



Mobility Research Programme

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

Pre-proposal deadline: 16 March 2026



The [Mobility Research Programme](#) promotes application-oriented research in the transport domain. The overarching goal is the transition to zero-emission mobility in a highly efficient transport system, and a general reduction in energy consumption. This goal can in principle be reached by *avoiding* unnecessary traffic, *shifting* to more sustainable and efficient modes of transport, and technical *improvements*.

The Mobility Research Programme focuses on energy supply for mobility and its integration into the energy system, mobility concepts and analyses and a better understanding of mobility demand and behaviour. In line with the [Federal Energy Research Masterplan](#), research priorities are defined through thematic calls.

For this call, the [Directive on the submission and evaluation of applications for financial support of energy research, pilot and demonstration projects](#) applies.¹

¹ For this call, the version of 19 December, 2024 applies.

Scope

Researchers are invited to submit research proposals in one of the following three topics (see below). Projects can concentrate on one or several aspects of the topics proposed and do not have to treat all sub-points and research questions listed.

1) Cost-efficient and accessible charging infrastructure for electric vehicles (EVs)

With growing maturity of electric mobility and near parity of car purchase cost, the few indirect subsidies (no/lower cantonal vehicle registration taxes, exemption of mineral oil tax) will be gradually phased out in the years to come. This will shift focus more onto charging costs. The “right to charge”, soon to be debated in parliament, should facilitate the installation of home-charging equipment for tenants and apartment owners in multi-family buildings. Given an average daily distance in Switzerland of less than 30 km, a typical EV needs to recharge 5 kWh or less overnight. Currently installed charging infrastructure is thus largely oversized and, especially in large garages, also costly due to the necessary backbone reinforcement, load management and billing. Technical advances in EVs have led to ranges exceeding 600 km and high-power charging that allows a range of several 100 km to be recharged in just a few minutes.

- **Home Charging** is generally not cost effective due to high infrastructure cost, but convenient. Low power-charging is currently inefficient due to high standby losses and poor AC/DC conversion. How could cost-effective charging that is commensurate with the low daily energy demand be realized, especially in large underground car parks?
- What kind of (semi)**public charging** infrastructure would be required to make home charging obsolete? This can include **slow charging, charging at work** but also **(super) fast charging**. What factors in terms of availability, accessibility and affordability are relevant for EV drivers to rely solely on public charging infrastructure? What is the effect on grid capacity, energy demand and overall system cost?
- **Energy communities**, empowered by the new legal framework, should facilitate the charging of EVs with renewable, local energy. Additionally, EVs can be integrated as **flexible distributed energy resource (DER)**. In reality, however, such applications are currently hampered by complex communication, metering and billing processes. What key innovations are needed for smooth but also economically viable integration?

2) Long term drivers of future mobility trends

The Transport Outlook² is a key instrument for transport planning in Switzerland. The basis scenario models traffic development based on the Federal Governments current mobility objectives. This is complemented by a business-as-usual and slightly varying alternative scenarios. The sudden and rapid emergence of electric mobility, for example, was generally not predicted by transport models at the time and was considered disruptive by many.

- How will current mega trends such as **AI, autonomous driving** and **hyper-connectivity**, but also an **aging population**, further **electrification** and other **zero-emission technologies** affect future mobility demand and behaviour?
- What technical or socio/economic developments are emerging that have **disruptive potential**?
- Can developments be identified that have a particularly positive or negative impact on the **Swiss energy system**? Are there specific “windows of opportunity” or other measures to promote or avoid such developments, respectively?
- What is the impact of **more disruptive/extreme scenarios** on future **energy demand** and emissions in the transport sector?

² Federal Office of Spatial Development ARE: [Transport Outlook 2050](#)

3) Efficient use of transport infrastructure

Transport infrastructure, in particular public transport, but also roads, suffers from significant fluctuations in demand. While capacity must be continuously expanded to cope with peak loads, actual utilisation is relatively low over extended periods of time. More flexible working hours, teleworking and part-time work should in principle lower peak demand. However, in conjunction with steadily growing leisure mobility, peak demand has continued to increase in recent times.

