Clean Maritime Demonstration Competition Round 7

National Briefing Event

19 March 2026

Simon Buckley
Innovate UK Business Connect

UKRI Innovate UK

The UK's innovation agency

Agenda

2.00pm	Welcome	*Simon Buckley, Innovate UK Business Connect*
2.05pm	Opening Speech	*Eamonn Beirne, Deputy Director, Maritime Environment & Decarbonisation, Dept. for Transport*
2.15pm	Update	*Ian Salisbury, UK SHORE Lead: Maritime Environment, Dept. for Transport*
		Joshua McMullan, Senior Policy Advisor, UK SHORE, Dept. for Transport
2.25pm	Update	*Jonty Slater, Assistant Director, UK Maritime Innovation Hub, Maritime & Coastguard Agency*
2.35pm	CMDC7 Competition Scope	*James Lovett, Innovate UK*
3.05 pm	Q&A on Competition Scope	
3.20 pm	CMDC7 Competition – How to Apply	*Kelly McGrath, Innovate UK*
3:50 pm	Q&A on How to Apply	
4.00pm	Close	

Department for Transport

UKRI Innovate UK

Eamonn Beirne
Deputy Director
Maritime Environment & Decarbonisation
Department for Transport

**Ian Salisbury & Joshua McMullan**
UK SHORE
Department for Transport

What is UK SHORE?

- UK Shipping Office for Reducing Emissions (UK SHORE) is a Department for Transport programme driving clean maritime research and development (R&D) since 2021.

- By funding research and real-world demonstrations of cutting edge clean maritime technologies, it helps industry overcome investment barriers and accelerate rollout. Cementing the UK as a leader in maritime innovation.
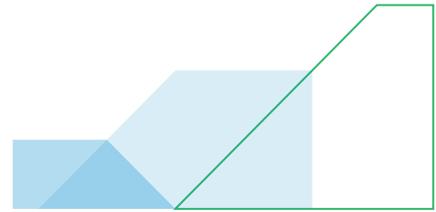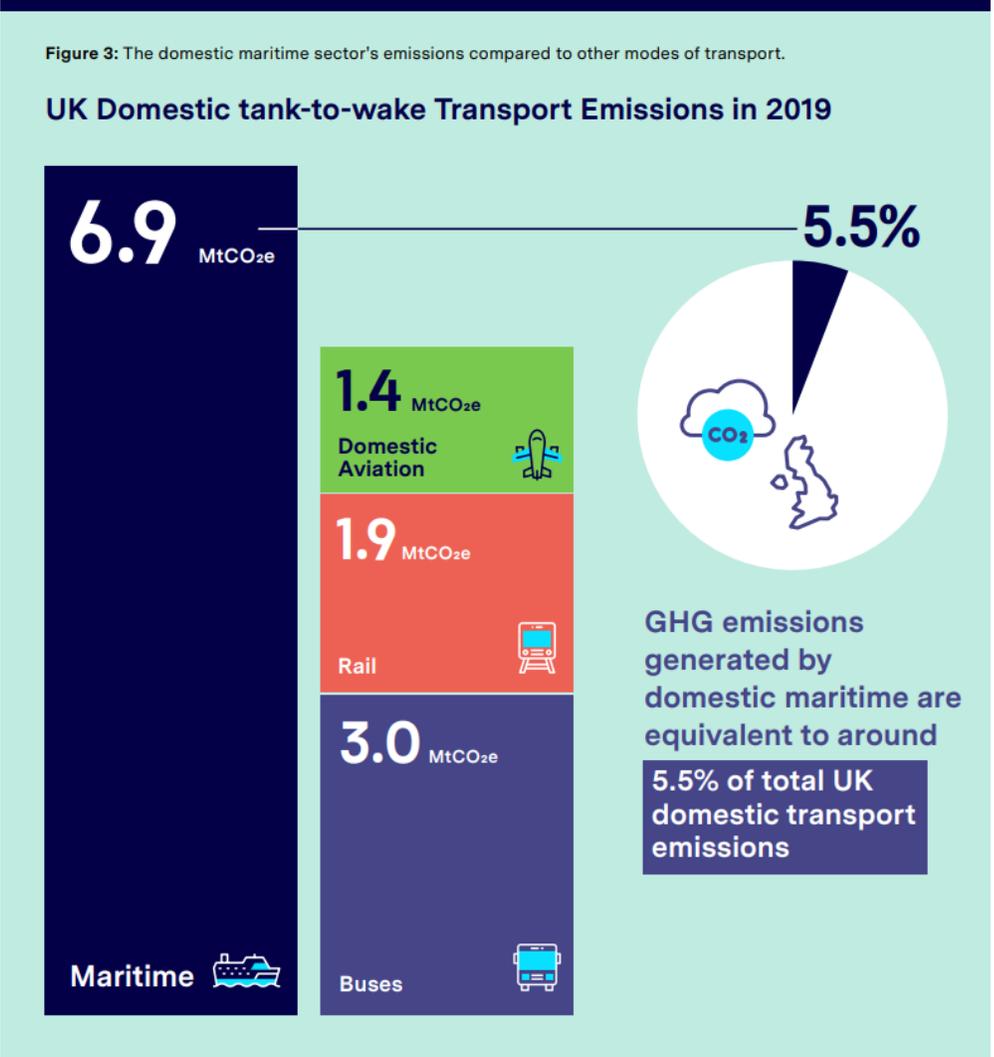
What are we trying to solve?

🚢 Maritime is a hard-to-abate sector; diverse vessel types require tailored solutions—electric, hydrogen, ammonia, methanol, and efficiency technologies

🚢 Clean maritime technologies remain immature or need optimisation, creating uncertainty around the best fit for each vessel.

🚢 With vessels lasting ~25 years, early R&D is vital to meet UK targets—regulation alone won't drive timely innovation.

Figure 3: The domestic maritime sector's emissions compared to other modes of transport.

UK Domestic tank-to-wake Transport Emissions in 2019

6.9 MtCO₂e

5.5%

1.4 MtCO₂e Domestic Aviation

1.9 MtCO₂e Rail

3.0 MtCO₂e

Maritime

Buses

GHG emissions generated by domestic maritime are equivalent to around

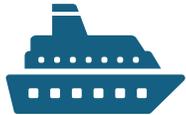5.5% of total UK domestic transport emissions

Source: Maritime Decarbonisation Strategy, 2025

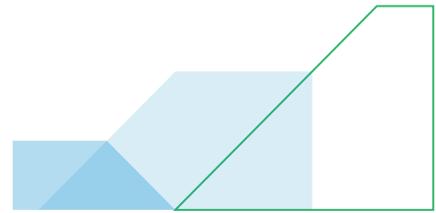# Maritime Decarbonisation Programme

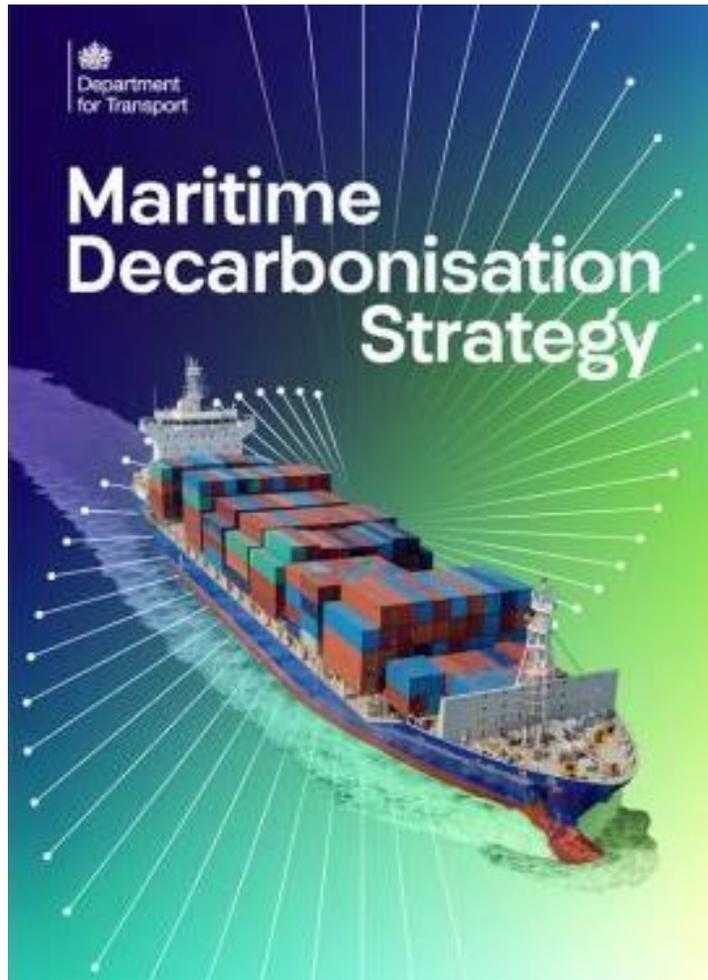Maritime Decarbonisation Plan – domestic UK policy
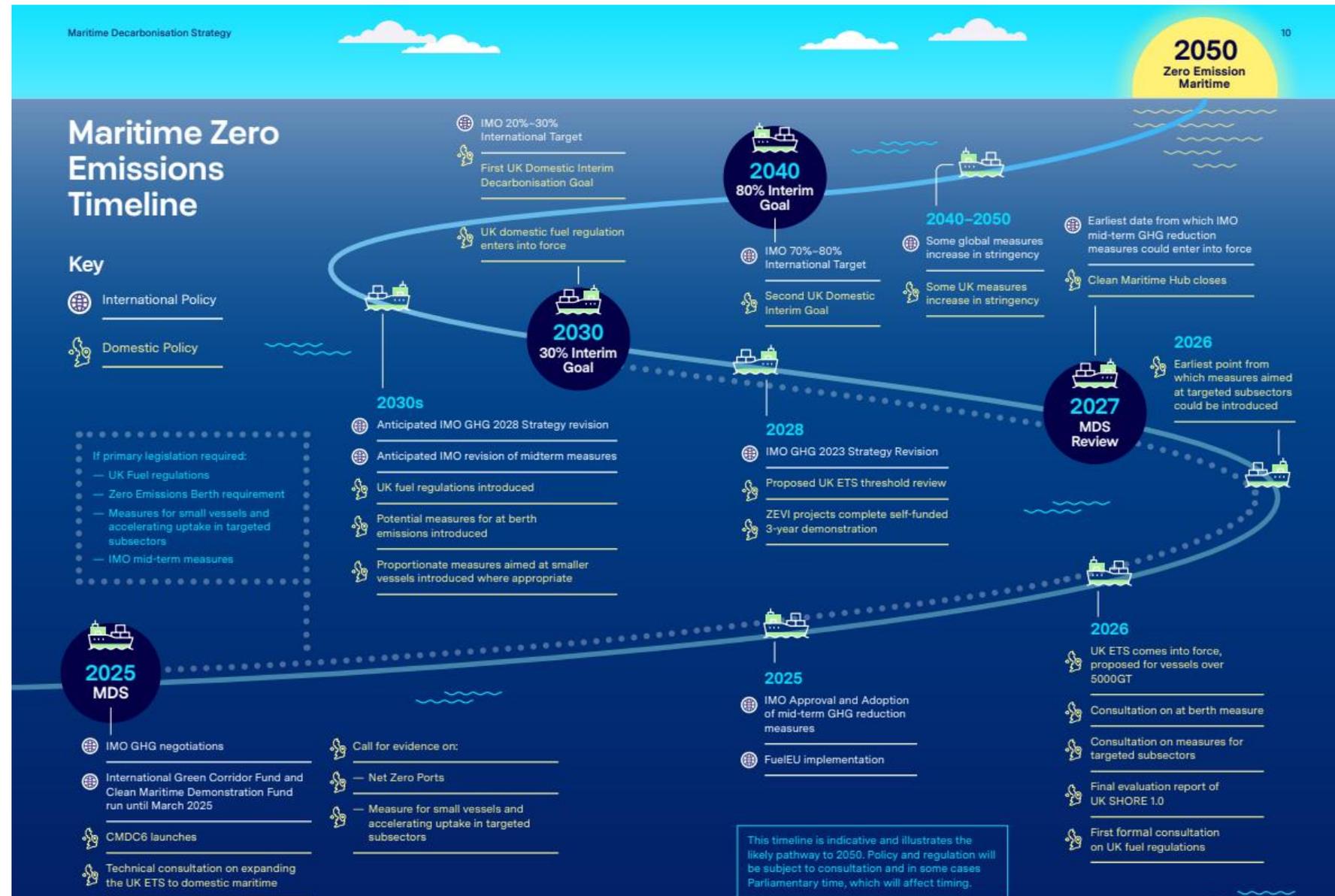
UK SHORE R&D innovation grants

International Policy/Regulations

UK Maritime Decarbonisation Programme

Building on UK expertise and innovation (UK SHORE) is a key principle in the MDS published by DfT in 2025.

