.</p> <p>Proposals should demonstrate the collective competences and capacities, including relevant experiences in the field that are necessary to carry out the activities and achieve the expected outcomes.</p> |
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| <b>Call Title:</b> | <b>HORIZON-WIDERA-2026-05-WIDENING-01: ERA Fellowships</b>  | <b>Programme:</b> | TMA Postdoctoral Fellowships - European Fellowships |
| <b>Deadline:</b>   | 09 / 09 / 2026  | <b>Budget:</b>    | €8,000,000  |
| <b>Overview:</b>   | <p>Expected Outcome:<br/>This action builds on the MSCA Postdoctoral Fellowships 2026 action (HORIZON-MSCA-PF-2026). The target group are host organisations located in Widening countries.</p> |                   |   |



Project results are expected to contribute to the following outcomes:

For supported ERA Fellows:

- Increased set of research and transferable skills and competences, leading to improved employability and career prospects of fellows within academia and beyond;
- New mind-sets and approaches to R&I work forged through international, inter-sectoral and interdisciplinary experience;
- Enhanced networking and communication capacities with scientific peers, as well as with the general public, that will increase and broaden the research and innovation impact;

For participating organisations in the Widening countries:

- Increased alignment of working conditions for researchers in accordance with the principles set out in the European Charter for Researchers;
- Enhanced quality and sustainability of research training and supervision;
- Increased global attractiveness, visibility and reputation;
- Stronger R&I capacity and output; better transfer of knowledge.

For Widening countries:

- More postdoctoral researchers attracted to Widening countries with competitive grants and attractive working and employment conditions.

Scope:

Fellowships should be provided to excellent researchers, undertaking cross-border mobility. Applications must be made jointly by the researcher together with a legal entity in the academic or non-academic sector located in a Widening country.

ERA Fellowships should take place in a Widening country. Fellowships are open to researchers of any nationality who wish to engage in R&I projects by either coming to the EU from any country in the world or moving within the EU to a Widening country.

Secondments

Researchers receiving an ERA Fellowship may opt to include a secondment phase, within the overall duration of their fellowship in any country worldwide. The secondment phase can be a single period or be divided into shorter mobility periods. Secondments cannot exceed one third of the standard fellowship duration and should be in line with the project objectives, adding significant value and impact to the fellowship.

Placements in the non-academic sector

ERA Fellowships can provide an additional period of up to six months to support researchers opting for a placement at the end of the project to work on R&I projects in an organisation from the non-academic sector established in an EU Member State or Horizon Europe Associated Country. While this possibility is also available to fellows recruited in the non-academic sector, such a placement should be implemented at a different non-academic host organisation established in an EU Member State or Horizon Europe Associated Country. The request for such a non-academic placement should be an integral part of the proposal, explaining the added value for the project and for the career development of the researcher, and will be subject to evaluation. This incentive aims at promoting career moves between sectors and organisations and thereby stimulate innovation and knowledge transfer while expanding career opportunities for researchers.



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|              | <p>Training activities</p> <p>The training activities implemented under the ERA Fellowships should include training for key transferable skills<sup>35</sup>, foster innovation and entrepreneurship, (e.g. commercialisation of results, Intellectual Property Rights, communication, public engagement and citizen science), foster good scientific conduct such as research integrity and promote Open Science practices (open access to publications and to other research outputs, including data, FAIR data management, societal engagement and citizen science, etc.).</p> <p>Career Development Plan</p> <p>In order to equip ERA Fellows with skills that enhance and expand their career opportunities inside and outside academia, a Career Development Plan should be established jointly by the supervisor(s) and the researcher. In addition to research objectives, this plan should comprise the researcher's training and career needs, including training on transferable skills, teaching, planning for publications and participation in conferences and events aiming at opening science and research to citizens. The plan has to be submitted as a project deliverable at the beginning of the action and can be updated when needed.</p> |
| <b>Link:</b> |  |

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