



# Business Plan 2023–2025

## RIS Education Open Call

# Call Manual

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

Barcelona | 17 May 2024

[eiturbanmobility.eu](http://eiturbanmobility.eu)

# History of changes<sup>1</sup>

| Version | Publication Date | Change          |
|---------|------------------|-----------------|
| 1.0     | 17.5.2024        | Initial version |

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<sup>1</sup> Any updates to this Call Manual will be published on the EIT Urban Mobility website and included in this history of changes.

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# Abbreviations

|      |   |
|------|---|
| EEE  | External expert evaluator                       |
| EIT  | European Institute of Innovation and Technology |
| FS   | Financial sustainability                        |
| HE   | Horizon Europe                                  |
| HEI  | Higher Education Institution Initiative         |
| IER  | Individual evaluation report                    |
| IPR  | Intellectual property rights                    |
| KAVA | KIC added value activity                        |
| KIC  | Knowledge and Innovation Community              |
| KPIs | Key performance indicators                      |
| KTI  | Knowledge triangle integration                  |
| MGA  | Model Grant Agreement                           |
| RIS  | Regional Innovation Scheme                      |
| SA   | Strategic Agenda                                |
| SER  | Summary evaluation report                       |
| SME  | Small and medium-sized enterprise               |
| SO   | Strategic objective                             |
| TA   | Thematic area                                   |

# Glossary

|                    |  |
|--------------------|--|
| Lead Applicant     | The entity/person who submitted the proposal and will coordinate the project if it is selected. If the proposal is successful, the Lead Applicant will become the Project Leader.  |
| Project Leader     | The Project Leader is the main contact for EIT Urban Mobility from the time the funding is awarded until the project has been implemented. In multi-beneficiary calls, the Project Leader represents the project and the consortium partners (the other partners participating in the project) to EIT Urban Mobility. For mono-beneficiary grants, the single legal entity involved in the project also has the role of Project Leader.  |
| Call for proposals | The call for proposals is the instrument used by EIT Urban Mobility to allocate funding through projects to third parties with a view to supporting the deployment and development of the Strategic Agenda (SA). EIT Urban Mobility deploys two types of calls in accordance with the provisions outlined in the specific rules for EIT Knowledge and Innovation Community (KIC) actions under the Horizon Europe Model Grant Agreement (HE MGA) Annex 5: (1) Open Calls and (2) Calls for Partners. |
| Call Manual        | The Call Manual is the main document outlining the terms, conditions and criteria for any call for proposals launched by EIT Urban Mobility. It adheres to the principles of transparency, equal treatment, open competition and sound procedural management.  |
| Consensus meeting  | The consensus meeting is convened so that all experts who assessed the proposals can discuss their individual evaluation reports (IERs) and agree on the comments and scores reflected in the summary evaluation reports (SERs). This remote meeting is led by the Rapporteur and supported by the Quality Controller (an EIT Urban Mobility officer), who seek a consensus and ensure that proposals are evaluated fairly and in line with the established evaluation criteria.                     |
| Deliverable        | Deliverables capture the achievement of key outputs and take the form of analysis reports, feasibility studies, strategy documents, pilot action reports and training documents. The deliverables that are specified must fully demonstrate the project's achievements and the judicious use of public funds.  |
| EIT KPIs           | A set of key performance indicators (KPIs) defined by the European Institute of Innovation and Technology (EIT) that reflect its operational objectives for education, entrepreneurship and innovation. These KPIs are used to measure how effectively a KIC/project meets the objectives of EIT.  |
| Evaluation process | Process by which EIT Urban Mobility, supported by external experts, examines the quality of a proposal to determine whether it should be selected for EIT funding.   |
| Evaluation Panel   | A group of expert evaluators (usually at least three external individuals for calls), along with a Rapporteur with proven expertise in a specific area or topic of the call for proposals. The role of this panel is to evaluate eligible proposals submitted in response to a particular call for proposals based on a set of predefined evaluation criteria. The Evaluation Panel is assisted by a Quality Controller from EIT Urban Mobility to ensure compliance with the process.               |

|                                      |  |
|--------------------------------------|--|
| Horizon Europe Model Grant Agreement | The HE MGA sets out the rights, obligations and terms and conditions that are applicable to the grant awarded.   |
| KIC-specific KPIs                    | A set of indicators defined by EIT Urban Mobility that reflect the societal challenge that KIC is seeking to address.  |
| Knowledge triangle integration       | EIT Urban Mobility aims to create close partnerships between European education, research and business entities (knowledge triangles). It also involves cities, either through the composition of project members or through the project's expected impact.  |
| Milestones                           | Control points to chart the progress of project implementation. They may correspond to the completion of a key deliverable that allows the next phase of work to begin.  |
| Outputs                              | Tangible results, e.g. the specific technology, product, service, method, design, patents, jobs, curricula, prototypes, concept, methodology, approach, skills and experience created by the project.  |
| Ranking list                         | List of proposals ranked according to the score awarded by the Selection Committee.  |
| Selection Committee                  | The Selection Committee is responsible for selecting shortlisted proposals assessed by the Evaluation Panel and for defining the conditions for funding the selected proposals in EIT Urban Mobility's final portfolio. The Selection Committee is usually, but not always, composed of members of EIT Urban Mobility's Executive Management Team.   |
| Summary evaluation report            | The Rapporteur issues a single and final SER for each proposal after the consensus meeting. This document provides a concise overview of the proposal's final evaluation score, strengths, weaknesses, associated risks and any recommendations made.  |
| RIS Hub                              | All EIT KICs undertake a "place-based" innovation approach and engage local organisations to serve as EIT Hubs in EIT Regional Innovation Scheme (RIS) countries and regions. The primary functions of the EIT RIS Hub are to ensure the visibility of the EIT community, raise awareness of activities and cooperation opportunities for local actors that represent education, business and research areas, and attract and facilitate the engagement of new participants in EIT KIC activities. |
| Thematic Lead                        | Director and/or relevant head of any of the following areas: Academy, Innovation, Business Creation, City Club, Factory or RIS.  |

# Introduction

Urban mobility is facing several challenges. We need solutions to accelerate the transformation towards a sustainable mobility ecosystem, with a focus on securing and developing liveable urban spaces. This requires a systemic approach that involves all key stakeholder groups and a shift in what we are doing and how we are doing it.

