



Call for expression of interest with a view to selecting associated members with the potential to contribute to the achievement of the objectives of the Europe's Rail Joint Undertaking

Ref: GB Decision N°09/2024

Date: 21 June 2024

Version: 1

Status: Final

Abstract

Europe's Rail Joint Undertaking (hereinafter referred to as "EU-Rail") is launching an open call for expression of interest with a view to selecting associated members with the potential to contribute to the achievement of its objectives.

Applications shall be addressed to the functional email box info-call@rail-research.europa.eu by 4 November 2024, at 12h00 Brussels time.

Any legal entity established in an EU Member State, international organization or legal entity established in a country associated to Horizon Europe, with the necessary operational and financial capacity to be able to engage on a long-term commitment to EU-Rail may be selected as EU-Rail's associated member. Entities established in countries that are in the process or association to Horizon Europe (HE) are covered, mutatis mutandis, under the transnational arrangements (i.e., they can apply but the possible selection is conditioned to the Association to HE).

Admissibility, eligibility and selection criteria are set in Section 5 of this call for expression of interest.

Upon assessment of the received applications by EU-Rail with the assistance by independent experts, the EU-Rail's Executive Director will submit a list of proposed associated members to EU-Rail's Governing Board.



On this basis, the Governing Board may select associated members by the end of first quarter 2025. The adhesion of the selected associated members will be formalized by the signature of a Letter of Commitment¹ by each associated member.

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¹ In accordance with Article 6(3) of the SBA.



1. The Europe's Rail Joint Undertaking (EU-Rail)

1.1. A European Public Private Partnership

EU-Rail is a Public Private Partnership on rail research and innovation established by the Council Regulation (EU) No 2021/2085 of 19 November 2021 establishing the Joint Undertakings under Horizon Europe – (hereinafter referred to as “Single Basic Act” or “SBA”)² under the Horizon Europe programme (2020-2027). Building on the achievements of the Shift2Rail Joint Undertaking (S2R), the partnership aims to accelerate research and development in innovative technologies and operational solutions supporting the fulfilment of European Union policies and objectives relevant for the railway sector and supporting the competitiveness of the rail sector and the European rail supply industry. The establishment of a joint undertaking ensures a mutually beneficial public-private partnership for the members involved, including to contribute directly to the EU-Rail’s integrated Programme and annual activities definition, in particular with the involvement in its decision-making body, the EU-Rail Governing Board³, as well as in the System and Innovation Programme Board (ED-SIPB).⁴ The latter provides advice and support to the Executive Director, focusing on strategic exchanges on the Innovation and System Pillars, their evolution, and interdependencies as well as strategic guidance and recommendations with regard to the management of integrated Programme and its progress.

In accordance with Article 87 of the SBA. The members of EU-Rail shall be:

- (a) the Union, represented by the Commission;
- (b) the founding members listed in Annex II of the SBA;
- (c) the associated members to be selected in accordance with Article 7 and endorsed by the Commission.

The definition of “member other than the Union”, “founding member”, “associated member” and “private member” is provided in Article 2 of the SBA. In this document, references to EU-Rail “private members” should be understood as referring to EU-Rail’s founding and associated members or as members other than the Union.

The European Union contributes to EU-Rail with a financial Union contribution of up to 600 million EUR. The Union public contribution is more than matched by the founding members who jointly committed to bring to EU-Rail, throughout its overall duration until 2031, a minimum of 600 million EUR in the form of in-kind and financial contributions.

² Council Regulation (EU) 2021/2085 of 19 November 2021 establishing the Joint Undertakings under Horizon Europe and repealing Regulations (EC) No 219/2007, (EU) No 557/2014, (EU) No 558/2014, (EU) No 559/2014, (EU) No 560/2014, (EU) No 561/2014 and (EU) No 642/2014. (<https://eur-lex.europa.eu/eli/reg/2021/2085>)

³ As per Article 92 of the SBA.

⁴ As per decision of the Executive Director ref. ED-23-08 on formalizing the establishment of the Executive Director – System and Innovation Programme Board and amending ED-19-05.



The private members are jointly committed to implement the EU-Rail's Master Plan (MP) and its related Multi Annual Work Programme (MAWP) with the aim of achieving the programme objectives as set out in the SBA.⁵

The private members of EU-Rail are composed by a fixed number of founding members which are listed in Annex II of the SBA, which can be enlarged by associated members selected through open and transparent Calls for Expression of Interest⁶.