- There were high hopes that **home office and flexible working hours** would reduce peak demand, but it never materialised. Is there still potential to **leverage such societal trends** (e. g. more work-life balance, digital lifestyle, online shopping, leisure behaviour) to distribute mobility demand more evenly? If so, what measures are effective and how can they be implemented?
- High peaks and low average utilisation lead to significant **fluctuations in occupancy of trains and buses**. This operational and economic challenge is accompanied by inefficient use of transport equipment over prolonged periods of low demand. Besides dynamic tariffs, are there additional operational or economic measures to redistribute mobility demand more evenly?
- All above measures should increase the overall efficiency of our transport system. As such, they are susceptible to **rebound effects**. What is the effect of a more efficient transport system by means of peak-shifting and other measures on **overall energy demand and emissions**?

Timeline

6 January 2026	Publication of the call
16 January 2026	Deadline for questions regarding the call
16 March 2026	Deadline for submission of pre-proposals
<i>Early April 2026</i>	<i>Notification of pre-proposals invited to submit a full proposal</i>
15 June 2026	Deadline for full proposal submission
<i>End of June 2026</i>	<i>Notification of approved projects</i>
<i>September 2026 – February 2027</i>	<i>Launch of approved projects</i>

(The timeline after the submission of pre-proposals depends on their number and is tentative only.)

Contact Information

If you have any questions regarding the call, please do not hesitate to contact:

Dr. Luca Castiglioni

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The deadline for questions is 16 January 2026. Answers to questions of general interest and relevance will be published on the [Mobility Research website](#) before 23 January 2026.

No extension of the deadline will be granted.

Eligibility

The call is addressed to universities (including ETH-domain), universities of applied science, further public and private research organizations and private companies in Switzerland. The participation of young scientists in the research teams is encouraged. Researchers in the public and private sector can apply for remuneration of the personnel costs according to the maximum rates provided in the [Directive on the submission and evaluation of applications for financial support of energy research, pilot and demonstration projects](#). The Mobility Research Programme does not pay any contribution to overhead cost.

Proposals from working groups, including specialists from different fields, are welcome (main applicant and contact should be indicated). Gender-balance and diversity are encouraged. An adequate share of own and/or third-party contributions (in-kind and/or cash) is expected and must be indicated when the pre-proposal is submitted and formally confirmed with submission of the full proposal. Collaboration with partners from industry is encouraged, especially for application-oriented projects.

Only projects with a clear focus on the transport sector and in line with the scope of this call can be considered for funding. The projects should address questions relevant for Switzerland.

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 applicant.

Supported projects typically receive public funding in the range of 100–350 kCHF and have a duration between 18 and 36 months. While there are no formal limits, a project duration exceeding 36 months would require thorough justification. The indicative call budget is in the range of 2-3 million CHF and depends on the final selection of projects, the distribution of payments over the fiscal years and the approval of annual credits by Parliament.

Applicants must comply with the conditions set out in the [Directive on the submission and evaluation of applications for financial support of energy research, pilot and demonstration projects](#). There is no entitlement to funding.

Application Procedure

The call follows a two-stage submission and evaluation procedure. First, a pre-proposal (max. 6 pages, see pre-proposal template) is submitted. If the pre-proposal is selected after evaluation, the applicant is invited to submit a full proposal (approximately 10 pages). Invitation to submit a full proposal does not guarantee funding.

The projects presented in the pre-proposal and in the full proposal must be consistent. Any change to the plans described in the pre-proposal should be explained and justified.

At both stages of the application, the main project partner prepares a proposal (pre-proposal or full proposal) using the template available on the [Mobility Research website](#).

The pre-proposal must be submitted as one single PDF file by e-mail to energieforschung@bfe.admin.ch (subject: "Mobility Call 2026") by 16 March 2026.

The receipt of the pre-proposal will be confirmed in due time.

Evaluation of Proposals

The project proposals will be evaluated along the criteria listed in the Appendix, both at the pre-proposal and at the full proposal stage. If several proposals overlap significantly in terms of content, the SFOE reserves the right to eliminate the lower-rated ones from the ranking. Furthermore, per main project partner (responsible person) a maximum of two full proposals can be accepted for funding.

Appendix: Evaluation criteria

A submitted project has to fulfil **all** eligibility criteria to be evaluated.