A key element to manage this transformation is to close the knowledge gap within the area of urban mobility. We need to make sure that the capabilities and capacities required to plan and manage the transformation are available and relevant to this new context: the new urban mobility paradigm. These education and training needs can be summarised as the ability to implement and leverage new technology, innovation and entrepreneurship and to transform systems.

We are expanding our education activities within RIS regions as a critical part of the strategy. These should both build upon existing concepts and be tailored to specific needs. We are looking for initiatives and concepts that can contribute to our strategic objectives and that can be replicated and scalable beyond 2025, in terms of both geographical scope and volume.

We look forward to receiving your applications for inclusion in the Business Plan 2023-2025.

Maria Tsavachidis

Chief Executive Officer (CEO)

EIT Urban Mobility



# 1. Call summary

| Main features of the call                           |  |
|---|--|
| Dates <sup>2</sup>                                  | <ul style="list-style-type: none"> <li>• Call opening: 17 May 2024</li> <li>• Call closure: 17 July 2024 at 17.00 CEST</li> <li>• Eligibility and admissibility check: July 2024</li> <li>• Evaluation of proposals: August - September 2024</li> <li>• Communication of results: October 2024</li> </ul>  |
| Total budget allocated to this call                 | Up to approximately €1,500,000   |
| Link to the submission portal                       | The EIT UM submission platform will be available starting from the first week of June  |
| List of documents to be submitted                   | Application form available on the EIT UM submission platform   |
| List of documents to take into consideration        | <ul style="list-style-type: none"> <li>• Call Manual</li> <li>• EIT Urban Mobility Strategic Agenda 2021-2027</li> <li>• Guidelines for Applicants</li> <li>• Eligibility of Expenditure</li> <li>• Appeal Procedure</li> <li>• Project Implementation Handbook</li> <li>• Financial Support Agreement Template</li> <li>• <a href="#">Horizon Europe Model Grant Agreement (especially Art. 16 and 17)</a></li> <li>• EIT Label Handbook for Non-Degree Education and Training</li> </ul> |
| Short summary of the activity types to be addressed | <p>RIS Education:</p> <p>A number of specified activity areas to meet EIT Urban Mobility RIS Education targets, including capacity building, education and training with a focus on innovation and entrepreneurship and urban mobility, and organisation of summer and winter schools.</p>   |
| Evaluation criteria                                 | <p>The proposals will be evaluated based on the criteria listed below, as stated in Section 5 (Evaluation and selection process):</p> <ul style="list-style-type: none"> <li>• strategic fit</li> <li>• excellence and novelty</li> <li>• impact and social, economic, financial and general sustainability</li> <li>• quality and efficiency of the implementation</li> </ul>   |

<sup>2</sup> Please note that, except for the submission deadline, this schedule is indicative. Dates might be subject to slight changes.

## 2. General requirements

### 2.1 EIT Urban Mobility's strategic focus and objectives

Proposals must support EIT Urban Mobility's vision and mission and substantially contribute to tackling our strategic objectives (SOs). Proposals need to demonstrate how the activity will contribute to specific SOs, as stated in the EIT Urban Mobility Strategic Agenda 2021-2027. Through their alignment with the scope of the activities, as stated in Section 3, proposals submitted in response to this call will also be aligned with SO2 - Close the knowledge gap.

The evaluation and selection of the proposals submitted will be highly dependent on their contribution to the strategic elements outlined below.

#### 2.1.1 *Vision and mission*

EIT Urban Mobility encourages the integration of innovative solutions and services at all levels to accelerate change towards a more sustainable urban mobility model. It aims to develop and deploy solutions for the mobility needs of people and businesses, including goods delivery, waste collection and transport, to solve air quality and congestion problems and to create a longstanding impact on cities and urban quality of life. We strive for an affordable, clean, safe, efficient and healthier form of mobility for people and goods, while at the same time enabling cities to reclaim public space from cars by creating liveable urban spaces that support the wellbeing of local communities, where people want to live, work, meet and play.

All EIT Urban Mobility activities serve the purpose of achieving three societal impact goals:

- improved quality of life in cities
- mitigation of climate change
- creation of jobs and strengthening of the European urban mobility sector.

Further details on the strategic focus of RIS Education are given in Section 3.

#### 2.1.2 *Strategic objectives*

Five SOs, as set out in the EIT Urban Mobility Strategic Agenda 2021-2027, steer our activities and ambitions and will lead us to achieve our goals for urban mobility and eventually societal impact:

- SO1 – Create liveable urban spaces
- SO2 – Close the knowledge gap
- SO3 – Deploy and scale green, safe and inclusive mobility solutions for people and goods
- SO4 – Accelerate market opportunities
- SO5 – Promote effective policies and behavioural change

## 2.2 Applicant eligibility and membership

EIT Urban Mobility creates ecosystems. KICs are anchored in regional and local communities via their co-location centres (known as Innovation Hubs within EIT Urban Mobility). EIT Urban Mobility constitutes the mechanism to link the knowledge triangle components of education, research and businesses across Europe and into the wider world.

At EIT Urban Mobility, we integrate these knowledge triangle components and have expanded them by adding another group: cities. Accordingly, EIT Urban Mobility currently brings together around 450 partners from 42 countries and four sectors: academia, research, industry and cities.