Founding members and associated members are required to bring the key competences and capabilities required to execute the MAWP and achieve the objectives and impact of the MP; to bring to a substantial level of in-kind contributions to EU-Rail including leveraging additional investments relevant to EU-Rail; and to provide financial support to cover the 50% of the administrative costs of EU-Rail⁷.

1.2. Objectives of EU-Rail

The EU-Rail has the following objectives, which are directly set in the SBA⁸.

1. Through the involvement and commitment of partners in designing and implementing a programme of research and innovation activities with European added value, the joint undertakings shall deliver collectively on the following general objectives⁹:

- (a) strengthening and integrating the scientific, innovation and technological capacities and facilitating collaborative links across the Union to support the creation and diffusion of high-quality new knowledge and skills, in particular with a view to delivering on global challenges, securing and enhancing Union competitiveness, European added value, resilience and sustainability and contributing to a reinforced European Research Area (ERA);
- (b) securing sustainability-driven global leadership and resilience of Union value chains in key technologies and industries in line with the industrial and SMEs strategies for Europe, the European Green Deal, the European Recovery Plan and other relevant Union policies;
- (c) developing and accelerating the uptake of innovative solutions throughout the Union addressing climate, environmental, health, digital and other global challenges contributing to Union strategic priorities, accelerating the economic growth of the Union and fostering the innovation ecosystem, while reaching the United Nations Sustainable Development Goals and achieving climate neutrality in the Union at the latest by 2050, in line with the Paris Agreement, thereby improving the quality of life of European citizens.

2. The joint undertakings shall also deliver on the following specific objectives¹⁰:

⁵ <https://rail-research.europa.eu/about-europes-rail/europes-rail-reference-documents/europes-rail-key-documents/>

⁶ In accordance with Article 7 of the SBA.

⁷ In accordance with Article 89 of the SBA.

⁸ For a full list of objectives, see Articles 4,5 and 85 (1) (2) of the SBA.

⁹ As per Article 4(2) of the SBA.

¹⁰ As per Article 4(3) of the SBA.



- (a) enhance the critical mass and scientific and technological capabilities and competences in collaborative, cross-sectoral, cross policy, cross-border and interdisciplinary research and innovation across the Union as well as facilitate their integration into European ecosystems;
- (b) accelerate the green and digital transitions as well as economic, social and societal transformations in areas and sectors of strategic importance for Union priorities, in particular to reduce greenhouse gas emissions by 2030 in accordance with the climate and energy targets set in line with the European Green Deal and the European Climate Law;
- (c) enhance the research and innovation capabilities and performance of existing and new European innovation ecosystem and economic value chains, including in start-ups and SMEs;
- (d) accelerate the deployment, uptake and diffusion of innovative solutions, technologies, services and skills in reinforced European research and innovation ecosystems and industrial ecosystems, including through wide and early engagement and co-creation with end-users, including SMEs and start-ups, citizens and regulatory and standardisation bodies;
- (e) deliver environmental, energy, resource-saving, societal, circularity and productivity improvements in new products, technologies, applications and services by exploiting Union capabilities and resources.

3. In this context, EU-Rail shall in particular have the following general objectives¹¹:

- (a) contribute towards the achievement of the Single European Railway Area;
- (b) ensure a fast transition to more attractive, user-friendly, competitive, affordable, easy to maintain, efficient and sustainable European rail system, integrated into the wider mobility system;
- (c) support the development of a strong and globally competitive European rail industry.

4. In addition, EU-Rail shall have the following specific objectives¹²:

- (a) facilitate research and innovation activities to deliver an integrated European railway network by design, eliminating barriers to interoperability and providing solutions for full integration, covering traffic management, vehicles, infrastructure also including integration with national gauges, such as 1 520, 1 000 or 1 668 mm railway, and services, and providing the best answer to the needs of passengers and businesses, accelerating uptake of innovative solutions to support the Single European Railway Area, while increasing capacity and reliability and decreasing costs of railway transport;
- (b) deliver a sustainable and resilient rail system by developing a zero-emission, silent rail system and climate resilient infrastructure, applying circular economy to the rail sector, piloting the use of innovative processes, technologies, designs and materials in the full life-cycle of rail systems and developing other innovative solutions to guided surface transport;
- (c) develop through its System Pillar a unified operational concept and a functional, safe and secure system architecture, with due consideration of cyber-security aspects, focused on the European railway network to which Directive (EU) 2016/797 of the European Parliament and of the Council¹³ applies, for integrated European rail traffic management, command, control and signaling systems, including automated train operation which shall ensure that research and innovation is targeted on

¹¹ In accordance with Article 85(1) of the SBA.