Outputs and Impacts of UK SHORE so far

Launched **twelve competitions** since 2021

Allocated over **£260m** to **over 200 projects***

Funding provided to **all 12 regions and nations** of the UK

Leveraged **£120m** in **private investment****

Supported over **500 organisations**, including **250 SMEs***

Completed projects have supported over **750 jobs** so far*****

CMDC1-4 Project Distribution Map

* CMDC1-6, ZEVI, CMRH
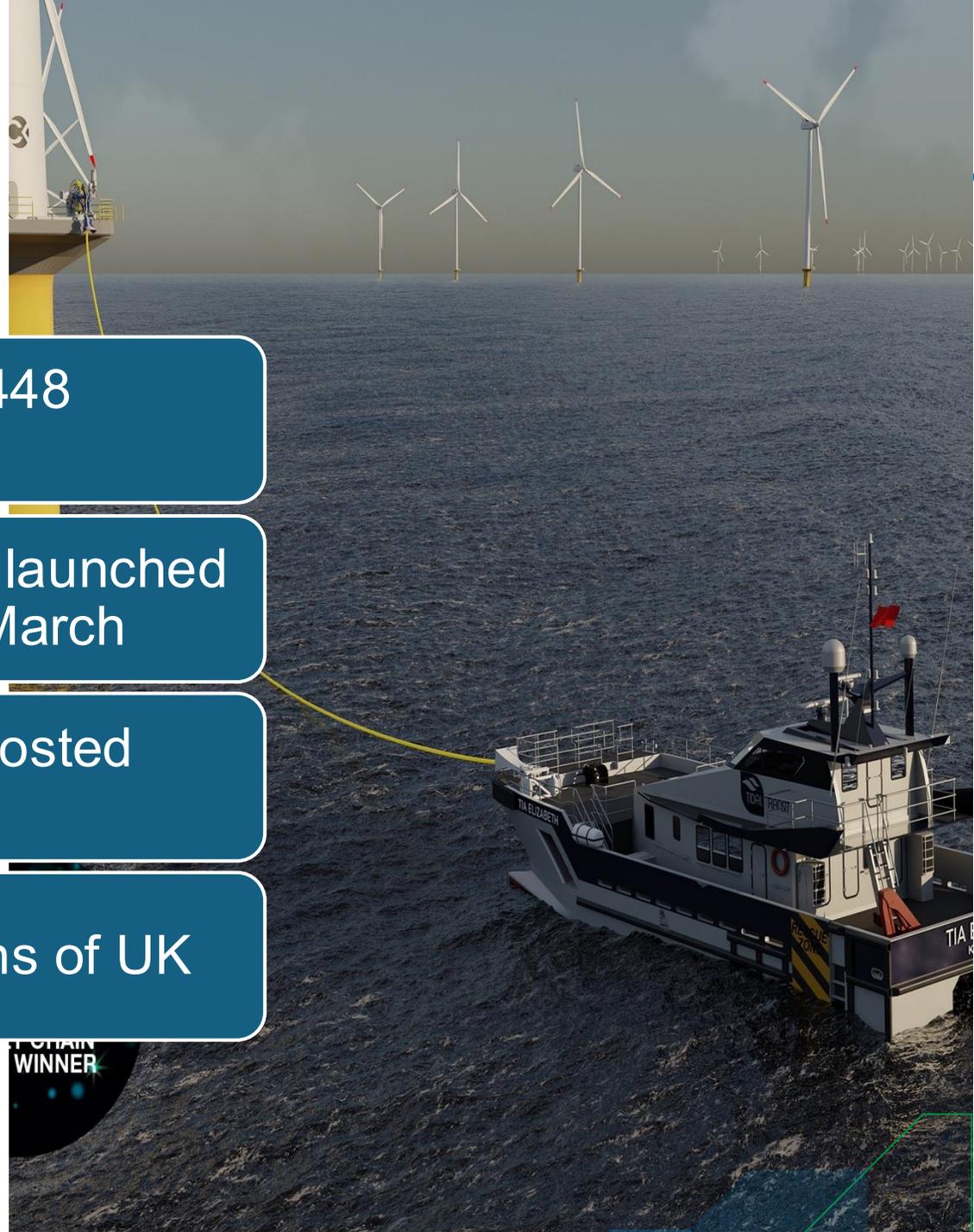** CMDC 1-4, ZEVI, CMRH
*** CMDC1-2 only

What comes next?

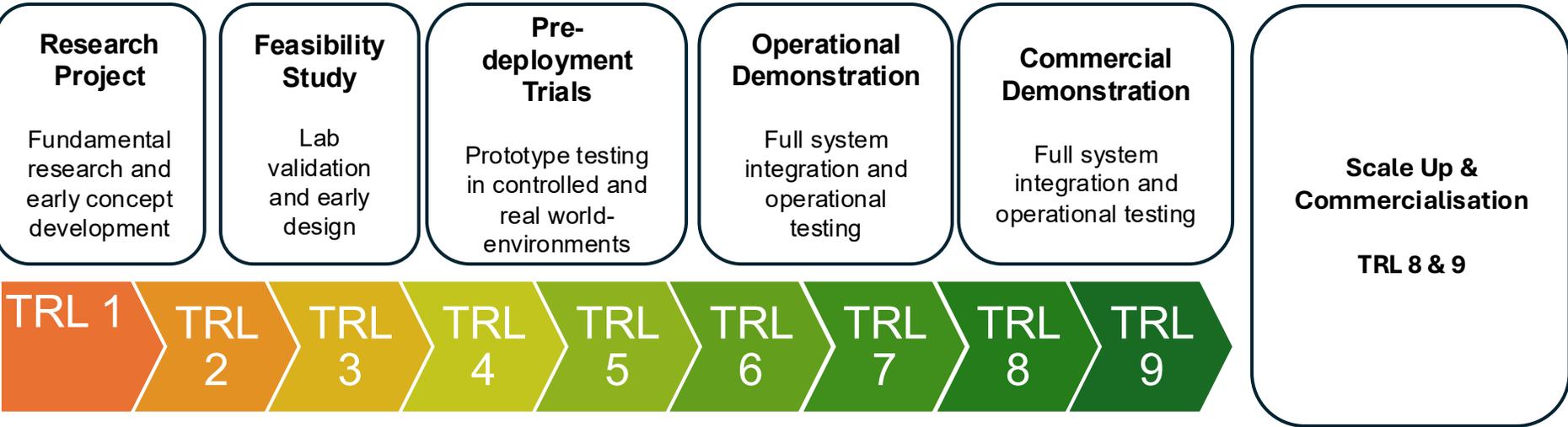We have an exciting future ahead of us with £448 million committed up to 2030

New schemes announced: £121m for CMDC7 launched 11th March. £150m for ZEVI2 launching 26th March

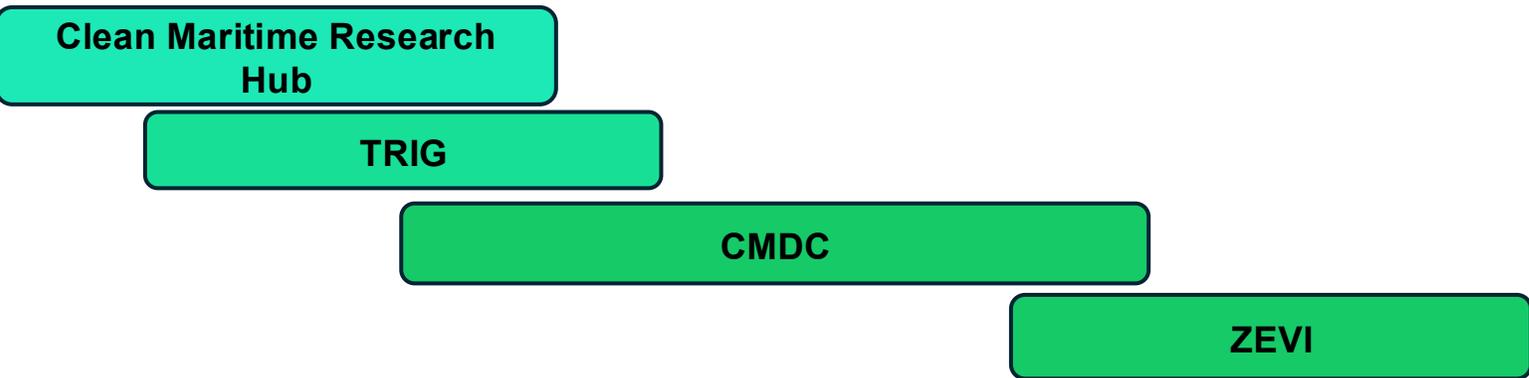Briefing event for CMDC7 on the 19th March hosted online by Innovate UK

Regional roadshow in all 12 regions and nations of UK

UK SHORE Programme 2026 – 2030

Research Project	Feasibility Study	Pre-deployment Trials	Operational Demonstration	Commercial Demonstration	Scale Up & Commercialisation
Fundamental research and early concept development	Lab validation and early design	Prototype testing in controlled and real world-environments	Full system integration and operational testing	Full system integration and operational testing	TRL 8 & 9

TRL 1 › TRL 2 › TRL 3 › TRL 4 › TRL 5 › TRL 6 › TRL 7 › TRL 8 › TRL 9

Clean Maritime Research Hub

TRIG

CMDC

ZEVI

Working across government and the financial sector to support scale up & commercialisation

- UK SHORE 2026-2030 will support projects through the technological readiness scale (TRL)

- We are also exploring options of supporting international collaboration through the EUs Horizon Europe Programme and the Eureka Programme
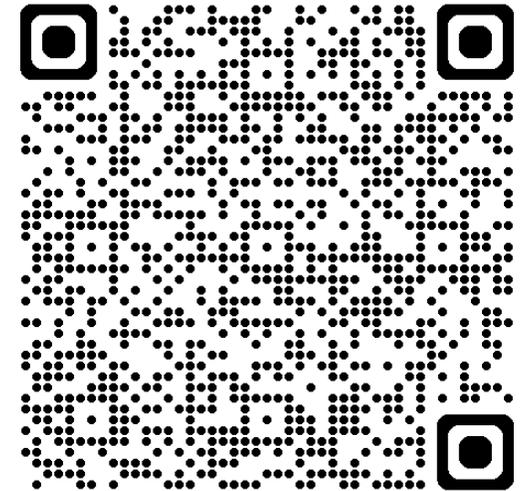
Find out more here:

CMDC7 Competition Dates and future competitions

- CMDC 7 launched 11th March. Closes on the 15th July 2026 11:00am

- ZEVI2 launch 26th March. Further details to be announced on competition launch

- Future rounds of CMDC
  - CMDC8 – Launch early 2027
  - CMDC9 – Launch 2028

CMDC7 Competition page on GOV.UK

Contact Innovate UK for any competition specific questions - support@iuk.ukri.org
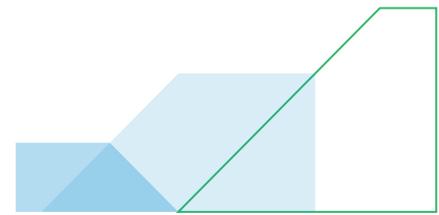
Thank you, any questions?