### 2.2.1 Who can apply

This call for proposals is open to all types of legal entities established in European Union (EU) member states and/or in third countries associated with Horizon Europe. These legal entities may be universities, research organisations, small and medium-sized enterprises (SMEs), start-ups or cities, among others, and may or may not be EIT Urban Mobility partners. Former EIT Urban Mobility RIS Hubs and entities from Outermost Regions<sup>3</sup> are encouraged to apply to this call by submitting proposals aligned with their preferred activity types. The applicants should have the expertise and previous experience in developing and implementing capacity building projects in urban mobility and/or innovation and entrepreneurship.

This call is open to both multi-participant and mono-participant proposals from one or more RIS country. In the case of multi-participant proposals, proposals must, as a minimum requirement, be composed of at least two independent legal entities<sup>4</sup> from at least one RIS country. In case of mono-beneficiary proposals, the applicant must be from a RIS country.

In the case of multi-participant proposals that involve entities from one country only and mono-participant proposals, the consortia are invited to explain how they are going to achieve the pan-European dimension in their projects. At the same time, the applying consortia are invited to integrate the knowledge triangle in their activities and should explain how cities, academia and industry partners are involved in the project design, development and implementation.

#### **Temporary eligibility requirements for Hungarian universities:**

Following the Council's decision on measures for the protection of the Union budget against breaches of the principles of the rule of law in Hungary that entered into force on 15 December 2022, special participation and funding restrictions may affect Hungarian public interest trusts and their linked universities participating in any EIT Urban Mobility calls.

For further information and the list of affected entities, please refer to Annex I of the Eligibility of Expenditure document published on the webpage of the call for proposals.

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<sup>3</sup> <https://eit.europa.eu/activities/eit-regional-innovation-scheme-ris-closing-innovation-divide-europe>.

<sup>4</sup> Two legal entities shall be regarded as independent of each other when neither is under the direct or indirect control of the other or under the same direct or indirect control as the other. Please refer to the full definition in Article 8:

[https://ec.europa.eu/research/participants/data/ref/h2020/legal\\_basis/rules\\_participation/h2020-rules-participation\\_en.pdf](https://ec.europa.eu/research/participants/data/ref/h2020/legal_basis/rules_participation/h2020-rules-participation_en.pdf).

## 2.2.2 Membership

Participating in one of EIT Urban Mobility's projects means being part of our community with a view to achieving the strategic objectives listed in Section 2.1.2. All partners whose proposals are selected will be asked to choose one of the following membership categories when initiating their projects:

**Gold members:** these pay an annual fee of €30,000 and have full access to all benefit packages offered by EIT Urban Mobility.

**Silver members:** these pay an annual fee of €10,000 and have limited access to all benefit packages offered by EIT Urban Mobility. In the case of small enterprises and NGOs, a reduced annual fee of €5,000 will be applied.

Cities are offered a special membership package:

**Leading cities:** with an annual fee of €10,000, these have full access to the gold membership package and the additional city-specific services. In the case of cities with a population of below 300,000 inhabitants, a reduced annual fee of €5,000 will be applied.

EIT Urban Mobility partners in the Higher Education Institution Initiative (HEI)<sup>5</sup> who are part of a selected proposal will be asked to pay an annual fee based on their chosen partnership category.

A detailed description of all packages and related benefits, as well as registration and conditions for membership, is provided on our website: [Become a partner - EIT Urban Mobility](#).

Small organisations in RIS countries (such as SMEs, NGOs and small cities) that are granted yearly EIT funding of less than €30,000 are eligible to apply for a membership fee waiver. The decision to grant the waiver will be made on a case-by-case basis. The applicants can be granted a full or partial waiver.

# 3. Specific requirements of the call

## 3.1 Strategic focus

EIT Urban Mobility's RIS is designed as a two-way interaction scheme. By sharing good knowledge triangle integration (KTI) practices and increasing activities in eligible countries, EIT Urban Mobility will gain access to productive inputs, business skills, talent, cooperation opportunities in education, markets and businesses with as yet untapped entrepreneurial potential, customers for innovative ventures, innovation, knowledge, know-how and technology transfer opportunities, additional testbeds for the application of

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<sup>5</sup> EIT's HEI Initiative: Innovation Capacity Building for Higher Education is a joint EIT Community activity coordinated by EIT Raw Materials. The initiative is a key objective for EIT as part of its new strategy, the EIT Strategic Innovation Agenda 2021–2027. The initiative aims to support higher education institutions with expertise and coaching, access to the EIT innovation ecosystem and funding, thus enabling them to develop innovation action plans to complement the needs of individual higher education institutions. For more information, see <https://eit-hei.eu/about/about-eit-hei-initiative/>.

innovative solutions, and access to co-funding options provided by EU, regional and national support schemes.

In the medium term, EIT Urban Mobility's RIS is expected to facilitate the incorporation of relevant players in local innovation ecosystems into EIT Urban Mobility's ecosystems and to foster the KTI approach as a framework for the enhancement of innovation capacity. RIS calls aim to support cooperation with non-RIS areas.

The overall purpose of EIT Urban Mobility's education activities is to close the knowledge gap within urban mobility, thereby enabling the development of mobility for liveable urban spaces. This includes fostering innovation and entrepreneurship skills within a lifelong learning perspective. Education activities focus on three main fields: the Master School, the Doctoral Training Network and the Competence Hub, our professional school that targets lifelong learning.

There is a constant need to develop methods, content and business models to improve operations. We need an experimental approach and to test new ideas that can then be repeated and scaled up when shown to work. We need to build capabilities to quickly and efficiently offer and produce relevant content that differentiates us from what is already available. It is imperative that EIT Urban Mobility offers high-quality education (content and methodology, including support for EIT-labelled programmes), reaches a wide audience and market, and gains recognition efficiently, with a long-lasting effect.

Furthermore, activities need to create new, additional lasting value and to leverage value catalysed by EIT funding for the ecosystem and all relevant stakeholders.