¹² In accordance with Article 85(2) of the SBA.

¹³ Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union (OJ L 138, 26.5.2016, p. 44).



commonly agreed and shared customer requirements and operational needs and is open to evolution;

- (d) facilitate research and innovation activities related to rail freight and intermodal transport services to deliver a competitive green rail freight fully integrated into the logistic value chain, with automation and digitalisation of freight rail at the core;
- (e) develop demonstration projects in interested Member States;
- (f) contribute to the development of a strong and globally competitive European rail industry;
- (g) enable, promote and exploit synergies with other Union policies, programmes, initiatives, instruments or funds in order to maximise its impact and added value.

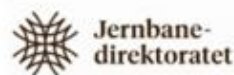
1.3. Current EU-Rail membership

EU-Rail builds on a long-term partnership and mutual commitment between the European Union (represented by the European Commission) and a large stakeholders base of “members other than the Union” (hereinafter referred to as the private members).

The private members of EU-Rail are for the time being the 25 founding members listed in Annex II of the SBA¹⁴.

The founding members are:

¹⁴ See list in <https://rail-research.europa.eu/about-europes-rail/europes-rail-structure-of-governance/europes-rail-governing-board/>.





1.4. EU-Rail private members contributions

In accordance with Articles 11, 28 and 89 of the SBA and detailed in the EU-Rail's Letter of Commitment (LoC)¹⁵, the contributions of the private members¹⁶ shall consist of:

- 1) in-kind contributions to operational activities (or “IKOP”);
- 2) in-kind contributions to additional activities (or “IKAA”);
- 3) financial contributions to the administrative costs.

EU-Rail's members work and cooperate to the best of their abilities with a view of:

- contributing to the achievement of the Single European Railway Area in an efficient, open and timely manner and
- attaining the objectives, planning and ambition set by the EU-Rail's Master Plan.

For this purpose, EU-Rail's members act in good faith, the rules of the EU (Horizon Europe), EU-Rail's financial rules, the rules on managing any conflict of interest and working in the best, overall interest of the European Union and of the Single European Railway Area.

1.5. The EU-Rail's strategic documents

The Governing Board has adopted on 1 March 2022 the EU-Rail MP, which defines the EU-Rail's priority research and innovation activities, overall system architecture and harmonised operational approach. These are required to accelerate the penetration of integrated, interoperable and standardised technological innovations necessary to support the Single European Railway Area. The MP provides an overview of the ambitions and the objectives of EU-Rail and defines a systemic, long-term and result-oriented delivery strategy for research & innovation in the railway sector.

The Governing Board has updated on 21 June 2024, the MAWP, which complements the MP describing, at a high level, the R&I work needed to be performed by EU-Rail through System Pillar activities, Flagship Areas and Exploratory Research, taking into account the expected funding, the research prioritization and an appropriate planning structure required to achieve the ambitions set in the MP.

In accordance with Article 33 of the EU-Rail Financial rules¹⁷ and Articles 17 and 94 of the SBA, the EU-Rail Governing Board adopt the EU-Rail's Annual Work Plan and Budget¹⁸, which may also include the budget estimates for the following years, subject to the adoption by the budgetary authority of the EU General Budget. The EU-Rail's Work Programmes shall be read in conjunction with the EU-Rail's MP and MAWP.

¹⁵ As per Article 6(3) of the SBA.

¹⁶ For the Union's financial contribution to EU-Rail, please refer to Article 88 of the SBA.

¹⁷ <https://rail-research.europa.eu/about-europes-rail/europes-rail-reference-documents/europes-rail-key-documents/>

¹⁸ <https://rail-research.europa.eu/about-europes-rail/europes-rail-reference-documents/europes-rail-annual-work-plan-and-budget/>

2. Open Call for Expression of Interest to become an associated member: Legal basis and main objectives

The Call for Expressions of Interest (“CEI”) is based on Article 7 of the SBA “Selection of associated members”, which sets out the main principles and rules governing the selection process.