CMDC7 & ZEVI2 Roadshow*

Date	Event	Location
19/03	CMDC7 Briefing	Online
25/03	MUK Solent	Southampton
26/03	PLA – Net Zero Thames Coalition	Online
26/03	Cornwall Marine	Plymouth
14/04	MUK event	Bristol
15/04	ZEVI2 Briefing	London – details in due course
20/04	Scottish Marine Cluster	Online
21/04	Mersey MUK	Liverpool
TBC	Wales Roadshow	TBC
30/04	Humber Marine and Offshore	Hull
12/05	Northern Ireland Marine & Offshore	Belfast
12/05	Tees Maritime Cluster	Middlesborough

*This is not an exhaustive list and DfT/IUK may be at other events.
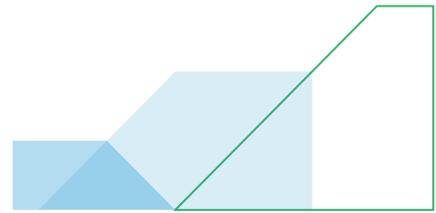
The UK Maritime Innovation Hub

MCA's new offer to innovators

Jonty Slater - Assistant Director – UK Maritime innovation Hub
19/03/2026

Safer lives,
safer ships,
cleaner seas

The MCA– the UK's Maritime Regulatory Authority

The MCA is first and foremost UK's maritime regulator, with responsibility for safety, standards and environmental protection.
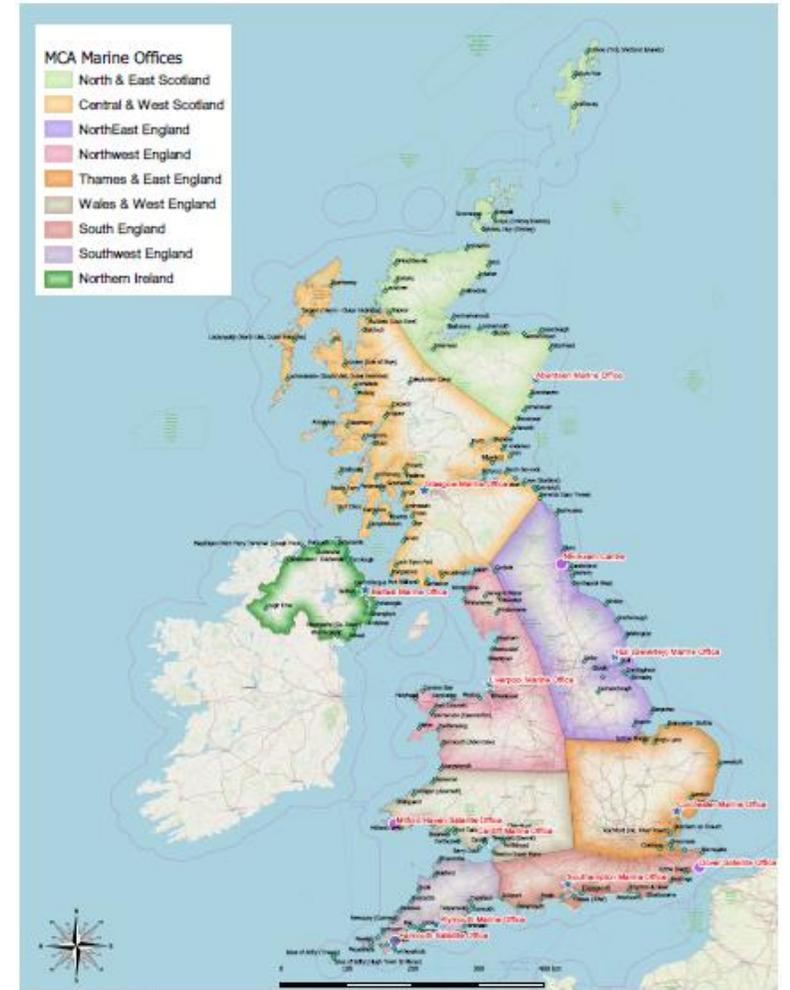
An agency under Department for Transport – delivering our regulatory work on behalf of the Secretary of State for Transport

Core work includes Regulatory Policy, Seafarer and Flag Services and Survey & Certification responsibilities, as well as the work of His Majesty's Coastguard.

For innovation projects involving vessels the key regulator, with ultimate responsibility for certification issued to projects.

Authorises Class and Certifying Authority (CA) work on a wide range of maritime certification issues including those relating to innovation.

A national body with a regional footprint – 9 Marine Office's nationally, and a technical and regulatory core based in Southampton

MCA Marine Offices
- North & East Scotland
- Central & West Scotland
- NorthEast England
- Northwest England
- Thames & East England
- Wales & West England
- South England
- Southwest England
- Northern Ireland

Maritime & Coastguard Agency

The Hub - the new innovation focal point for the MCA

The UK Maritime Innovation Hub is a new service for innovators working in the maritime space, providing dedicated resource across the MCA to support the development and deployment of transformative technologies.

 The UKMIH will focus on some key themes, covering key areas of opportunity or importance for the UK and informed by industry focus:

- Autonomy
- Decarbonisation (including energy efficiency and alternative fuels)
- Digital Systems and digitisation technologies
- Nuclear Propulsion

The Hub will provide both an improved customer service journey to innovators, and additional technical capacity within MCA to improve the responsiveness of our service delivery.

When is the Hub going live?

Formal opening 16 April 2026
The Hub will be publicly opened for business 16 April 2026 at the UK Flag Forum, **however we are open for UKShore2 innovators today**

While we are still in the build phase we already have in place the core technical, customer service, and process functions for innovators, and are ready to engage with you.

What is changing for innovators?

A service informed by UKSHORE

Clearer pathways. Earlier engagement. More capacity. Better consistency.

We heard the frustrations from CMDC, ZEVI, and past innovators:confusion, inconsistent advice, slow early engagement.

The Hub fixes these by:

- Giving innovators one customer pathway
- Providing early non-chargeable engagement
- Adding specialist capacity (surveyors, consultants, customer service)
- Ensuring consistent, transparent advice

↑ 21FTE

Additional posts to support innovation across the MCA, focused on Customer Service, Technical Delivery and Regulations and Standards
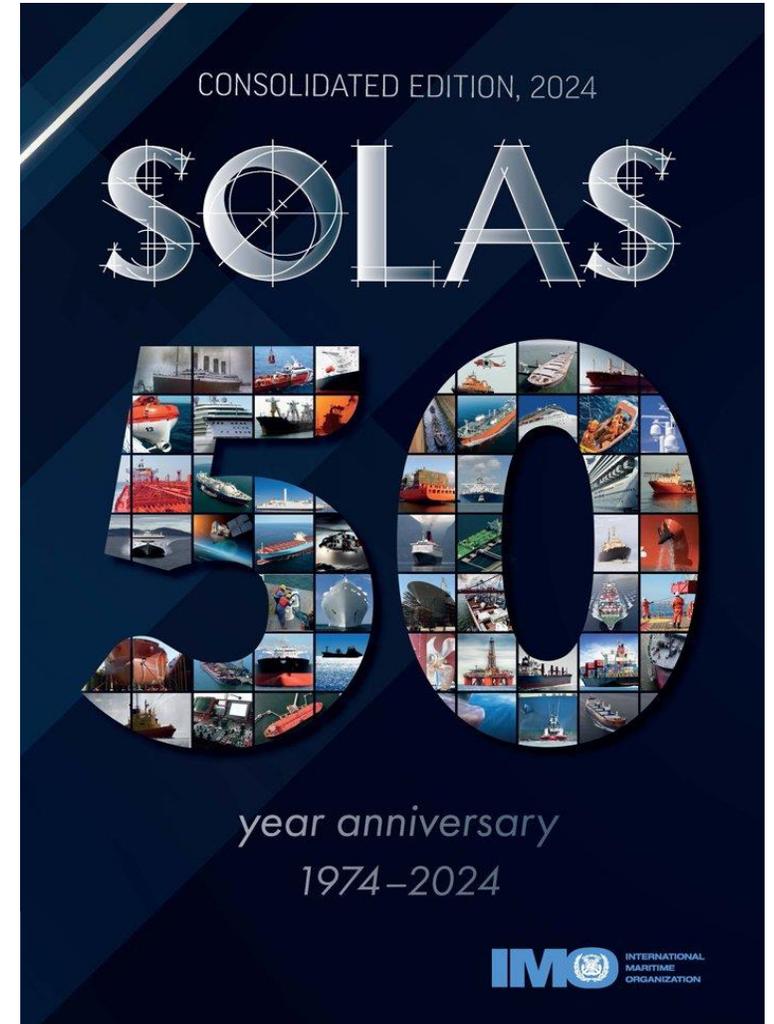
What isn't changing?

Our core mission as the regulator

With the changes to capacity and focus we will be more responsive and engaged, and we will look to more proactively facilitate managed risks, however:

- We remain responsible for vessel, seafarer and societal safety, and these fundamental outcomes remain non-negotiable.

- Managed risks means exactly that – well understood, documented and mitigated risks that take into account the project, and the environment it operates in.

- Our basic tools – the regulations, codes and guidance that many are already used to, and which we intend to keep modernizing.

We're here to help you deliver safe, sustainable results, whether working through a UKSHORE programme or directly with an innovator or flag customer

CONSOLIDATED EDITION, 2024

SOLAS

50

year anniversary
1974–2024

IMO INTERNATIONAL MARITIME ORGANIZATION

How we will support CMDC pre-bid

Early access to specialist advice

MCA is changing its approach and encouraging consortia to make initial contact before submission of bids, to discuss broad proposals and offer informed input on:

- Market factors – where the innovation may be relevant, trends within the sector

- Types of vessel/equipment and likely routes to approval – helping consortia understand the choices they need to make early to succeed later

- Key matters of vessel, seafarer, environmental and public safety, helping innovators understand the context of risks they will need to factor into their proposals.

This is not intended as a consultancy service, and we will not become involved in bid writing and refinement – the objective is to provide short, focused slots to help consortia design bids that are 'maritime ready' for evaluation by InnovateUK's independent experts, **and our involvement is of course in no way endorsement of any bid**.

Maritime &
Coastguard
Agency

Safer lives,
safer ships,
cleaner seas

The Workboat Code
Edition 3

The safety of small Workboats
and Pilot Boats - a Code
of Practice

How we will support successful projects

An ongoing, supportive relationship

The Hub's additional capacity and expertise will allow us to support successful bidders more directly than in previous rounds:

- Early triage meetings with all projects, collecting core information and helping clarify decisions that may be needed for projects afloat, and providing support and sector insight to testbed and feasibility studies.

- Earlier access to MCA technical expertise, including new Hub Innovation Consultants and Innovation Surveyors, who will help afloat projects on a non-statutory basis as they shape their initial plans.

- A dedicated customer service contact, monitoring progress and keeping in touch.

The above will not be chargeable, and any advice provided is without prejudice to any statutory processes that will follow, but our intention is to support projects getting 'regulator ready' with major risks identified and mitigated before they proceed to approval.

How we will handle approval of projects

An informed appetite for risk

MCA is reviewing its approach to innovation risk, and while we will continue to apply the highest standards we recognize we need to be more open in order to support new technologies:

- A more responsive approach to risks, recognizing that innovation involves unknowns, and information about risks is often imperfect

- More willing to engage with discussions about risk and mitigation early in processes, reducing project delivery risk at the point of approval.

- Greater acceptance of the need to provide more general advice on risk, including the development of guidance on our risk philosophy.

Our appetite for safety and environmental risks remains very low, but we will be approaching risks on the basis of seeking evidence-supported mitigation, not a default of caution for anything unfamiliar,

Advice for bidders

Have a clear idea of where your innovation is aimed – what kind of vessel, what operating area, passenger or cargo etc.

Think carefully about stranding, be robust in assessing your plans to move between TRL's.

Identify what areas of your project are genuinely innovative, and which areas are 'BAU' – the BAU elements will still need appropriate regulatory approval.