## 3.2 RIS Education portfolio

The design of the RIS Education<sup>6</sup> open call for proposals is aligned with the provisions of the Business Plan 2023-2025 and is based on the current development and status of the RIS Education portfolio and consultations with EIT Urban Mobility partners in RIS countries conducted between January and March 2024. As a result of the input and analysis, we have chosen to focus this call on the specific activities mentioned in Section 3.2.1.

### 3.2.1 Scope of the activities

For activities to be implemented as part of the Business Plan 2023-2025, we are looking for projects that can support the overall RIS and goals, offer high-quality education, reach a wide audience and market, and gain recognition efficiently, with a long-lasting effect.

The EIT Urban Mobility RIS Education objectives are focused on capacity building in innovation and entrepreneurship and urban mobility. These objectives are reflected in the activity types proposed in this call. The activities responding to these objectives should aim to improve transferrable skills that will lead to further innovation and entrepreneurship in urban mobility in RIS countries.

Applicants are strongly encouraged to leverage and/or build on existing, proven activities <sup>[08]</sup> and to <sup>[08]</sup> target KTI. Aspects that will be evaluated positively include: demonstrated synergies with other EU

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<sup>6</sup> For details about activities related to the EIT Urban Mobility RIS, see: <https://www.eiturbanmobility.eu/ris/>.

Initiatives (e.g. ERASMUS+ and the European Universities Initiative), wider entrepreneurship ecosystems (e.g. Start for Future<sup>[66]</sup>, Girls Go Circular<sup>[67]</sup>), relevant pan-European networks and local, regional and national initiatives with the potential for high impact; the scaling up of local, regional and national activities to other geographical contexts and the local adoption of international initiatives; and other options to support interoperability between RIS and non-RIS education systems and the opening up of new possibilities for RIS stakeholders.

Target groups of the RIS education activities include:

1. students and professionals, including civil servants;
2. professors, mentors and trainers;
3. young people aged between 12 and 19 years.

We plan to award up to eleven proposals, depending on the evaluation results and total budget available. We may, however, need to exclude one or more activity type if no proposals are deemed good enough or if proposals fail to meet the portfolio assessment criteria.

We welcome proposals for the following types of activities:

## RIS Education: Capacity-Building in Innovation and Entrepreneurship (RISE1)

Scope: These activities should support the generation and growth of the entrepreneurial and innovation capacity of RIS countries and regions in the short, medium and long term. This includes fostering innovation and entrepreneurship skills with a lifelong learning perspective, and startup support activities such as incubation and coaching for student start-ups. These activities should support the transfer of knowledge from universities to industry and beyond, and help universities leverage relationships to improve knowledge generation, upskilling and financial sustainability goals. The end goal of these activities should be to nurture local, national or regional innovative and entrepreneurial landscapes so that new approaches to urban mobility solutions can flourish. Similarly, the proposed initiatives should act as a funnel for EIT Urban Mobility startup support programmes offered, for example, by EIT Urban Mobility Impact Ventures<sup>8</sup>. The use of innovative, cutting-edge teaching methods and technologies like AI and blockchain to help develop and commercialise innovative solutions in urban mobility is encouraged with a mix of online and offline teaching modules. Target groups of proposed activities are researchers, university professors, trainers, civil servants, start-ups, youth (12-19 years old). The developed courses should be delivered across at least 3 teaching modules, creating a longitudinal learning experience for the participants and should involve self-study methods in between the modules.

In practice, this may include the following:

- Training aimed at improving innovation and entrepreneurial skills on all sides of the knowledge triangle, including cities, universities/research and industry, with a focus on urban mobility.
- Training activities aimed at improving researchers' innovation and entrepreneurial skills to scale up and commercialise their research outputs.

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<sup>7</sup> [Girls Go Circular | Digital and Entrepreneurial Skills for the Circular Economy \(eit-girlsgocircular.eu\)](https://eit-girlsgocircular.eu).

<sup>8</sup> [Impact Ventures - EIT Urban Mobility](#).

- Projects focusing on teaching innovation and entrepreneurship skills to young people (aged 12-19 years). This may include the development of new courses and training in collaboration with local schools or local or national educational institutions or synergies with existing local, regional, national or European initiatives such as Girls Go Circular.<sup>9</sup>

Depending on the characteristics of the project, consortia are encouraged to apply for the EIT Label.

### Expected outcomes and impacts

The selected projects are expected to deliver high-quality training programmes that will result in increased capacity levels among the project target groups.

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

#### Mandatory KPIs for proposals covering activity type RISE1:

| KPI                  | Short title   | Target (2025) |
|----------------------|---|---------------|
| EITHE08.2<br>-EITRIS | <b>Participants in (non-labelled) education and training with citizenship in EIT RIS countries</b><br>Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable. | Minimum 75    |
| KONHE02              | <b>Participants in all Academy activities</b><br>Each individual participant in an education programme counts, whether in the Master School, Doctoral Training Network or Competence Hub.   | Minimum 90    |
| KONHE06              | <b>Outreach events in EIT RIS countries</b><br>Number of events to increase awareness about EIT Urban Mobility in RIS countries and to inform local players and the public about EIT Urban Mobility activities and actively engage them in these activities.  | Minimum 5     |
| KONHE13              | <b>Annual reach of impressions for EIT Urban Mobility online content</b><br>Visitors to online EIT Urban Mobility-branded content count, irrespective of the type of content, including websites regarding innovation projects, online TV channels, course homepages and MOOCs.   | Minimum 6,000 |

#### Non-mandatory KPIs:

<sup>9</sup> [Girls Go Circular | Digital and Entrepreneurial Skills for the Circular Economy \(eit-girlsgocircular.eu\)](https://eit-girlsgocircular.eu).