Based on the existing EU-Rail’s governance framework, EU-Rail is now seeking for a limited number of “associated members” to complement the existing membership with additional key capabilities/capacities and competences able to implement the MAWP and achieve impact. Associated members will join efforts with the European Union and the other private members of EU-Rail to contribute to the achievement of its objectives. Associated members should have the necessary operational and financial capacity and be able to engage on a long-term commitment to EU-Rail.

The main objectives of this CEI are:

- i. Expand the membership base, ensuring a balanced representation of the rail value chain with stakeholders able to complement and contribute to the achievements of the EU-Rail Objectives and extending the EU-rail’s geographical coverage.
- ii. Outreach to stakeholders having additional competences and capabilities (including where necessary those from outside the classic rail sector) which are relevant for the programme implementation.
- iii. Mobilize and pool additional in-kind contributions and additional investments to the programme by organizations wishing to act in the programme as associated member.
- iv. Foster synergies and technical alignment with other parts of the Horizon Europe programme and national and regional R&I programmes.

In particular, EU-Rail is looking for stakeholders having key capabilities/capacities and competencies in the field of the new/enlarged R&I areas described in the update of the MAWP (v.3.0) to be implemented in view of the second and third wave of Flagship Projects. Please specifically refer to the table titled “*MAWP v3.0 updates, main additional elements*” that can be found in the published MAWP update: <https://rail-research.europa.eu/about-europes-rail/europes-rail-reference-documents/europes-rail-key-documents/>

The CEI is open to legal entities meeting the admissibility and eligibility conditions as set below under Section 5.

This CEI is NOT a Call for proposals in the meaning of Horizon Europe Regulation and will not lead to any pre-allocation of Union funding to the organizations that will be selected as associated members. In line with Article 5.2 of the SBA, EU-Rail provides funding mainly in the form of grants to indirect actions which are selected following open, transparent and competitive Calls for proposals, except for duly justified deviations set in the Work Programme.

In addition, applying to this CEI and becoming an EU-Rail associated member is not a prerequisite for applying to EU-Rail’s Calls for proposals and participating to any EU-Rail’s projects.



3. EU-Rail membership: private members' rights and obligations

When selected, associated members shall comply with the obligations laid down by the SBA and the entire applicable legal framework.¹⁹

As per the founding members, the associated members will be requested to sign a “Letter of Commitment (LoC)” that will detail the scope of the membership in terms of content, activities and its duration, as well as the contributions to the joint undertaking, including an indication of the envisaged additional activities.

EU-Rail’s private members are represented in the Governing Board, who are appointed according to the mechanism established by the Governing Board Rules of Procedure²⁰, together with two representatives of the European Commission on behalf of the European Union. The Governing Board is the decision-making body of EU-Rail.

They contribute to the work of the Governing Board on the definition of the priorities of the programme, the technical roadmap and strategy as well as providing technical inputs to the EU-Rail’s programme office on the technical priorities for the Calls for proposals to be launched by EU-Rail, and on other important issues.

The private members are also actively engaged in and contribute to the dissemination of results and exploitation strategy of the programme and contribute to several programmes and corporate communication initiatives launched by the EU-Rail.

EU-Rail’s private members commit to contribute to the execution of the MAWP in line with the applicable EU-Rail’s and Horizon Europe rules and to comply with their obligations as set in the SBA.

In particular, the private members are bound by a collective commitment to provide an in-kind and financial contribution to EU-Rail of at least EUR 600.000.000 over the lifetime of the EU-Rail until 2031.

4. The application submission process and deadlines

Applications must be submitted **until 4 November 2024, at 12h00 Brussels time** to the following email box: info-call@rail-research.europa.eu. Applications submitted after the date indicated above will not be taken into consideration. The documents that applicants will need to submit, in English, are the following:

- The application form template duly filled in and signed (to be downloaded from the CEI page on the EU-Rail website). It provides information concerning:
 - Legal Information about the applicant
 - Key competences and capabilities
 - Financial soundness (applicant’s operational capacity)
- a Letter of Commitment (LoC) duly filled in on the basis of the available LoC template to be downloaded from the CEI page on the EU-Rail’s website. In the LoC the applicant provides a

¹⁹ In particular Articles 11, 28 and 89 of the SBA.