Maritime & Coastguard Agency
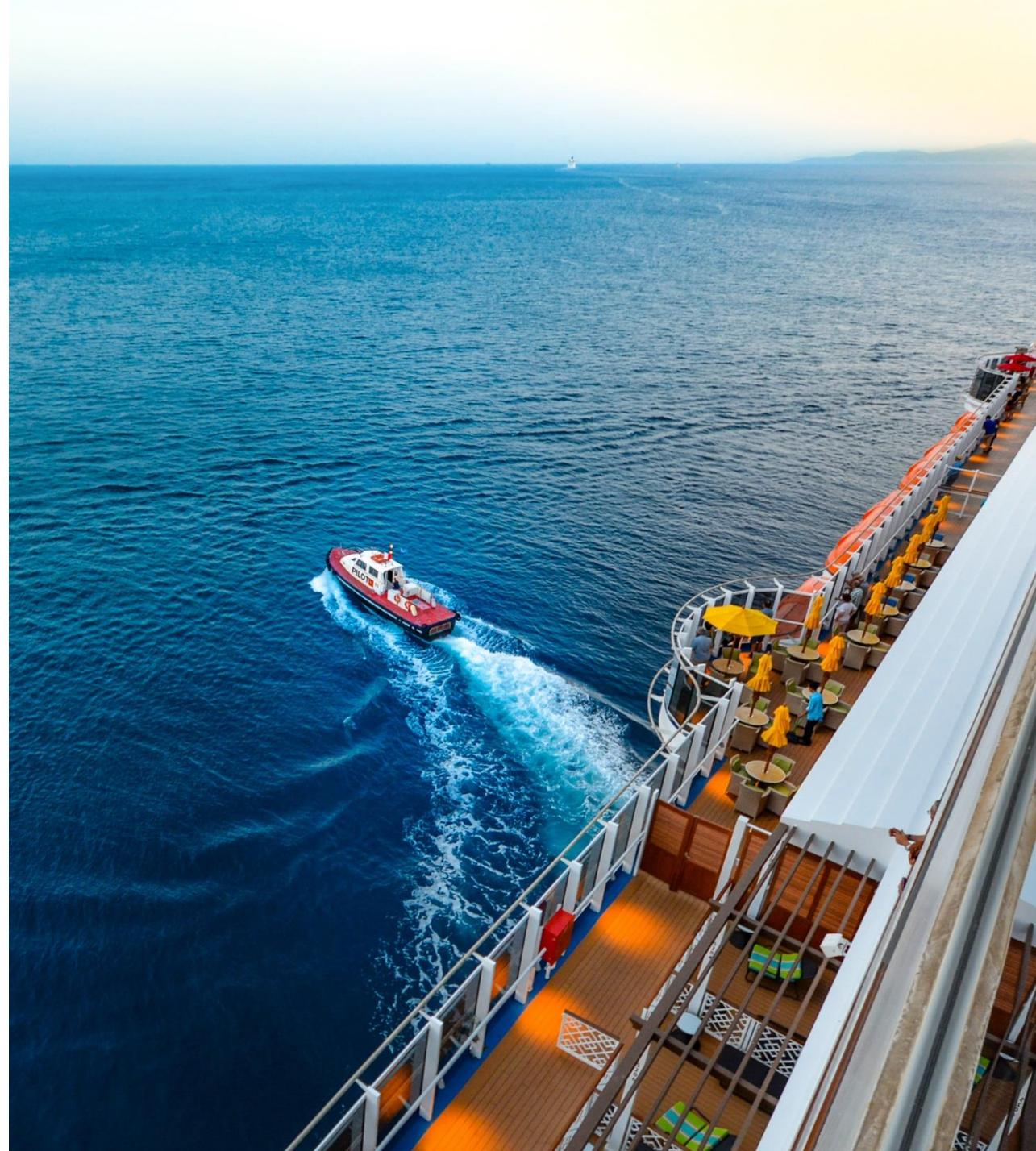
Contacting the Hub

Please email the UK Maritime Innovation Hub

Innovation@mcga.gov.uk

Clean Maritime Demonstration Competition Round 7

Kelly McGrath – Competiton Manager, Innovate UK
&
James Lovett - Innovation Lead, Future Maritime Technologies

UKRI Innovate UK

Key Dates

Timeline	Date
Competition Opens	**11 March 2026**
Submission Deadline	**15 July 2026** at **11am**
Invite to interview	**28 August 2026**
Interview panel starts	**28 September 2026**
Interview Panel ends	**9 October 2026**
Applicants informed	**27 October 2026** by **5pm**
Project start and end dates	Start by **1 April 2027**

Competition Summary & Scope

Innovate UK

Clean Maritime Demonstration Competition Round 7

Innovate UK, part of UK Research and Innovation (UKRI), will invest up to £121 million from the Department for Transport in this competition. This is subject to a sufficient number of high-quality applications being received.

The Clean Maritime Demonstration Competition (CMDC) Round 7 is part of a suite of interventions launched by the UK Shipping Office for Reducing Emissions (UK SHORE) programme.

The UK SHORE programme aims to:

- transform the UK into a global leader in the design and manufacturing of clean maritime technology
- accelerate the fuels and technologies required to decarbonise the sector to meet net zero

Clean Maritime Demonstration Competition Round 7

Your proposal **must** focus on clean maritime technology.

This funding will be for projects to carry out deployment trials, pre-deployment trials and innovative feasibility studies, each of which forms a separate strand of this competition.

UKRI Innovate UK

CMDC7 – Strands

This competition has 3 strands:

- Strand 1 – Deployment
- Strand 2 – Pre-Deployment
- Strand 3 – Feasibility Studies

If you apply into the wrong strand your application will be marked ineligible and not sent for assessment.

If you are unsure which Strand to apply to, please email support@iuk.ukri.org

CMDC7 – Project End Date

There are different project end dates for each strand of this competition.

Strand Number	Comp Name	Project Costs	Project Start	Project Duration	Project end by
Strand 1	Deployment	£3 - £15 million	01 Apr 2027	up to 2y 9m	31 Dec 2029
Strand 2	Pre-deployment	£750k - £6 million	01 Apr 2027	up to 12 m	31 Mar 2028
Strand 3	Feasibility	£100k - £1 million	01 Apr 2027	up to 12m	31 Mar 2028

Strand 1 – Deployment trials
Scope, Requirements, Deliverables & Demonstration

Strand 1: Deployment trials
Scope

The aim of the Deployment trials strand is to fund real world demonstrations of innovative clean maritime technologies in an operational setting. Your proposal must develop, test and deploy innovative clean maritime technologies for on-vessel or maritime infrastructure use, or both.

Innovate UK

Strand 1: Deployment trials Scope

If you do not intend to deploy your solution in an operational environment you must apply to either:

- **Pre-deployment trials:** for projects that design, develop and test technology but do not deploy it in an operational environment

- **Feasibility studies:** for projects that undertake a primarily desk based technical and economic feasibility study

Strand 1: Deployment trials Requirements

Your project must:

- deliver a meaningful deployment trial in real world conditions for at least six weeks before December 2029
- demonstrate how the project can support a significant reduction in the well-to-wake greenhouse gas emissions from the maritime sector, including where relevant, addressing air pollution risks or other environmental impacts from decarbonisation solutions
- include at least one representative end user such as a vessel operator, port or harbour authority: the end user must show clear commitment to the project
- demonstrate significant market potential through a clear strategy for commercialising the technology and the products, demonstrating the potential for significant value to the UK
- bring together a team with the necessary expertise and experience to successfully deliver the project objectives

Innovate UK

Strand 1: Deployment trials Deliverables

Throughout, and at the end of your project, you must:

- produce a clear, detailed and costed plan to fully scale and enter the solution into UK and global markets over the following three years after project completion, including your technical approach, objectives and business case
- develop evidence on expected commercial applications and exploitation, and potential market segments
- detail the barriers to adoption that the future demonstration will overcome and the innovation that will be delivered
- share your findings with the Department for Transport (DfT), Maritime and Coastguard agency (MCA), Innovate UK and any third party contractors appointed by them
- produce a clear plan for disseminating the results of your project and knowledge sharing to government, industry and academia
- provide the evidence required to support the DfT's evaluation of the scheme

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Note: This list is not exhaustive, for more detail please refer to the competition page on IFS

Strand 1: Deployment trials Demonstration Period

Your demonstration must include the vessel or infrastructure technology, or both if applicable, being used in a representative real world operational environment for a period of at least six weeks.

There is no fixed definition of how projects must undertake their demonstration and use this minimum six week period. The demonstration will depend on your project, technology and what is required to prove its performance. We strongly encourage projects to utilise this minimum six week period fully and to gather as much performance data as possible.

Your application must clearly state how you plan to undertake the demonstration, including how much time in operational use you currently expect and why this is appropriate for your project. During the demonstration you must validate the technology or vessel's operation for the use case or target market and capture data on the performance, including its impacts on greenhouse gas emissions and other emissions.

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Strand 1: Deployment trials Demonstration Period

Projects which include a vessel intended to operate at sea must include appropriate demonstrations for a minimum of six weeks at sea. Projects may undertake initial tests in categorised waters before progressing to sea, subject to compliance with relevant regulations, but this will not count towards the six week minimum demonstration period.

Vessel demonstrations must plan to be in a variety of sea states. Vessels must comply with and be certificated in accordance with relevant regulations before proceeding to sea.
Applicants must be aware that the project must end by December 2029 which is when sea states are typically greater around the UK.

Projects which include vessels operating on categorised waters, for example, inland waterways, that will never operate at sea can complete their full demonstration within categorised waters.

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Strand 2 – Pre-Deployment trials
Scope, Requirements & Deliverables

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UK

Strand 2: Pre-deployment trials Scope

The aim of the Pre-deployment trials strand is to fund pre-deployment testing of innovative clean maritime technologies. Your proposal must design, develop and test, but not deploy innovative clean maritime technologies for on-vessel or maritime infrastructure use, or both.

If your project addresses on-vessel technologies, you must only involve land-based testing such as a factory or dry dock. Your project must not plan to test technologies in the water as part of this project.

Strand 2: Pre-deployment trials Scope

If you intend to deploy your solution in an operational environment, including on the water, you must apply to the Deployment trials strand which is for projects that develop, test and deploy innovative clean maritime technologies.

If you intend to carry out a feasibility study only with no substantial testing, you must apply to the Feasibility studies strand which is for projects that undertake a primarily desk based technical and economic feasibility study.

Innovate UK

Strand 2: Pre-deployment trials Project Requirements

Your project must:

- deliver a meaningful pre-deployment trial before March 2028
- underpin a future deployment by December 2029, delivering a meaningful technology, route to market, or supply chain innovation
- demonstrate how the project can support a significant reduction in the well-to-wake greenhouse gas emissions from the maritime sector, including where relevant, addressing air pollution risks or other environmental impacts from decarbonisation solutions
- include at least one representative end user such as a vessel operator, port or harbour authority: the end user must show clear commitment to the project
- demonstrate significant market potential through a clear strategy for commercialising the technology and the products, demonstrating the potential for significant value to the UK
- bring together a team with the necessary expertise and experience to successfully deliver the project objectives

UKRI Innovate UK

Strand 2: Pre-deployment trials Deliverables

Throughout, and at the end of your project, you must:

- produce a clear, detailed and costed plan for how your technology will be demonstrated in an operational setting in or between ports or on vessels, including your technical approach, objectives and business case
- develop evidence on expected commercial applications and exploitation, and potential market segments
- detail the barriers to adoption that the future demonstration will overcome and the innovation that will be delivered
- share your findings with the Department for Transport (DfT), Maritime and Coastguard agency (MCA), Innovate UK and any third party contractors appointed by them
- produce a clear plan for disseminating the results of your project and knowledge sharing to government, industry and academia
- provide the evidence required to support the DfT's evaluation of the scheme

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Innovate UK

Note: This list is not exhaustive, for more detail please refer to the competition page on IFS

Strand 3 – Feasibility studies
Scope, Requirements & Deliverables

Innovate
UK

Strand 3: Feasibility Studies Scope

The aim of the Feasibility strand is to fund feasibility studies of innovative clean maritime technologies and skills. Your project must undertake a primarily desk based technical and economic feasibility study. Your study must be associated with the development and future real world demonstration of innovation technologies for on-vessel use, maritime infrastructure use or a combination of each.

Innovate UK

Strand 3: Feasibility Studies Scope

Your Feasibility project must not plan to test technologies in the water as part of this project.

If you intend to deploy your solution in an operational environment, including on the water, you must apply to the Deployment trials strand which is for projects that develop, test and deploy innovative clean maritime technologies.

If you intend to carry out substantial testing but not deploy your solution, you must apply to the Pre-deployment trials strand.