Eligibility criteria

Formal criteria:

Criteria		
F1	Is the application complete (does the proposal include all information requested in the call)?	<input type="checkbox"/> yes <input type="checkbox"/> no
F2	Are the objectives of the research project clear and is the research proposal well structured?	<input type="checkbox"/> yes <input type="checkbox"/> no
F3	Was the application submitted in time?	<input type="checkbox"/> yes <input type="checkbox"/> no
F4	In case of scientific publications: is open access granted?	<input type="checkbox"/> yes <input type="checkbox"/> no

Content related criteria:

Criteria		
C1	Do the research questions to be addressed fit the call, and do they fall into the competence of the SFOE?	<input type="checkbox"/> yes <input type="checkbox"/> no

Qualitative Criteria

Each of the main criteria will be scored on a scale from 1 to 5 and are weighted as indicated below. The 1–5 scoring system for each criterion indicates the following assessment:

- 1 – Poor: The criterion is inadequately addressed or there are serious inherent weaknesses.
- 2 – Unsatisfactory: The criterion is broadly addressed but there are significant weaknesses.
- 3 – Satisfactory: The criterion is addressed but with a number of shortcomings.
- 4 – Good: The criterion is well addressed but with a number of shortcomings.
- 5 – Very Good: All relevant aspects of the criterion are addressed; any shortcomings are minor.

For a project to qualify for an invitation to submit a full proposal to the second round of the call, each qualitative criterion (Q1 to Q5) has to obtain a minimum score listed in the table. Sub-criteria marked with ** must reach the minimum score on their own.

Criteria	Minimum evaluation
Q1 Organisation (weight: 1.0)	ø 3
Competencies, organisation, responsibility ** Are all the competencies crucial to the project covered? Has a clear project organisation been established? Are the responsibilities laid down clearly?	At least 3
Schedule and milestones Is the proposed schedule realistic and efficiently drawn up? Have clearly measurable milestones been stipulated (stage-gate targets)?	
Cost-benefit ratio, subsidiarity Does a project hold out the prospect of significant benefits in relationship to the costs involved? Have sufficient in-kind contributions and third-party funds been promised?	

Criteria	Minimum evaluation
Q2 Excellence (weight: 1.0)	ø 3
<p>Preliminary work, suitability, expertise Can the project team build on previous work? Does the project team have the expertise required (suitability)?</p>	
<p>Academic record, recognition Does the project team have broad experience (academic record) or are they recognised specialists in their field?</p>	
<p>Teams' potential for success Is clear potential for success discernible in this project team?</p>	
Q3 Content of project (weight: 2.0)	ø 3
<p>Relevance, national and international cooperation ** Is the project scientifically, politically and strategically relevant and does the content contribute to a research priority set out in the call? Is it part of an international cooperation within the IEA or the EU research programme, or is it part of other national or international collaboration schemes (e.g., SWEET, DACH)?</p>	At least 3
<p>Value creation, innovative content Do the findings lead us to expect high value creation for Switzerland - in an economic or scientific respect? Does the project build up a large body of knowledge or know-how and/or does it pursue an innovative or novel approach?</p>	
<p>Approach, methodology and data ** Is the proposed approach suitable to deal with the issue? Is the methodology adequate to solve the issue? Is access to the data required guaranteed/has the strategy to compile data been clearly defined?</p>	At least 3
Q4 Opportunities, risks (weight: 1.0)	ø 3
<p>Energy potential Does the project contribute to a safe, sustainable and economical energy provision or to a lower and rational energy consumption?</p>	
<p>Acceptance, discussion in public or before a professional audience Are the research findings of interest to the general public? Do the findings constitute a useful foundation for the opinion building and decision-making processes among informed people?</p>	
<p>Sustainability Will the findings contribute to sustainable development in all three dimensions (ecological, economic and social) at national or global level?</p>	
Q5 Monitoring, dissemination and diffusion (weight: 1.0)	None
<p>Monitoring Is a monitoring or other accompanying activity such as workshops or a monitoring group planned?</p>	
<p>Knowledge transfer / Public interest Does the project generate interest among the general public or specific audience? Are publications planned? Is an open access/data/model strategy included?</p>	
<p>Potential for implementation or as multiplier For technical projects: is an implementation plan included? Is the project team responsible for further development or does it already have potential customers? Does the technology/procedure display technical or economic advantages that indicate potential as multiplier? For studies/concepts: are relevant stakeholders (public/private) involved that are likely to apply project results for their own strategies or concepts?</p>	