²⁰ GB Decision N° 01/2021 adopting the rules of procedure of the Governing Board of the Europe’s Rail Joint Undertaking.



preliminary estimation of the level of “in-kind contributions” that may be committed to EU-Rail subject to the negotiation stage, together with additional commitments, with the Executive Director of EU-Rail that will take place with the selected candidates. The estimate should be global plus an estimated breakdown of the in-kind contributions to operational activities (IKOP) and in-kind contributions to additional activities (IKAA).

Possible competences and contributions from “constituent entities” and “affiliated entities”, as per SBA, to the applicant that may be involved in the technical execution of the R&I activities may be described in the application form.

Other relevant reference documents for this CEI will be available to the applicants on the EU-Rail's website.

All applications will be treated as confidential and in compliance with the EU Data Protection rules.

All questions concerning this CEI should be sent to: info-call@rail-research.europa.eu

Questions received up until 18 October 2024, 17.00 CEST/Brussels time, will be answered after analysis and published anonymized on this webpage for the benefit of all potential applicants.

The assessment of the applications will start in November 2024. It is planned to inform all applicants about the outcome of this assessment by Q1 2025.

5. Assessment process

5.1. Admissibility condition

To be considered admissible, an expression of interest must be:

- a) submitted via email to info-call@rail-research.europa.eu before the deadline given in the CEI conditions; and
- b) complete, readable, accessible and printable.

5.2. Eligibility conditions

In accordance with Article 2(3) of the SBA, to be eligible under the CEI, the applicants must be legal entities established in an EU Member State, in a country associated to the Horizon Europe Programme or an international organisation.

The eligibility of entities established in countries which are in the process of association to the Horizon Europe Programme is covered, mutatis mutandis, under the transitional arrangements set out in the General Annexes to the Horizon Europe Work Programme 2023- 2024²¹. The applicants from these countries are

²¹ For more information, please visit: https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/horizon/wp-call/2023-2024/wp-13-general-annexes_horizon-2023-2024_en.pdf



eligible to apply to this CEI and are admitted to the technical assessment process. Their approval or rejection as associated members will be subject to a Governing Board decision, as stipulated in Article 7(3) of the SBA, provided that at that time the Horizon Europe Association Agreement has been signed and is applicable.

Applications shall be submitted and signed by the legal representatives of the individual legal entity applying for EU-Rail membership. Applications submitted by the applicants in the form of consortium (in the sense of a group of beneficiaries or potential beneficiaries receiving funding for a project under Horizon Europe) will not be considered eligible.

5.3. Selection process

The applications that will be considered as complying with the admissibility and eligibility conditions, will be subject to the technical assessment:

5.3.1. Technical assessment

The pre-selection: The assessment panel will assess and score the submitted applications based on the following steps:

- Individual assessment: assessment conducted by independent external and EU-Rail experts (i.e., experts' individual assessment) whereby an individual assessment report for each application will be prepared;
- Panel review: assessment at panel level composed of a minimum of 3 independent experts in consensus meetings to allow a comprehensive analysis of the applications and related applicant's capabilities/competences and their additionality/complementarities within the programme membership including an appropriate coverage and representation of the stakeholders that may be brought to the EU-Rail's membership. For each application the panel will prepare an Assessment Consensus Report;

The proposals will be assessed individually according to the following criteria:

Criterion (score from 0 to 50 – threshold 40/50)	
C1	Additional/complementary competences and capabilities: 1. Added value in terms of competences and capabilities of the applicant to significantly contribute to the EU-Rail's integrated programme and its objectives, as defined in the Master Plan and extending the EU-rail's membership geographical coverage. 2. Relevance of applicant's proposed R&I strategy and disruptive technologies able to address the new/enlarged identified R&I areas in the updated Multi-Annual Work Plan. 3. Ability of the applicant to reach sufficient TRL and industrial readiness to ensure that the market applicability of successful R&I output by the end of the EU-Rail's integrated Programme.