Strand 3: Feasibility Studies Project Requirements

Your project must:

- deliver a meaningful feasibility study before March 2028
- underpin a future deployment by December 2029, delivering a meaningful technology, route to market, or supply chain innovation
- demonstrate how the project can support a significant reduction in the well-to-wake greenhouse gas emissions from the maritime sector, including where relevant, addressing air pollution risks or other environmental impacts from decarbonisation solutions
- include at least one representative end user such as a vessel operator, port or harbour authority: the end user must show clear commitment to the project
- demonstrate significant market potential through a clear strategy for commercialising the technology and the products, demonstrating the potential for significant value to the UK
- bring together a team with the necessary expertise and experience to successfully deliver the project objectives

Strand 3: Feasibility Studies Deliverables

Your project must:

- produce a clear, detailed and costed plan for how your technology will be demonstrated in an operational setting in or between ports or on vessels, including your technical approach, objectives and business case
- develop evidence on expected commercial applications and exploitation, and potential market segments
- detail the barriers to adoption that the future demonstration will overcome and the innovation that will be delivered
- share your findings with the Department for Transport (DfT), Maritime and Coastguard agency (MCA), Innovate UK and any third party contractors appointed by them
- produce a clear plan for disseminating the results of your project and knowledge sharing to government, industry and academia
- provide the evidence required to support the DfT's evaluation of the scheme

Note: This list is not exhaustive, for more detail please refer to the competition page on IFS

Monitoring and Evaluation

For all projects, Innovate UK will issue further guidance to successful projects on the requirements for engaging with and providing the evidence required to support the DfT's evaluation of the scheme. Failure to engage with the evaluation when requested could result in your project being suspended or funding withdrawn.

Successful projects will be required to engage with the DfT, Innovate UK and any third party contractors appointed by them relating to evaluation of CMDC projects.

Data shared with these parties is expected to include written application responses, project initiation data, monitoring data, end of project reports and involvement in some primary data collection activities such as surveys and focus groups. All information will be treated as commercially sensitive.

Priority Themes

The following priority themes are of particular interest in this competition but we also welcome applications that address any of the following themes over the next slides.

- fishing vessels and inland waterways vessels

- projects that combine the below Vessel or Infrastructure technology themes with Smart Shipping technology themes

- zero and near zero fuel systems, such as ammonia or hydrogen

- retrofitting clean maritime technology to existing vessels

Vessel Technology Themes

Vessel technology themes:

- vessel propulsion and auxiliary engines, for example: batteries, fuel cells, and internal combustion engines using low, zero or near zero greenhouse gas emission fuels such as hydrogen, methanol, ammonia or multi-fuel combinations
- wind propulsion, including soft-sail, fixed-sail, rotor, kite and turbine technologies, targeting a range of ship types from small vessels to large cargo carriers, both as primary and auxiliary propulsion
- low, zero or near zero greenhouse gas emission energy storage and management
- physical connections to shoreside power or alternative fuel bunkering, including fuelling lines, battery storage and on or near site renewable energy generation
- enabling technologies such as motors, drives, sensor and power electronics
- technologies for addressing air pollution and other contaminant risks from vessels using low, zero or near zero greenhouse gas emission alternative fuels, covering both novel air pollution risks such as from ammonia (NH3) slip and adverse impacts on conventional air pollutant emissions such as particulate matter (PM) and nitrogen oxides (NOx)
- technologies for addressing nitrous oxide (N2O) and methane (CH4) emissions from vessels using low, zero or near zero greenhouse gas emission alternative fuels
- type approval of novel on-vessel equipment
- onboard carbon capture and storage (OCCS)
- energy efficiency technologies, including those that enhance the vessel range or lower alternative fuel usage to enable the fuel's viability

Examples of energy efficiency technologies include ship hull efficiency, onboard waste heat recovery, propeller and rudder flow conditioning devices, air lubrication systems and energy efficient auxiliary systems.

Projects developing battery electric solutions for vessels less than 24 metres need to show clearly how their project is novel and how it addresses limitations with existing electric vessel solutions. Applications for battery electric solutions that are not novel or innovative will not be sent for assessment.

Battery electric applicants are encouraged to contact support@iuk.ukri.org at least 10 working days before the competition closes to check whether your application is in scope.

Infrastructure Tech inc Offshore Themes

Infrastructure technologies including offshore themes:

- shoreside storage and bunkering of low, zero or near zero greenhouse gas emission fuel
- charging infrastructure and management for electric vessels
- novel shore power solutions, such as enabling docked vessels to turn off their conventional power supply for ancillary systems
- physical connections to shoreside power or alternative fuel bunkering, including fuelling lines, battery storage and onsite renewables
- shoreside renewable energy generation at the port to supply vessels
- low, zero or near zero greenhouse gas emission fuel production at ports to supply vessels, such as hydrogen, methanol, ammonia
- zero greenhouse gas emission infrastructure, including stationary assets for freight handling and port operations within a port or harbour site
- amendments to offshore infrastructure such as wind farms, required to support the use of zero, near zero or low greenhouse gas emission vessels
- reception and storage of carbon from onboard carbon capture and storage

Projects focused on shore power technology need to show clearly how their project is novel and how it addresses limitations with existing shore power solutions.

Applications for shore power solutions that are not novel or innovative will not be sent for assessment. In addition, shore power projects must consider:

- the energy source, its cost, sustainability, resilience, capacity, connection requirements and timeline
- users, pricing and likely utilisation during any demonstration period
- how to maintain operation and grow utilisation beyond any demonstration period

Shore power applicants are encouraged to contact support@iuk.ukri.org at least 10 working days before the competition closes to check whether your application is in scope.

Smart Shipping, Digital & Autonomous Maritime Tech Themes

Your smart shipping, digital and autonomy project must demonstrate how it contributes to reducing greenhouse gas emissions and can focus on one or more of the following maritime themes:

- maintenance and inspection within the maritime sector
- improvements in port operations
- vessel design optimisation
- smart shipping safety and skills
- vessel operations optimisation
- vessel route planning and scheduling for efficiency
- interaction with other transport modes, maritime being the clear focus
- assurance systems including establishing processes, measurements, systems and risk based approaches to assure the safety and operational competence of smart shipping systems

In addition, one or more of the following smart shipping areas must be a core part of the proposed work:

- data: including using data captured in a novel way or as part of an innovative approach, solution or product
- Artificial Intelligence (AI): including the use of AI either as new AI development, or as a novel application of existing AI
- automated systems: including the development of automated solutions, both hardware and software
- connectivity: including innovative use of telecommunications systems such as future networks, hybrid network systems and satellite networks
- Position Navigation and Timing (PNT), including innovative use of telecommunications systems such as future networks, hybrid network systems and satellite networks; including innovative PNT devices and solutions, for example, quantum technology
- Quantum Computing (QC): including using QC to improve existing solutions, products or to develop a new QC approach or solution
- sensing or monitoring solutions: including the use of innovative devices and systems to provide sensing capability or the ability to monitor a system or vessel, this includes quantum technologies
- digital twins: including creating digital models of real world systems or objects enabling bi-directional feedback

General Themes

Novel clean maritime concepts that do not readily fit into the above themes.

Strand 3 – Additional Themes

The following three themes only apply to Strand 3 - Feasibility Studies:

- nuclear technology and corridors
- green shipping corridors
- clean maritime training and skills initiatives

Exclusions

We are not funding projects that are:

- focusing only on increasing the efficiency of current conventional fossil fuels and fossil fuel powertrains of maritime vessels
- focusing on marine conservation and ecology
- focusing on removing non-GHG and indirect GHGs from the combustion products of conventional fossil fuels and synthetic fossil fuels
- focusing on Personal Watercraft (PWC)
- focusing on the use and production of synthetic fuels, note: this exclusion does not apply to the use of low, zero or near zero greenhouse gas emission methanol, ammonia and hydrogen fuels
- focusing on submarines and submersible vessels
- focusing on military applications
- covered by existing commercial agreements to deliver the proposed solutions
- a duplicate of existing innovation
- focusing on non-methanol biofuels, except for projects that utilise biofuels as a pilot fuel or secondary fuel on vessels predominantly powered by methanol, ammonia or hydrogen

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End Users

Projects must include at least **one representative end user** such as a vessel operator, port or harbour authority: the end user must show clear commitment to the project.

If there is no clear end user included**, the application will be out of scope.**

Types of Vessels

Technologies for all sizes and categories of maritime vessel subject to the Merchant Shipping Act 1995 are in scope, including pleasure, commercial fishing and aquaculture vessels. Solutions can be suitable for one target size of vessel or multiple.

For a project involving a new hull, the vessel must be a United Kingdom Ship.

For a project involving testing technology on an existing vessel, the vessel is expected to be a United Kingdom Ship, otherwise you must provide justification for not using a United Kingdom Ship in your application.

United Kingdom Ship is defined in 85(2) of the Merchant Shipping Act 1995.

Regulation

Projects must detail their plan for compliance with regulation and how they will work with relevant regulatory bodies for novel technologies.

Vessels must comply with relevant regulations when undertaking voyages and where appropriate, be certificated subject to vessel type. These vessels cannot proceed to sea without relevant seagoing certification.

Note: For full list of requirements on maritime regulation please refer to the competition page on IFS

Types of Infrastructure

Any physical structures or systems necessary to enable clean maritime operations onshore or offshore are in scope. This includes infrastructure for freight, passenger, pleasure and commercial vessels, located at, for example, ports, harbours or wind farms.

Value for UK

We strongly encourage projects from around the UK to support jobs and economic growth, including projects from ports, vessel operators, vessel manufacturers and their supply chains. We welcome projects from areas with existing clean maritime expertise or co-located in clusters of renewable energy production and usage including hydrogen.

You must clearly demonstrate how you will anchor intellectual property (IP) generated by the project in the UK. You must also show how this IP will be exploited for the benefit of the UK supply chain and wider economy in the future.

We welcome projects from UK subsectors that are close to, or have a clear technology pathway, and are close to commercialisation in the energy and growth space, where there are clear remaining barriers to overcome. In particular, this includes vessels and operations that support offshore wind sector.

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New Consortia

We encourage new projects and consortia that have not been part of previous rounds of the Clean Maritime Demonstration Competitions.

You are not required to have been successful in previous rounds of the CMDCs to apply with an eligible project to Round 7.

Portfolio Approach

We want to fund a variety of projects across different technologies, markets, technological maturities, themes and locations. We call this a portfolio approach which will be used to make funding decisions in this competition.

UKRI Innovate UK

CMDC7 – Support

If you are unsure about anything in this competition, always reach out to support@iuk.ukri.org

Q&A

Innovate UK

Eligibility criteria

Eligibility Criteria: Deployment trials Project

Your project must:

- have total eligible costs between £3 million and £15 million

- last up to 2 years and 9 months

- start by 1 April 2027

- end by 31 December 2029

Any funded organisation needs to carry out their project work in the UK and must intend to exploit the project results from or in the UK.

UK RI Innovate UK

Eligibility Criteria: Pre-deployment trials Project

Your project must:

- have total eligible costs between £750,000 and £6 million

- last up to 12 months

- start by 1 April 2027

- end by 31 March 2028

Any funded organisation needs to carry out their project work in the UK and must intend to exploit the project results from or in the UK.

UKRI

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Eligibility Criteria: Feasibility studies Project

Your project must:

- have total eligible costs between £100,000 and £1 million

- last up to 12 months

- start by 1 April 2027

- end by 31 March 2028

Any funded organisation needs to carry out their project work in the UK and must intend to exploit the project results from or in the UK.

Eligibility Criteria:
Deployment trials Lead Organisation

Lead organisation:

To lead a deployment trials project your organisation must:

- be a UK registered business of any size

- collaborate with other UK registered organisations

More information on the different types of organisation can be found in our Funding rules.

Eligibility Criteria: Pre-deployment trials Lead Organisation

Lead organisation:

To lead a pre-deployment trials project your organisation must:

- be a UK registered business of any size

- collaborate with other UK registered organisations

More information on the different types of organisation can be found in our <u>Funding rules</u>.

Eligibility Criteria: Feasibility studies Lead Organisation

Lead organisation:

To lead a feasibility project your organisation must:

- be a UK registered business of any size

- collaborate with other UK registered organisations

More information on the different types of organisation can be found in our Funding rules.

Eligibility Criteria – Collaboration

For these competitions your project must be collaborative.

