



## Mobility Research Programme

# Call 2026 for Research Proposals: “Efficient, accessible and affordable future mobility”

## Questions and answers of common interest (22.01.2026)

### General Questions

**1. Would it be possible to have project partners from abroad?**

“Public and private research institutions outside Switzerland are welcome to apply. However, they must be part of a consortium with at least one Swiss partner and work on research questions relevant to Switzerland. The Swiss partner must provide a substantial contribution to the research project and be listed as the main partner.”

Normally participation of foreign partners can be justified when the specific expertise is not available in Switzerland.

**2. My project may fit in the Electricity or Mobility Call. Which one is better suited? Can I apply for both programmes?**

It is up to the researchers to make this choice upon carefully studying the scope of each call. An application with the same proposal for both calls is not recommended.

**3. Can two different units from the same company each submit a proposal for two different topics of the call?**

Yes. However, a maximum of two proposals per company/organisation/entity can be accepted for funding.

**4. Is it generally expected that proposals include an industry partner as a formal project partner, or can strong collaboration also be demonstrated through arrangements such as data-sharing agreements without the partner formally joining the consortium?**

There are no formal requirements for the composition of a project consortium. All project partners who wish to receive SFOE funding though must be listed as formal partners and sign the proposal. Industry partners who contribute in-kind or for instance by making data available can indicate their contribution through a Letter of Commitment.

- 5. At the pre-proposal stage, what level of confirmation regarding access to the required data is typically expected? For example, do you expect data access to be secured already, or is it acceptable to plan for data acquisition/agreements as an early project activity?**

Data access must neither be secured nor confirmed at pre-proposal stage. But it should be demonstrated convincingly how it can be secured.

- 6. Is there a typical range or rule-of-thumb for the expected share of own and/or third-party contributions for projects led by private companies?**

There are no strict rules. The cost-benefit ratio is an evaluation criterium. Typically, more applied projects with industry partners are expected to provide more in-kind and third-party contributions.

- 7. Are in-kind contributions (e.g., company personnel time not charged to SFOE, pre-existing software modules, access to existing datasets) acceptable as own contribution? If so, is there guidance on how these should be valued and documented?**

Only cost incurred during the actual duration of the project count towards total cost of the project. No prior work or existing soft- or hardware can be counted as own contribution.

- 8. Is there guidance (or a reference point commonly used in evaluations) regarding acceptable hourly/daily personnel rates for company staff in Mobility Research Programme projects?**

Maximum salaries and functional categories are listed in Appendix VI of the [Directive on the submission and evaluation of applications for financial support of energy research, pilot and demonstration projects](#).

- 9. Could you please briefly clarify what is meant by “open access, preferably gold standard” in this programme? In particular, does SFOE expect peer-reviewed journal publications within the project period, or is it sufficient to ensure open public access to results (e.g., via open-access report)?**

In principle, applicants decide how they are going to disseminate their project results. The SFOE supports open science and open data, and as such expects peer-reviewed publications resulting from SFOE funded work to be published open-access.

- 10. Is collaboration with other Federal Offices (ARE, BAV) encouraged?**

If other federal office can provide helpful expertise or data, such collaboration is encouraged. Note that Federal Offices can not be official project partners and that they are excluded from receiving SFOE funding.

## Specific questions

- 11. Eligibility of Non-Road Modes (Topic 2): Does the definition of the "transport domain" for this call extend to aviation (e.g., electric airplanes/eVTOL), marine (boats, vessels, electric water trams), or off-highway vehicles? specifically, would these fit under Topic 2 if they demonstrate "disruptive potential" or impact the Swiss energy system?**

Topic 2 is not restricted to a specific mode of transport. As such, aviation or marine modes can be included.

- 12. Recreational vs. Essential Mobility: Topic 3 references "steadily growing leisure mobility". Can we confirm that projects focusing exclusively on private recreational applications (e.g., leisure electric boating, recreational electric airplane flying or electric vehicle charging at ski resorts) are fully eligible, provided they address the peak demand/efficiency challenges described?**

Also, topic 3 is not restricted to a specific mode of transport. The potential impact of a project is an important evaluation criterium.

- 13. Does Topic 1 include research on novel delivery or deployment models for EV charging (such as mobile, robotic, wireless or automated solutions), or is the scope limited to electrical/grid infrastructure and traditional fixed-location charging?**

There are no principal technical limitations of the scope. However, this call only addresses technology available on the market or close to market ready. In special, well-justified cases, technologies on lower TRL can be considered.

- 14. Topic 1: "What is the effect on grid capacity, energy demand and overall system cost?" What is meant by "overall system cost"?**

System cost refers to additional cost for the energy system due to the extension of the charging infrastructure. This includes the charging infrastructure itself as well as grid reinforcement and potentially additional cost on the energy supply side. However, it is up to the applicants to define meaningful system boundaries.