Other relevant KPIs that may be considered, but are not mandatory, are the following (targets to be decided by the consortium):

| KPI       | Short title   |
|-----------|---|
| EITHE04.4 | <p><b>Start-ups created</b></p> <p>Number of start-ups established in year N as a result of or based on the output(s) of KIC added value activities (KAVAs), or start-ups for the purpose of an innovation project to organise and support the development of an asset (but no later than three years after completion of the KAVA) with financial transactions of at least €10,000 for services or products (resulting from the KAVA) sold to customers.</p> |
| EITHE7.2  | <p><b>Graduates from EIT labelled programmes with citizenship in EIT RIS Countries</b></p> <p>Number of graduates from EIT labelled master’s, PhD programmes and other education activities awarded EIT Label (in year N) with citizenship in EIT RIS countries.</p>  |
| KONHE03.2 | <p><b>City engagements in the project</b></p> <p>Number of city engagements per KAVA.</p>   |
| KONHE21   | <p><b>New courses developed</b></p> <p>Number of new training courses for degree and non-degree education developed.</p>  |

## RIS Education: Education and Training Activities in Urban Mobility (RISE2)

Scope: Education and training activities with a focus on innovation and entrepreneurship, as well as urban mobility. These activities should primarily target RIS regions but may be based on non-RIS concepts and activity partners and should have the potential to reach a wide audience and market and gain recognition efficiently, with a long-lasting, well-defined impact. The activities should be clearly based on a thorough analysis of sectoral and geographical needs and should contribute to a long-term increase in the innovation levels of the countries involved. Education activities that specifically target women are particularly welcome, with a view to raising awareness of the urban mobility industry and careers and learning opportunities amongst young women and increasing their representation in the urban mobility landscape. We welcome activities that consider innovative teaching methods, hands-on knowledge applications and training courses consisting of several modules with a mix of theoretical and practical formats. The developed courses should be delivered across at least 3 teaching modules, creating a longitudinal learning experience for the participants and should involve self-study methods in between the modules. We especially welcome proposals that focus on the development of training on topics of high strategic relevance for EIT Urban Mobility, including:

- 1) governance, stakeholder management and behaviour change in urban mobility;
- 2) urban mobility in coastal regions with a focus on testing and scaling up existing solutions and training in EU Outermost Regions;
- 3) sustainable urban logistics and last-mile deliveries in RIS cities;
- 4) implementation of low emissions zones, smart mobility solutions and active mobility solutions in RIS cities;
- 5) competence building, upskilling and reskilling for professionals working with electrical vehicle (EV) and hydrogen technologies;
- 6) greening of corporate mobility schemes through the education of fleet managers, procurement officers, decision-makers and other employees on the benefits and strategies of sustainable corporate mobility.

Depending on the characteristics of the project, consortia are encouraged to apply for the EIT Label.



## Expected outcomes and impacts

Selected projects are expected to deliver high-quality training programmes that will result in increased capacity levels among the project target groups.

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

### Mandatory KPIs for proposals covering activity type RISE2:

| KPI                  | Short title   | Target (2025) |
|----------------------|---|---------------|
| EITHE08.2<br>-EITRIS | <b>Participants in (non-labelled) education and training with citizenship in EIT RIS countries</b><br>Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable. | Minimum 75    |
| KONHE02              | <b>Participants in all Academy activities</b><br>Each individual participant in an education programme counts, whether in the Master School, Doctoral Training Network or Competence Hub.   | Minimum 90    |
| KONHE06              | <b>Outreach events in EIT RIS countries</b><br>Number of events to increase awareness about EIT Urban Mobility in RIS countries and to inform local players and the public about EIT Urban Mobility activities and actively engage them in these activities.  | Minimum 5     |
| KONHE13              | <b>Annual reach of impressions for EIT Urban Mobility online content</b><br>Visitors to online EIT Urban Mobility-branded content count, irrespective of the type of content, including websites regarding innovation projects, online TV channels, course homepages and MOOCs.   | Minimum 6,000 |

### Non-mandatory KPIs:

Other relevant KPIs that may be considered, but are not mandatory, are the following (targets to be decided by the consortium):

| KPI       | Short title   |
|-----------|---|
| EITHE04.4 | <b>Start-ups created</b><br>Number of start-ups established in year N as a result of or based on the output(s) of KAVA(s), or start-ups for the purpose of an innovation project to organise and support the development of an asset (but no later than three years after completion of the KAVA) with financial transactions of at least €10,000 for services or products (resulting from the KAVA) sold to customers. |
| EITHE7.2  | <b>Graduates from EIT labelled programmes with citizenship in EIT RIS Countries</b>   |

|           |  |
|-----------|--|
|           | Number of graduates from EIT labelled master's, PhD programmes and other education activities awarded EIT Label (in year N) with citizenship in EIT RIS countries. |
| KONHE03.2 | <b>City engagements in the project</b><br>Number of city engagements per KAVA.   |
| KONHE21   | <b>New courses developed</b><br>Number of new training courses for degree and non-degree education developed.  |

### RIS Education: Organisation of Winter and Summer Schools (RISE3)

Scope: The winter/summer school activity type focuses on innovation and entrepreneurship training in the context of urban mobility. Winter/summer schools are a combination of challenge-based courses and study trips. They should be organised in the winter of 2024-25 or the summer of 2025, respectively, and should target students who have completed at least their second year of an undergraduate degree. Participants should come from RIS countries. Students should ideally have one of the following academic backgrounds: engineering, information science, information technology, computer science, computer engineering statistics, geoinformation technology, urban planning, geography, economics or software engineering.