In all collaborative projects there must be:

- at least two grant claiming partners

- evidence of an effective collaboration

(*This means one partner must not account for more than 70% of the eligible costs and you must include rationale for the collaboration and describe the structure in the application.*)

For example:

If the total project costs are **£1,000,000** the maximum costs that can be accounted for by any partner is **£700,000**

Eligibility Criteria – Project Team (all strands)

Project team

To collaborate with the lead, your organisation must be one of the following UK registered:

- business of any size
- academic institution
- charity
- not for profit
- public sector organisation
- research and technology organisation (RTO)

Please note:

- Academic institutions cannot lead or work alone.
- Trust ports and Municipal ports will be treated as businesses.

Eligibility Criteria – Partners

Non-funded partners

Your project can include organisations who do not claim any funding for their work on the project.

Their costs will be covered from their own resources.

Non-funders can include UK, EU and other non-UK organisations.

Non-UK partners are permitted to carry out project work from within their home countries and exploit the results outside the UK.

Where non-funded partners have been invited to the application on IFS, their costs will count towards the total eligible project costs.

Eligibility Criteria – Subcontractors

Subcontractors are allowed in this competition.

- Subcontractors can be from anywhere in the UK and you must select them through your usual procurement process.

- You can use subcontractors from overseas but must make the case in your application as to why you cannot use subcontractors from the UK.

- Any overseas contracting will be assessed for value for money for the UK.

- All subcontractor costs must be justified and appropriate to the total project costs.

- You must provide a detailed rationale, evidence of the potential UK contractors you approached and the reasons why they were unable to work with you. We will not accept a cheaper cost as a sufficient reason to use an overseas subcontractor.

- Where your project involves a shipyard or boat builder as a subcontractor, the National Shipbuilding Office (NSO) can be used in an advisory capacity to understand UK shipbuilding capability.

- The NSO are willing to discuss specifics with projects and can be accessed by emailing NSO-Secretariat@mod.gov.uk

Eligibility Criteria:

Number of applications

- A business can only lead on one application across all three strands of this competition. A business can also lead on one application in the Zero Emissions Vessel Infrastructure (ZEVI) 2 competition.

- If leading an application, a business can also be included as a collaborator or be a subcontractor in two further applications across all three strands of this competition and the ZEVI 2 competition.

- If a business is not leading any application, it can collaborate or be a subcontractor in any number of applications across all CMDC7 competition strands and the ZEVI 2 competition.

- Applications that do not meet these requirements will be made ineligible, in order of the most recent submission being made ineligible first.

- Other eligible organisations can collaborate on any number of applications.

Eligibility Criteria:

Number of applications

- If you are involved in more than one application, you must clearly state how all projects can be resourced and delivered if successful. You may be asked for further evidence of your resources at interview, if invited.

- If Innovate UK have concerns about your ability to deliver multiple projects successfully, we reserve the right to award funding based on evidence of your capacity to manage them.

- If you are already involved in other Innovate UK funded projects, you must show you have the resources in place to deliver further projects funded by this CMDC 7 competition.

- Innovate UK reserve the right to decide the success of an application based on evidence of capacity to manage multiple live projects. If you are delivering live Innovate UK projects, we will review your current delivery and performance towards expected stated deliverables.

Previously submitted applications

This competition **does allow** you to submit a previously submitted application.

Previously submitted application	Not a Previously submitted application
A previously submitted application is an application Innovate UK judges as <u>not</u> materially different from one you have submitted before (but it can be updated based on the assessors' feedback). If you have previously submitted an application that reached our assessment stage, you can re-apply once more with the same proposal.	A brand-new application, project or idea that you have not previously submitted into an Innovate UK competition. or A previously submitted or ineligible application which: • has been updated based on assessor feedback • <u>and</u> is materially different from the application submitted before • <u>and</u> fits with the scope of this competition

UK RI Innovate UK

Innovation Funding Service (IFS)

How to apply

The lead applicant must create an account:

UK registered businesses

Use Companies House lookup using your company number. This facilitates our checks later if you are successful.

Research organisations, academics and universities

To avoid being listed as a business and to ensure you receive the correct funding, enter your information manually on IFS

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Application Questions (not scored)

Application Form		Word Count	Appendix
Question 1	Applicant location (not scored)	100 words	No
Question 2	Animal testing (not scored)	Multiple choice	No
Question 3	Permits and licences (not scored)	Multiple choice	No
Question 4	International Collaboration (not scored)	100 words	No
Question 5	Export licence (not scored)	Multiple choice	No
Question 6	Trusted Research and Innovation (not scored)	400 words	No
Question 7	Project Theme (not scored)	60 words	No
Question 8	End user (not scored)	100 words	Yes – Optional PDF x2 A4 pages

Please note:

- Please refer to the detailed application question guidance available for **each** question, scored or unscored.
- Take note of the word count, appendixes requirements, including number of pages per appendix, upload format and size.
- You **must** not include any URLs or website hyperlinks in any of your answers. Application content is reviewed ahead of assessment, and any discovery of hyperlinks **will** result in your application being rendered ineligible.

Application Questions: Deployment trials (Scored)

Application Form		Word Count	Appendix
Question 9	Need or challenge	600 words	No
Question 10	Approach and innovation	800 words	Yes – Optional PDF 2x A4 pages
Question 11	Environmental impact	600 words	Yes – Optional PDF 2x A4 pages
Question 12	Team and resources	400 words	Yes – Optional PDF 2x A4 pages
Question 13	Market awareness	400 words	No
Question 14	Outcomes and route to market	600 words	No
Question 15	Jobs and investment	600 words	Yes – Mandatory PDF 2x A4 pages
Question 16	Wider impacts	400 words	No
Question 17	Project management	600 words	Yes – Mandatory PDF 2x A4 pages
Question 18	Risks	600 words	Yes – Mandatory PDF 2x A4 pages
Question 19	Knowledge sharing and clean maritime market development	400 words	No
Question 20	Added value	400 words	No
Question 21	Costs and value for money	600 words	Yes – Optional PDF 2x A4 pages

Application Questions: Pre-Deployment trials (Scored)

Application Form		Word Count	Appendix
Question 9	Need or challenge	600 words	No
Question 10	Approach and innovation	800 words	Yes – Optional PDF 2x A4 pages
Question 11	Environmental impact	600 words	Yes – Optional PDF 2x A4 pages
Question 12	Team and resources	400 words	Yes – Optional PDF 2x A4 pages
Question 13	Market awareness	400 words	No
Question 14	Outcomes and route to market	600 words	No
Question 15	Jobs and investment	600 words	Yes – Mandatory PDF 2x A4 pages
Question 16	Wider impacts	400 words	No
Question 17	Project management	600 words	Yes – Mandatory PDF 2x A4 pages
Question 18	Risks	400 words	Yes – Mandatory PDF 2x A4 pages
Question 19	Knowledge sharing and clean maritime market development	400 words	No
Question 20	Added value	400 words	No
Question 21	Costs and value for money	600 words	Yes – Optional PDF 2x A4 pages

Application Questions: Feasibility studies (Scored)

Application Form		Word Count	Appendix
Question 9	Need or challenge	600 words	No
Question 10	Approach and innovation	600 words	Yes – Optional PDF 2x A4 pages
Question 11	Environmental impact	400 words	Yes – Optional PDF 2x A4 pages
Question 12	Team and resources	400 words	Yes – Optional PDF 2x A4 pages
Question 13	Market awareness	400 words	No
Question 14	Outcomes and route to market	400 words	No
Question 15	Jobs and investment	400 words	Yes – Mandatory PDF 2x A4 pages
Question 16	Wider impacts	400 words	No
Question 17	Project management	600 words	Yes – Mandatory PDF 2x A4 pages
Question 18	Risks	400 words	Yes – Mandatory PDF 2x A4 pages
Question 19	Knowledge sharing and clean maritime market development	400 words	No
Question 20	Added value	400 words	No
Question 21	Costs and value for money	400 words	Yes – Optional PDF 2x A4 pages

National Security and Investment Act - overview

Subject to certain criteria, UK applicants are legally required to tell the government about acquisitions of certain entities in 17 sensitive areas of the economy (called 'notifiable acquisitions').
https://www.gov.uk/government/publications/national-security-and-investment-act-guidance-on-notifiable-acquisitions/national-security-and-investment-act-guidance-on-notifiable-acquisitions

These 17 areas are:

- Advanced Materials
- Advanced Robotics
- Artificial Intelligence
- Civil Nuclear
- Communications
- Computing Hardware
- Critical Suppliers to Government
- Cryptographic Authentication

- Data Infrastructure
- Defence
- Energy
- Military and Dual-Use
- Quantum Technologies
- Satellite and Space Technologies
- Suppliers to the Emergency Services
- Synthetic Biology
- Transport

If there is significant uncertainty about whether an acquisition is notifiable, you may contact the government on **investment.screening@cabinetoffice.gov.uk** to seek a view or get legal advice from your own sources.

UK Strategic Export Controls - overview

[UK strategic export controls - GOV.UK](https://www.gov.uk)

The UK government has put together this guidance for those who export or transfer goods, software or technology (including data, information and technical assistance) which might be subject to strategic export controls.

It explains what control lists are, as well as who they apply to and when, so that exporters can make sure they comply with the law.

Applicants should assess how these controls may impact the project and confirm if they will need a licence (see question 5).

Q4 International Collaboration (not scored)

Does your proposed work involve any international collaboration or engagement?

You must provide details of any expected international collaboration or engagement. You must include a list of the names and the countries any international project co-leads, project partners, visiting researchers, or other collaborators are based in. You must also include details of any subcontractors or service providers.

If your proposed work does not involve international collaboration or engagement, your answer must confirm this.

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Q6 Trusted Research and Innovation (not scored)

You must explain if your proposed project work relates to UKRI's Trusted Research and Innovation Principles, including:

- a list of any dual-use (both military and non-military) applications to your research
- a list of the areas where your project is relevant to one or more of the 17 areas of the UK National Security and Investment (NSI) Act)
- whether an export control license is required for this project under the *academic export control guidance* and the status of any applications
- a list of any items or substances on the UK Strategic Export Control List

We may ask you to provide additional TR&I information at a later date, in line with UKRI TR&I Principles and funding terms and conditions

Question 7. Project Theme (not scored)

Which theme does your project align with?

You must select one of the themes as listed. You must write your answer exactly as stated in the bullet points.

If your project aligns with more than one theme choose the theme under which the majority of the work will be delivered.

You must choose the bullet point which aligns with your project, then copy and paste it as the answer to this question.

Your answer can be up to 60 words long.

Project Impact questions

- Each organisation in your application will complete the Project Impact questions within the 'Supporting information' section

- The Project Impact questions ask for data about your business and innovation and its contribution to the UK economy, society, and the environment

- Visit the Project Impact guidance page for more information, the types of questions you will be asked and how to get further support

- By providing this data, you are enabling us to better understand the impact of our support. It will help us identify success stories and provide evidence to government and the public of the value of supporting innovative businesses

For more information:
- Watch Our Impact Management Framework video
- How is the Project Impact data collected? video