	4. Ability of the applicant to develop and integrate technologies from non-rail sectors (such as but not limited to digital, artificial intelligence, communication, etc.) into the EU-Rail's integrated Programme. 5. Documented knowledge, experience, track record of the applicant, proof of R&I and engineering capabilities and resources in Europe with clear evidence of European exploitation and contribution to EU competitiveness and in performing impactful R&I relevant to EU-Rail's objectives (as noted in terms of previous or ongoing R&I, its demonstrated innovation potential and impact).
C2	Financial soundness, resources and in-kind contributions: 1. Financial soundness of the applicants (operational capacity based on typology/size of applicant, financial information, balance sheets, etc.). 2. Applicant's ability to commit long-term financial (indicatively 5% of the total expected associated member contribution) and in-kind contribution (IKOP and IKAA) to EU-Rail, leverage ratio of the proposed contributions and relevant additional investments; ability to bring synergies between EU-Rail and other programmes based on: a. description and estimates of IKOP and IKAA made by the applicant as stated in the application and with EU-Rail; b. Typology and size of the applicant; and c. applicant's relevant private investments and/or R&I activities planned/funded under EU/national/regional programmes that are relevant to EU-Rail and its objectives (such as but not limited to other parts of Horizon Europe including other EU Partnerships, National Recovery and Resilience Plans/NRRPs or regional Operational Programmes) contributing to the EU-Rail's updated MAWP.

To be pre-selected, the applications have to be qualified as 'satisfactory'. In order to be qualified as 'satisfactory', the application scores shall be equal to (or higher than) the following individual minimum thresholds AND the minimum overall threshold:

- the minimum threshold applicable to both individual selection criteria is set at 40 (mentioned in the table above)
- the minimum overall threshold is set at 80 (sum of the scores allocated for each individual criterion)

The result of this phase 1 will be a pre-selection of applications (shortlist) whose score for all the assessment criteria shall be equal to 40 or higher and whose total score (i.e., sum of the scores obtain in the criteria) is equal to 80 or higher. The assessed applications not meeting these scores/thresholds will not be retained for pre-selection.

The pre-selected and non-selected applicants will be duly informed via registered email and will receive their individual "Assessment Consensus Report" as drawn up by the assessment panel.



5.3.2. Executive Director assessment

In accordance with Article 7(2) and 19(4)(k) of the SBA, the Executive Director shall assess the applications for associated members and present a list of short-listed associated members applications to the Governing Board for its approval.

5.3.3. The Governing Board final assessment and selection

In line with Article 17.2 b) of the SBA, the EU-Rail Governing Board will assess, accept or reject the applications for membership based on the list proposed by the Executive Director.

In accordance with SBA Article 21.7(d), the Governing Board may request the Scientific Steering Group to provide independent advice and scientific analysis to support any assessment of applications of potential associated members by the Governing Board.

5.3.4. Endorsement by the European Commission

According to Article 87(1)(c) of the SBA, the list of associated members shall be endorsed by the Commission.

5.3.5. Letter of Commitment signature process

The selected entities confirming their engagement to become associated member will be required to enter into a negotiation with the Executive Director in order to finalise their Letter of Commitment (LoC)²², detailing the scope of the membership in terms of content, activities and its duration, as well as the contributions to the Joint Undertaking, including an indication of the envisaged additional activities. By signing the Letter of Commitment (LoC), applicant entities will agree to accede as a member to EU-Rail and to jointly commit (together with the other EU-Rail members) to bring to EU-Rail the global in-kind contributions requirement as set in Article 6 (3) of the SBA.

6. Notification of the outcome of this procedure - Accession to the EU-Rail membership:

Upon endorsement by the European Commission, all the applicants will be informed simultaneously and individually by electronic means of the decision reached by EU-Rail's Governing Board regarding the selection of associated members and the reasons motivating the outcome of this procedure.

After the signature of the LoC, the associated members will be asked to appoint their representative/s at the "Governing Board", in accordance with Article 1 of the Governing Board Rules of Procedure and to the ED-SIPB.

²² In accordance with Articles 6(3) and 7 and subject to approval by the Governing Board.



7. Information on the means of complaint

The present CEI is not a Call for proposals for the selection of projects to be co-funded therefore the redress rules of the Horizon Europe Regulation are not applicable.

However, if an applicant believes that the rejection of the application was based on a material or procedural error in the technical assessment and/or in the selection procedure, applicants may exercise the rights of complaint in the following forms:

- Request for an administrative review of the application to info-call@rail-research.europa.eu within 30 days of receiving the assessment result letter.
- Launch an action for annulment under Article 263 TFEU — within 2 months of receiving the letter (by application to the [EU General Court](#)).
- Submit a complaint to the Ombudsman in accordance with Article 44 of the SBA and Article 228 of the TFEU.