The goal of winter/summer schools is to provide students with basic knowledge of entrepreneurship applied to urban mobility and incentivise them to apply for EIT Urban Mobility Master Programmes by raising awareness about the EIT Urban Mobility Master School. Winter/summer schools should focus on problem analysis and solutions with the potential to become start-ups. Proposals are expected to elaborate on the following points:

- Multistep recruitment strategy for winter/summer schools to ensure that selected candidates have the right background to participate and show high motivation for and interest in urban mobility. The selection procedure should ensure a gender balance and equitable geographic representation of the candidates from RIS countries. The selection procedure is expected to consist of at least two rounds and should lead to the recruitment of 35-40 students to attend the winter/summer schools. The two rounds should consider the following:
  - Round 1. Organisation of a minimum of three webinars for potential students to explain the goal of the winter/summer school and to present the EIT Urban Mobility Academy and its programmes, including the Master School and Competence Hub. This should be followed by an open call for applications based on their CV and a one-page motivation letter and/or quiz to test their knowledge of urban mobility, with a minimum of 100 applications, 50-60 of which should pass to round 2.
  - Round 2. Applicants need to submit an essay on a topic relevant to urban mobility, and this will lead to a final selection of 35-40 students.
- Design of the one-week, challenge-based winter/summer schools, including teaching methods, learning outcomes and a description of the challenges. During winter/summer schools, groups of students (between four and five per group) will work on the innovation and entrepreneurship challenge in the context of urban mobility. Students should be taught innovation and entrepreneurship skills and knowledge in the context of urban mobility and receive continuous coaching while working on their projects. The hosting city (in an RIS country) should play an active role in the organisation of the winter/summer schools, for example by providing the case study for the challenge. Local industry players should also be involved by organising site visits, delivering

guest lectures and/or mentoring participants. At the end of winter/summer schools, students will pitch their initial solutions to the investor jury.

Winter/summer schools should be organised in the winter of 2024-25 or summer of 2025, respectively, with the exact dates chosen by the consortium. The consortium of the selected project will be responsible for recruitment, communication and marketing activities relating to the winter/summer schools to ensure the required number and quality of applicants. The digital marketing and recruitment campaign will be launched as soon as the project is selected. Communication activities, including social media campaigns, should be maintained throughout the entire project term. The project proposal should provide details of the expertise of the consortium in this area and enlist all marketing tools and channels to be used to promote the winter/summer schools.

The budget should include all costs, including accommodation and food for selected participants and travel to the location of the winter/summer schools. To cover transportation costs, students will receive a lump sum managed and paid for by the project consortium.

Summer and winter schools should accommodate at least five paying participants per project. The participation fee is to be agreed and standardised with EIT Urban Mobility at the beginning of the project.

Under this activity type, consortia are encouraged to apply for the EIT Label.

### Expected outcomes and impacts

Selected projects are expected to deliver a high-quality winter/summer school that will result in applications for EIT Urban Mobility Master Programmes from skilled, motivated candidates.

In terms of the recruitment strategy, the expected targets are as follows:

- **Round 1:** At least 100 applications received, with 50-60 candidates passing to round 2.
- **Round 2:** 35-40 out of 50-60 candidates to be selected to take part in the winter/summer school.

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

Mandatory KPIs for proposals covering activity type RISE3:

| KPI       | Short title  | Target (2025) |
|-----------|--|---------------|
| EITHE08.2 | EIT RIS participants in (non-degree) education and training<br>Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable. | Minimum 35    |

Aiming for a higher KPI target than the minimum detailed above will be positively assessed.

**Non-mandatory KPIs:**

Proposals are expected to contribute to other KPIs in addition to the mandatory KPIs. This aspect will be positively assessed.

| KPI       | Short title   |
|-----------|---|
| EITHE7.2  | <b>Graduates from EIT labelled programmes with citizenship in EIT RIS Countries</b><br>Number of graduates from EIT labelled master’s, PhD programmes and other education activities awarded EIT Label (in year N) with citizenship in EIT RIS countries.                       |
| KONHE03.2 | <b>City engagements in projects</b><br>Number of city engagements per KAVA.   |
| KONHE06   | <b>Outreach events in EIT RIS countries</b><br>Number of events to increase awareness about EIT Urban Mobility in RIS countries and to inform local players and the public about EIT Urban Mobility activities and actively engage them in these activities.                    |
| KONHE13   | <b>Annual reach of impressions for EIT Urban Mobility online content</b><br>Visitors to EIT Urban Mobility-branded online content count, irrespective of the type of content, including websites regarding innovation projects, online TV channels, course homepages and MOOCs. |

### RIS Education: Scaling up of Local, Regional and National Initiatives (RISE4)

Scope: The goal of this activity is to identify existing local, regional, national or EU-funded educational initiatives that address the topics of urban mobility and innovation and entrepreneurship and to create synergetic activities with them. This should make it possible to reach a wider audience and to create a broader impact. With respect to this activity, we especially welcome proposals from beneficiaries working in the respective RIS countries and scaling up existing initiatives in those countries. As a result, the projects should aim to create large-scale, impactful training and capacity-building activities in collaboration with local, regional and national stakeholders. Proposed activities can encompass, for example, scaling-up of existing university or professional courses and offering them to a new range of stakeholders and/or expanding the geographical reach of a course. The scaled-up activities should have a duration of minimum 3 teaching modules and provide creating a longitudinal learning experience for the participants and should involve self-study methods in between the modules.

#### Expected outcomes and impacts

The selected projects are expected to create synergies with existing local, regional and national initiatives to deliver high-quality training programmes that will result in increased capacity levels among the project target groups, thereby reaching a wider audience.

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

#### Mandatory KPIs for proposals covering activity type RISE4:

| KPI | Short title | Target (2025) |
|-----|-------------|---------------|
|-----|-------------|---------------|

|                      |   |               |
|----------------------|---|---------------|
| EITHE08.2<br>-EITRIS | <b>Participants in (non-labelled) education and training with citizenship in EIT RIS countries</b><br>Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable. | Minimum 75    |
| KONHE02              | <b>Participants in all Academy activities</b><br>Each individual participant in an education programme counts, whether in the Master School, Doctoral Training Network or Competence Hub.   | Minimum 90    |
| KONHE06              | <b>Outreach events in EIT RIS countries</b><br>Number of events to increase awareness about EIT Urban Mobility in RIS countries and to inform local players and the public about EIT Urban Mobility activities and actively engage them in these activities.  | Minimum 5     |
| KONHE13              | <b>Annual reach of impressions for EIT Urban Mobility online content</b><br>Visitors to EIT Urban Mobility-branded online content count, irrespective of the type of content, including websites regarding innovation projects, online TV channels, course homepages and MOOCs.   | Minimum 6,000 |