Your Project Cost Categories

View our **Application Finances Instructional Video**
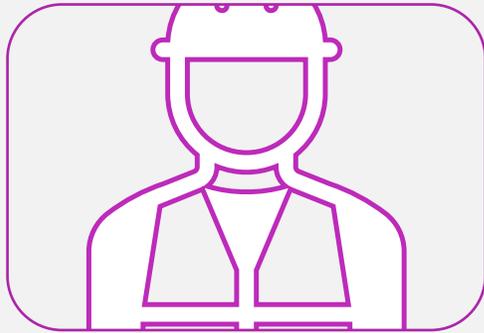
Labour
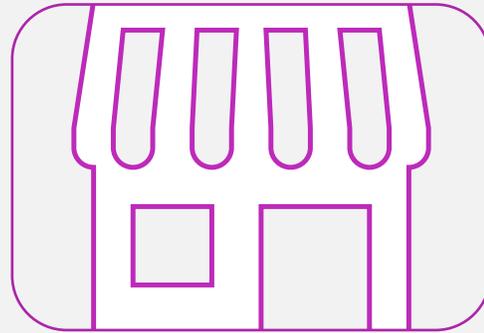
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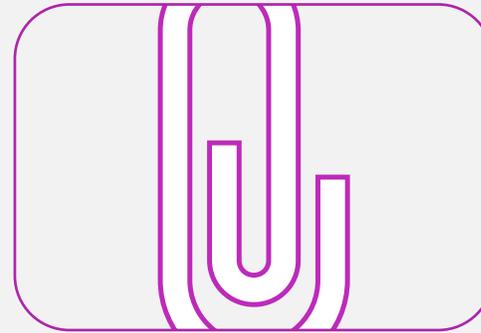
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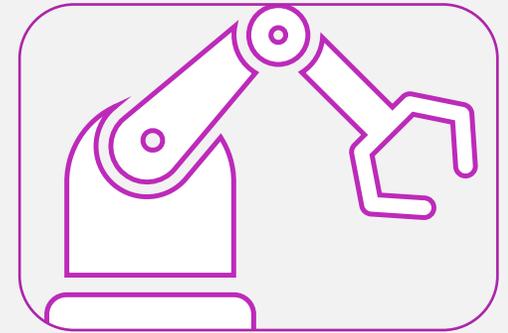
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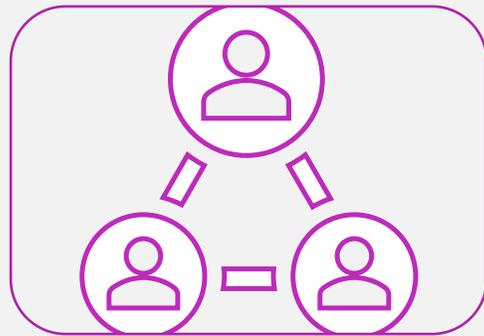
Subcontractors
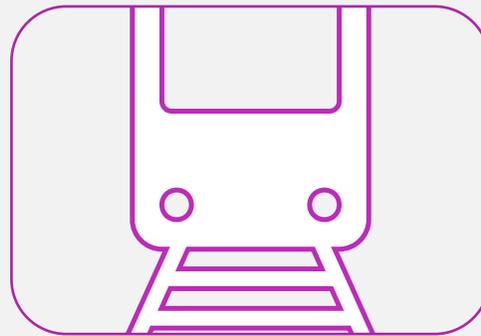
Travel & Subsistence

Other

UKRI Innovate UK
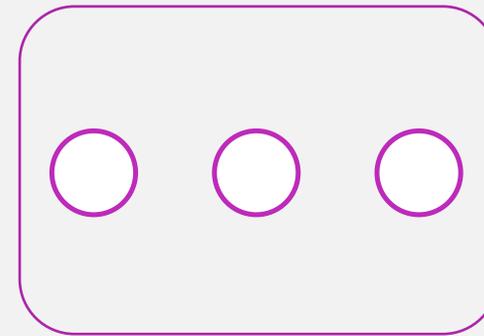
Your project finances

Finances
Your organisation is required to submit its project finances. Your organisation's project costs can be seen in the 'Finances overview'.

Your project finances   ✏ Incomplete

Finances overview   ✏ Incomplete

Finances

ℹ Only members from your organisation will be able to see a breakdown of your finances.

Please complete your project finances.

Your project costs   ✏ Incomplete

Your project location   ✏ Incomplete

Your organisation   ✏ Incomplete

Your funding   ✏ Incomplete

Your project costs
Add your project costs by category – refer to previous slide for link to instructional video

Your project location
Enter postcode for where most of the project work will take place.

Your organisation
Add details of your organisation including size, turnover and number of employees

Your funding
Include your funding level percentage according to the competition's funding rules.

You can declare Other Public Sector Funding here if you have previously received public money for **exactly** the same activities

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Checking your finances are complete

UKRI Innovate UK

Check your finances have been correctly entered, with the correct costs, funding level % and funding sought figures, as per the eligibility criteria of the competition.

The project lead must ensure that all partners have marked their finances as complete.

Please note that research organisation participation is limited dependent on which strand you apply for.

For feasibility projects, your research organisation participation must be no greater than **50%** of the total project costs.

For deployment and pre-deployment trial projects, your research organisation participation must be no greater than **30%** of the total project costs.

IFS DOES NOT VALIDATE TOTAL PROJECT COSTS

Finances summary

⚠️ These organisations have not marked their finances as complete:
- Ludlow
- EGGS

This application cannot be submitted until all items in the finances section have been marked as complete by all partners.

		Total costs (£)	Funding level (%)	Funding sought (£)	Contribution to project (£)	Other public sector funding (£)
Empire Ltd Lead organisation	✔	**200,903**	30.00	57,803	140,632	2,468
Ludlow Partner	⚠️	**200,903**	30.00	57,803	140,632	2,468
EGGS Partner	⚠️	**990**	100.00	990	0	0
Total	⚠️	**£402,796**		116,596	281,264	4,936

Terms and Conditions

Before you can submit your application, **all** organisations in an application must agree to the draft terms and conditions for this competition. Please ensure you share the T&Cs with your legal team at the earliest possible opportunity.

Terms and conditions
You must agree to these before you submit your application.

Award terms and conditions

✏ Incomplete

Review and submit   🖶 Print your application

☑ I agree to the full terms and conditions set out by the funding authority. I understand I need to agree to the final contract if my application is successful.

Agree and continue

UKRI Innovate UK

Submitting your application

Customer Support can help resolve any issues you might have when submitting **but only if they are contacted before the deadline**.

Once the deadline has passed, your application cannot be submitted.
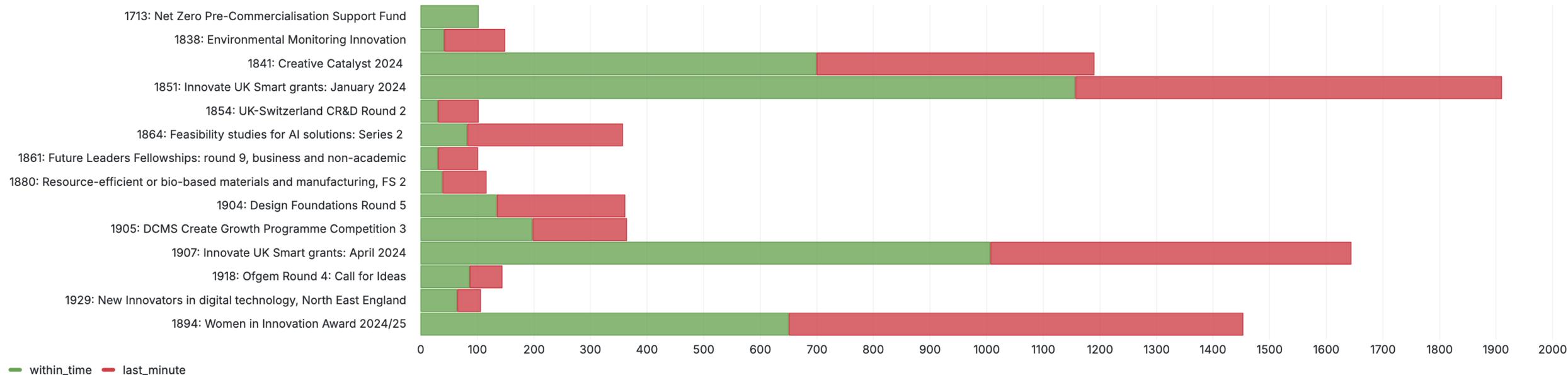
Editing a submitted application

test
Application number: 242
Competition: 599 Covid de minimis round 2

Awaiting assessment

Application submitted

Reopen

Reopen by clicking here

Terms and conditions
You must agree to these before you submit your application.

Award terms and conditions   ✓ Complete

Review and submit   🖶 Print your application

Remember to press
'Submit application'

Terms and conditions   Open all

Award terms and conditions   ✓ Complete ➕

Submit application

Need help with this service? Contact us

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Pros & Cons of using AI to support you

With the advances in AI technology, it is only natural to use technology to support you in applying to our competitions. Whilst we don't recommend or advise against it, we would like to make you aware of the following which could potentially impact your project.

Pros

- Removes barriers for people with disabilities and non-English speakers

- Allows you to rephrase your content to meet the word count in a question

- Ensures all aspects of a question are answered

- Can aid a better understanding of:
  - intended/wider market
  - best practice in project management
  - complementary technologies and advances in the industry
  - expected project impacts

Cons

- It is not always accurate in its assumptions and can get things wrong

- AI learns from the information you give it as well as what it has already learnt

- May provide a generic response meaning your application could use similar phrasing to others

- AI can be detected as non-human as it lacks expression and insight because it relies on logic to summarise information based on the question asked

UK RI Innovate UK

Funding Rules

Innovate UK
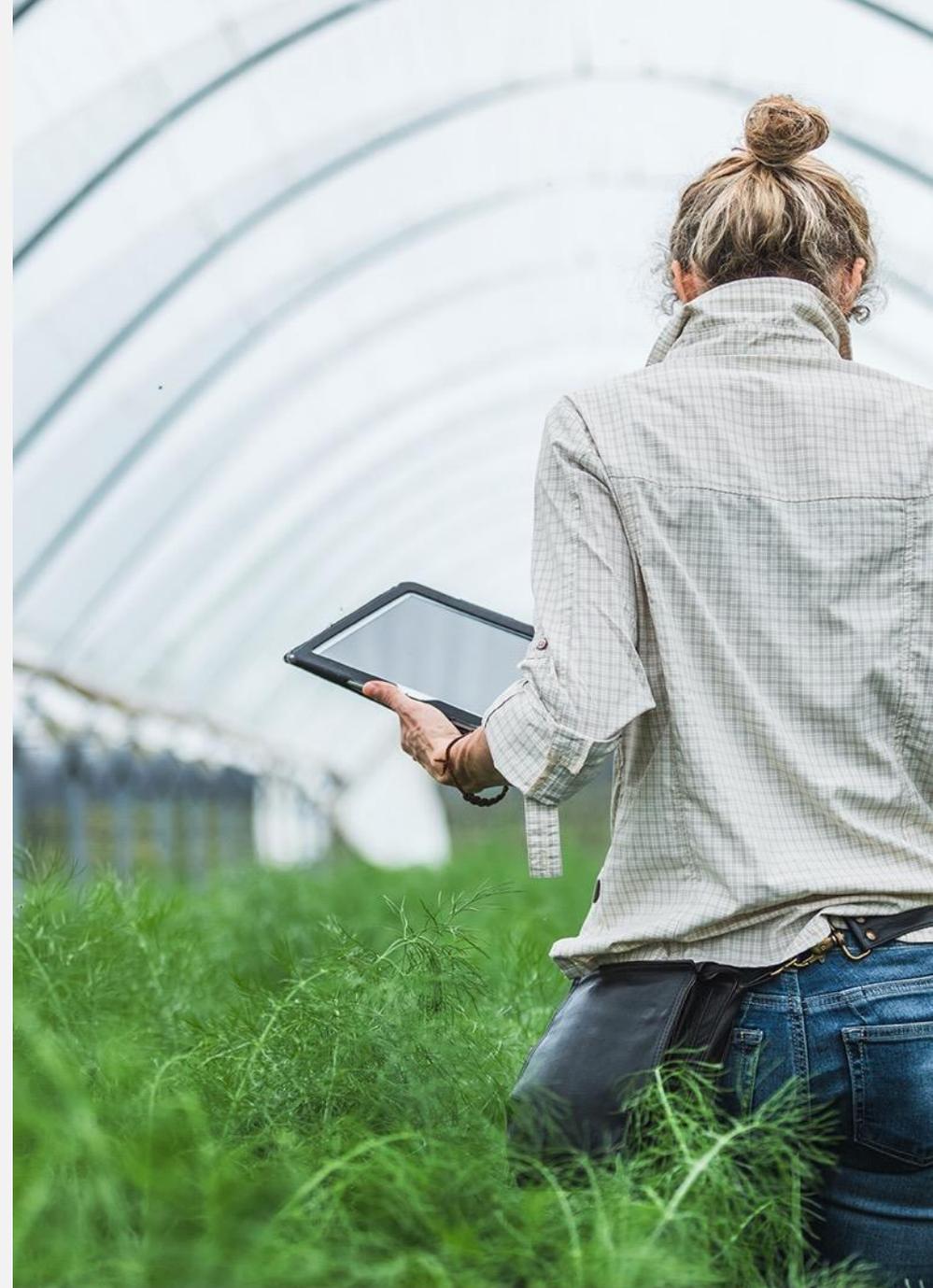
You are unable to claim funding if

- you are an **overseas organisation** - your company number begins with **FC**

- your organisation is **setup as a branch** - your company number begins with **BR**

- you are a **collaboration with no formal structure of ownership or control** - your company number begins with **ML**

- you are a **Crown Dependency**:

  - if your company is based in **Jersey** - your company number begins with **JE**

  - if your company is based in **Guernsey**

  - if your company is based in the **Isle of Man**

UKRI Innovate UK

Other Innovate UK projects

If you have an **overdue** final claim or Independent Accountant Report (IAR) on a live Innovate UK project, you will not be eligible to apply to this competition, as a lead or a partner organisation.