#### Non-mandatory KPIs:

Other relevant KPIs that may be considered, but are not mandatory, are the following (targets to be decided by the consortium):

| KPI       | Short title   |
|-----------|---|
| EITHE04.4 | <b>Start-ups created</b><br>Number of start-ups established in year N as a result of or based on the output(s) of KAVA(s), or start-ups created for the purpose of an innovation project to organise and support the development of an asset (but no later than three years after completion of the KAVA) with financial transactions of at least €10,000 for services or products (resulting from the KAVA) sold to customers. |
| KONHE03.2 | <b>City engagements in the project</b><br>Number of city engagements per KAVA.  |

#### Cross-cutting considerations for all RIS Education activity types:

- Proposals should consider the value for money of proposed activities and have a reasonable cost per unit (KPI per euro spent) that reflects and benchmarks against market costs.
- Proposals that include clear, credible plans to generate revenue and therefore become self-sustaining in the long run will be positively assessed.
- A key component in all our funded activities, not least around recruitment, is the way in which gender mainstreaming is integrated in terms of a balanced participation and the design, development and implementation of the learning activities.

- Support for further KTI in RIS countries is crucial to ensure that durable, evidence-based solutions can be implemented in a financially sustainable way. The KTI can be either local, national, regional or international.
- Expanding networks and communities of practices in RIS countries is vital to ensure that activities funded by EIT Urban Mobility under the RIS Education call widen its reach and, as a result, increase its impact. We expect applicant consortia to consider a diverse membership in terms of geography, including partners from non-RIS countries, to translate best practices developed elsewhere into the RIS context.
- The concepts and activities should consider existing good practices in RIS countries and beyond to build on these and scale up approaches that work, whether in relation to education products or situations in which education can play a role in supporting people to obtain skills and knowledge that have proved useful. We encourage different RIS Hubs and/or RIS Hub partners/stakeholders to come together to form consortia.
- The scope of activities should be specific to the characteristics and landscape of RIS countries, should be closely linked to their specific needs and should have clear potential for impact that can be replicated elsewhere.

### 3.2.2 *Mandatory deliverables*

All deliverables listed below represent the minimum requirement for each activity type.

| <b>Deliverable</b>                                       | <b>Description</b>   |
|--|--|
| <b>Communication, dissemination and recruitment plan</b> | Clear communication, dissemination and recruitment plan that specifies targeted marketing actions and channels used to recruit participants, including timeframes and the expected number of participants to take part in training.      |
| <b>Course/training outline</b>                           | Detailed outline of each training course developed or delivered, including titles, descriptions of the modules and key training topics, a description of the training methods and a schedule stating when each course will be delivered. |

### 3.2.3 *Intellectual property*

Protecting intellectual property rights (IPR) when developing capacity building training and educational programmes is important. For that reason, proposals are expected to explain how IPR will be managed both during the implementation of the project and in the five years following the project in the event that the project results are commercially exploited.

### 3.2.4 *Gender and diversity*

To make our cities more liveable and to address the needs of all community groups, we need to ensure that we have a more diverse workforce, and that gender and diversity are considered when training and capacity building activities are organised and delivered.

EIT Urban Mobility aims to support organisations that also value diversity and gender equality. To this end, projects applying to this call should:

- demonstrate how gender and diversity are considered in the design and development of the project outputs;
- describe the measures in place to promote (1): a mixed team with an active role for women and underrepresented groups in project implementation, and (2) participation of women in the training.

### 3.3 Proposal duration

This call is open to proposals with different durations, depending on the type of activities addressed.

The duration of proposals submitted for RISE1, RISE2 and RISE4 can differ according to the type of activities planned. While short-term projects (up to nine months) are more likely to achieve fast results, 12-month projects will also be supported. Projects can choose a start date between 1 November 2024 and 1 January 2025. Projects must end by 31 December 2025.

RISE3 projects will last for nine months and, while winter school projects are expected to start on 1 November 2024, summer school projects are expected to start on 1 January 2025.

### 3.4 Financial aspects

#### 3.4.1 Budget and EIT funding allocation

The total maximum EIT funding allocated to this call for 2024-25 is approximately €1,500,000.

Projects under RISE1, RISE2 and RISE4 categories will be awarded a maximum of €150,000 EIT funding per project, whilst the maximum EIT funding per project under RIS3 will be €85,000.

Indicative budget allocation per activity type:

| Activity            | Indicative EIT budget allocation | Indicative EIT funding per project |
|---------------------|----------------------------------|------------------------------------|
| RISE1, RISE2, RISE4 | About €1,245,000                 | €150,000                           |
| RISE3               | About €255,000                   | €85,000                            |

The exact number of projects to be funded will depend on the quality of the proposals received and the total funding available.

The additional budget per proposal might be obtainable depending on the availability of the funds. The projects wishing to apply for higher funding, should specify the budget and ensure that the activities meet the value for money criteria and propose additional activities, higher numbers of KPIs, additional deliverables and financial sustainability mechanisms.

### 3.4.2 Co-funding rate

All RISE 1, RISE2 and RISE3 proposals must have a minimum co-funding rate of 25%, while RISE4 proposals must have a minimum co-funding rate of 50%. Co-funding exceeding these rates will be positively assessed. The minimum co-funding rate refers to the total project budget.

### 3.4.3 Eligibility of expenditure

For information on the eligibility of project costs, please refer to the *Eligibility of Expenditure* document published on the call webpage.

### 3.4.4 Financial sustainability

To gradually become financially independent from EIT funding, EIT Urban Mobility has developed a financial sustainability (FS) strategy. Proposals should present a clear marketing and commercialisation plan in line with the selected FS mechanism.

Proposals should also mention whether they are beneficiaries of other, non-EIT funding, such as national and international public funding, private sponsorship and other grants.