We will not award you any further funding if you:

- applied to a previous competition as the lead or sole company and were awarded funding by Innovate UK, but did not make a substantial effort to exploit that award

- applied to a previous competition as the lead or sole company and failed to comply with grant terms and conditions

- please note if you have a live project in progress this does not prohibit you from entering this competition

Compliance with the UK Subsidy Control Regime

On 4th January 2023, the [Subsidy Control Act 2022](#) came into effect.

This provides a framework for public authorities to design and award subsidies in a compliant way, whilst minimising any negative effects of subsidies both within the UK and Internationally.

Innovate UK offers funding in line with the UK's obligations and commitments to Subsidy Control. To ensure that Innovate UK remains compliant with the UK's international Subsidy Control duties in respect of:

- the EU-UK Trade and Cooperation Agreement;
- the subsidy control act 2022
- Article 10 of the Windsor Framework (successful applicants which are affected by the Windsor Framework will be funded in line with [EU State aid regulations](#))
- Article 138 of the Withdrawal Agreement (some Union law applicable after 31 December 2020 in relation to the UK's participation in Union programmes and activities)
- the Subsidies and Countervailing measures within the WTO (ASCM)
- any other Free Trade Agreements active at the time of award

All awards will be conditional on compliance at all times with the UK's international obligations on Subsidy Control - this will be reflected in the terms and conditions of any award.

UK RI Innovate UK

Subsidy Control (and State aid where relevant)

The Subsidy Control Act 2022 definition of a 'subsidy' means financial assistance which:

1. is given by a public authority. This can be at any level: central, devolved, regional or local government or a public body.
2. makes a contribution (this could be a financial or an in-kind contribution) to an enterprise, conferring an economic advantage that is not available on market terms.
3. affects international trade.

For awards made from 4 January 2023, the majority are subject to Subsidy Control Act 2022. EU State aid rules now only apply in certain limited circumstances.

Financial viability and eligibility
Innovate UK is unable to award funding to organisations that are considered to be in financial difficulty. All applicant organisations are subjected to financial viability and eligibility checks to ensure they are suitable for public funding.

General guidance on Subsidy control (and State aid where relevant).

Article 10 of the Windsor Framework

The EU and the UK formally adopted the [Windsor Framework](#) on 24 March 2023.

The Windsor Framework replaces the Northern Ireland Protocol, providing a new legal and UK constitutional framework.

Article 10 provides that European Union State aid rules will continue to apply to the UK in respect of measures which affect trade in goods or the electricity market between Northern Ireland and the EU.

Article 10 does not directly apply to subsidies for services and such subsidies will need to comply with the UK's subsidy control regime.

Undertakings in difficulty
In the unusual circumstance of an award having to be made under the EU GBER regulation (State aid), the applicant must pass **'undertaking in difficulty' checks as defined by GBER (2014)**.

Guidance on Article 10 of the Windsor Framework.

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Assessment

Assessment

[YouTube Playlist](#)

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Project setup

If you pass the technical assessment, you will have a further eight steps detailed in your notification to complete in Project Setup before being able to start your project.

These are:
- Project details
- Project team
- Documents
- You will be allocated a Monitoring Service Provider (MSP)
- Bank details
- Finance checks
- Spend profile
- Grant Offer Letter

Please share the T&Cs with your legal team at the earliest possible opportunity to avoid any delays.

You are expected to complete **all** the steps above before 1 April 2027 and ahead of receiving your Go Live notification. Failure to do so may result in funding being withdrawn.

Work can only commence on your project once you have received your Go Live email.

How you get paid

- Grants are claimed and paid out following authorisation, **quarterly** in **arrears**

- Organisations being funded at less than 100% will need to provide evidence that they will have funding available to meet their share of costs

- You can only claim for costs incurred between your project's start and end date

- Grant can only be paid into an approved UK bank account

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Bank account – Guidance

Accepted business bank accounts – subject to change

- Advance Payment Solutions (Part of Cashplus Ltd)
- Allica Bank
- Allied Irish Banks
- Bank of Ireland (UK)
- Bank of Scotland
- Bank of America
- Barclays
- BNP Paribas
- C Hoare & Co
- CAF Bank
- Citi Bank UK
- Clear Bank
- Commerz Bank
- Coutts

- Danske Bank
- Deutsche Bank
- DNB Bank ASA
- Guaranty Trust Bank (UK) Limited
- Handelsbanken Plc
- HSBC
- J.P. Morgan UK
- Lloyds
- Metro Bank
- Mettle
- Mizuho Bank Ltd
- MUFG Bank Ltd
- Monzo
- NatWest
- Nordea

- Revolut
- Royal Bank of Scotland (RBS)
- Santander
- Skandinaviska Enskilda Banken Ab (Publ) [SEB]
- Starling
- The Bank of East Asia
- The Co-operative Bank
- Tide Bank
- Triodos Bank
- TSB Bank
- Ulster Bank
- Unity Trust Bank
- Virgin Money
- Wells Fargo Bank N.A.

Additional Support

Reasonable adjustments

We welcome and encourage applications from people of all backgrounds and are committed to making our application process accessible to everyone. This includes making reasonable adjustments, for people who have a disability or a long-term condition and face barriers applying to us.

You can contact us at any time to ask for guidance. We recommend you contact us at least 15 working days before this competition's closing date to allow us to put the most suitable support in place. The support we can provide may be limited if you contact us close to the competition deadline.

You can contact Innovate UK by email or call 0300 321 4357. Our phone lines are open from 9am to 12pm and 2pm to 5pm UK time, Monday to Friday (excluding bank holidays).

Reasonable adjustments – what we need from you

To apply for a reasonable adjustment, we will need to collect some information from you, below is the list of what we need:

- Name
- Organisation
- Email address
- Phone number
- Competition you are applying to
- Application number if you've started an application
- Consent to pass info to Innovate UK Business Connect

This information must be given to Innovate UK Customer Support Services, Business Connect are unable to provide support without a referral from CSS

Further information on the process can be found here https://iuk-business-connect.org.uk/how-we-help/reasonable-adjustments-service/

Reasonable adjustments – what we can do

Below is a list of possible adjustments we can make, this list is not exhaustive and not every adjustment will be appropriate for you, adjustments will be made on a case-by-case basis:

- Proofreading
- Clarifying language
- Resources
- Introduction to experts
- Time management
- Note-taking

Reasonable adjustments – what we can not do

The reasonable adjustments offered are designed to remove barriers to applying, they are not designed to make decisions for you or give you advice on an application. With that in mind, the support we offer does not include the below:

- Providing deadline extensions
- Choosing which competition to apply to
- Developing an idea
- Advising whether your idea is in scope for a competition
- Offering financial advice
- Helping with research

Innovate UK Business Growth

The indispensable partner for ambitious innovators

We equip innovation-focused businesses to **make the best strategic choices** and **harness the right resources** to accelerate their growth.

Thousands of innovators benefit from our **intensive and tailored advisory support** to achieve their ambitious goals every year.

We are in their corner – do you want us in yours? Visit iukbg.ukri.org to learn more.

97% of clients would recommend us

94% report that our service has had a positive impact on their growth

"Innovate UK Business Growth gave us the tools to grow with confidence"
Natali Georgieva, Co-founder at ALIANAz

Who do we support?

- Ambitious, innovation-focused businesses that have won an Innovate UK competition, and are growing strongly or have high growth potential, may be contacted about support

- Registered at Companies House with up to 250 employees

- Management teams motivated to engage fully with us to help achieve growth milestones

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Cyber Action Toolkit

The NSCS has created a free Cyber Action Toolkit that gives clear bite-sized actions to protect small businesses, their money and reputation from cyber crime' The NSCS has created a free Cyber Action Toolkit that gives clear bite-sized actions to protect small businesses, their money and reputation from cyber crime

Search "NCSC cyber toolkit" or click here: https://cybertoolkit.service.ncsc.gov.uk/

Contact Us

Whether you need help to set a strategic direction or with progressing your innovation, financing your growth or unlocking the potential of international partnerships.

visit our website:
www.iukbg.ukri.org

or call us on:
0300 123 3066

Contact Business Growth

The preferred way to get in touch with us is via email using the form below – we aim to reply within 2 working days. However, we will also be available by telephone during working hours (9am-5pm) and an answerphone will be available at all other times or when our lines are engaged (we will return your call as soon as possible). Please note that you cannot access our colleagues at Innovate UK through these channels.

If you're not from the UK, please contact your local EEN branch.

You can also refer to our FAQs page to find answers to frequently asked questions about our services.

Telephone | 0300 123 3066

Name

Email

Telephone

Company name

Registered company name or intended trading name

Innovate UK

Note: The service is offered to all Innovate UK competition winners.

Useful Information

- UKRI's [General Guidance](#)
- Innovate UK Business Connect's [Good Application Guide](#)
- [Who we fund](#)
- Collaboration Agreement Guidance: [Lambert Toolkit](#)
- [Innovate UK: Shaping the Future](#)

Funding opportunities

To find out more about the competitions currently available you can visit either the **Innovation Funding Service (IFS)** or the **funding finder** on the UKRI website. Through these links, you can review the competitions available and decide which ones may be right for you.

You can **sign up to our newsletter** to receive all the latest information on our competitions straight to your inbox or **register for email alerts** to get page updates from Innovate UK.

The government also offers **other opportunities for businesses to get finance and support**.
Innovate UK reserves the rights to host competitions on a needs basis and will adjust each competition criteria and scope accordingly. We may occasionally run closed competitions that are for invited applicants only. These are run based on the challenge requirement or need.
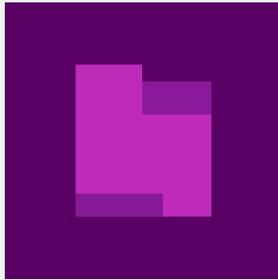
Innovate UK

Q&A

Innovate UK

Contact
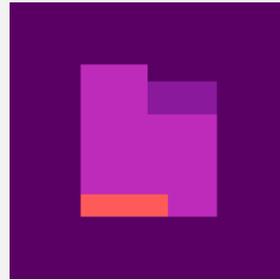
Customer Support Services

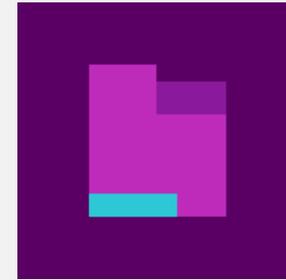0300 321 4357 (Monday - Friday 9am-12pm and 2pm-5pm)

support@iuk.ukri.org

Innovate UK
ukri.org/councils/innovate-uk

Innovate UK Business Connect
https://iuk-business-connect.org.uk/

Innovate UK Business Growth
www.iukbg.ukri.org

Q&A

Wrap up

Regional Tour

Date	Event	Location
19/03	CMDC7 Briefing	Online
25/03	MUK Solent	Southampton
26/03	PLA – Net Zero Thames Coalition	Online
26/03	Cornwall Marine	Plymouth
14/04	MUK event	Bristol
15/04	ZEVI2 Briefing	London – details in due course
20/04	Scottish Marine Cluster	Online
21/04	Mersey MUK	Liverpool
TBC	Wales Roadshow	TBC
30/04	Humber Marine and Offshore	Hull
12/05	Northern Ireland Marine & Offshore	Belfast
12/05	Tees Maritime Cluster	Middlesborough

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Other events

Organisation	Event	Date
Mersey Maritime	Innovation Summit 2026	26th March
Maritime South West	Clean Maritime Event	14th April
Humber Marine & Renewables	Offshore Wind Connections	30th April

Zero Emission Vessels and Infrastructure (ZEVI2) National Briefing Event

15 April 2026
10:00-17:00

De Vere Grand Connaught Rooms
61-65 Great Queen Street
London, WC2B 5DA