The recommended FS mechanism is revenue sharing. In exceptional cases, other mechanisms may be considered if relevant. During the period of the KAVA, 100% of the revenue will go to EIT Urban Mobility. In the case of RISE3 (summer and winter schools), revenues to EIT Urban Mobility from participation fees or sponsorships: minimum EUR 4,000

When a course or event is repeated after the KAVA has ended, a revenue sharing model should be agreed upon with EITUM and the project consortium.

## 3.5 Project implementation, monitoring and reporting

EITUM will continuously monitor the implementation of projects and establish regular check-in points during project timelines. For additional information on project execution (implementation, monitoring, reporting and payments), please refer to the Project Implementation Handbook v2.0 published on the call webpage.

All Project Leaders and consortium partners will need to comply with the rules and procedures defined in the HE MGA during project implementation.

In particular, all project activities must comply with the provisions of Article 16 (Intellectual Property Rights) and the branding guidelines and obligations as set out in Article 17 (Communication, Dissemination and Visibility). All communication and dissemination activities funded by this call must display the EIT Urban Mobility logos and the EU emblem with the following text: *“This project is supported by EIT Urban Mobility, an initiative of the European Institute of Innovation and Technology (EIT), a body of the European Union. EIT Urban Mobility acts to accelerate positive change on mobility to make urban spaces more liveable. Learn more: [eiturbanmobility.eu](http://eiturbanmobility.eu).”*



# 4. General proposal preparation and submission

## 4.1 Support for proposal preparation

To guarantee that both current and potential partners and stakeholders receive maximum support from EIT Urban Mobility, three different support measures will be provided during the proposal preparation process: the *Guidelines for Applicants* document, call information events and, lastly, EIT Urban Mobility call contact points.

### 4.1.1 Guidelines for Applicants

EIT Urban Mobility has developed the *Guidelines for Applicants* document, which will be published on the EIT Urban Mobility website, to ensure that all interested parties have access to the relevant and necessary information to help them prepare and submit proposals for the call. This document provides applicants with clear information on the process, timeline and content for proposals submitted to EIT Urban Mobility to participate in any area of the calls under the Business Plan 2023-2025.

### 4.1.2 Call information session

To help applicants prepare and submit their proposals, EIT Urban Mobility will conduct the information sessions listed below after the call is announced to ensure open, free and fair access to the wider mobility community. An overview is provided in the table below.

| Type    | Topic   | Date/time (CET)     | Platform             |
|---------|---|---------------------|----------------------|
| Webinar | RIS Education open call information session: guidance, rules, evaluation process and training on the submission platform. | 06.6.2024,<br>11.00 | <a href="#">Zoom</a> |

More events concerning the RIS Education call will be organised in cooperation with RIS Hubs and will be announced through EIT Urban Mobility and the respective RIS Hubs communication channels.

### 4.1.3 Call contact points

In parallel with the call information sessions, all applicants may contact EIT Urban Mobility to resolve any concerns or doubts on general or technical procedures and the content of the call.

| Type of contact    | Email  |
|--------------------|--|
| RIS Education area | <a href="mailto:academycall@eiturbanmobility.eu">academycall@eiturbanmobility.eu</a> |

## 4.2 Proposal submission and call schedule

### 4.2.1 How to apply

All proposals must be submitted through the submission platform before the submission deadline indicated.

Before starting a proposal, all applicants (Project Leader and consortium partners) must register on the EU Funding and Tender Opportunities Portal to obtain a nine-digit Participant Identification Code and on the submission platform. Please carefully read the registration and submission processes outlined in the *Guidelines for Applicants* document.

Project Leaders must submit proposals through the submission platform no later than **17 July 2024 17.00 CEST**. Proposals submitted after the deadline will be ineligible.

The EIT UM submission platform will be available starting from the first week of June. Guidance on the use of the submission platform can be found in the *Guidelines for Applicants* document. Additionally, EIT Urban Mobility will organise an information session to support applicants during the submission phase (see previous section).

### 4.2.2 Call schedule

An indicative timeline is outlined below<sup>10</sup>:

| Activity  | Date                                |
|---|-------------------------------------|
| <i>Call opening</i>                                   | <i>17 May 2024</i>                  |
| <i>Call closure</i>                                   | <i>17 July 2024 at 17.00 CEST</i>   |
| <i>Eligibility and admissibility check</i>            | <i>July 2024</i>                    |
| <i>Evaluation of proposals</i>                        | <i>August - September 2024</i>      |
| <i>Communication of results to applicants</i>         | <i>September 2024</i>               |
| <i>Condition clearing</i>                             | <i>October 2024</i>                 |
| <i>Verification of compliance with the conditions</i> | <i>October 2024</i>                 |
| <i>Final selection of portfolio</i>                   | <i>October 2024</i>                 |
| <i>Tentative starting date of the projects</i>        | <i>November 2024 / January 2025</i> |

<sup>10</sup> Please note that this schedule, except for the call closure, is indicative. Dates may be subject to slight changes.

# 5. Evaluation and selection process

Once applicants have submitted their proposals, the EIT Urban Mobility team will proceed to:

- check the admissibility and eligibility of proposals and, if successful;
- initiate the quality evaluation, which is performed by external experts.

## 5.1 Eligibility and admissibility check

Admissibility criteria:

|              |   |
|--------------|---|
| Completeness | <p>The proposal is submitted by the submission deadline indicated.</p> <p>The proposal is submitted via the submission platform indicated.</p> <p>The proposal is complete, i.e. all mandatory fields have been filled in.</p> <p>The proposal is submitted in English.</p> |
|--------------|---|

If a proposal is found to be inadmissible, it will not move forward to the eligibility check and the applicant will receive an official communication from EIT Urban Mobility informing them of the outcome of the admissibility check and explaining why the proposal failed to meet the criteria.

Eligibility criteria:

|                                       |   |
|---------------------------------------|---|
| Consortium composition                | <p>In case of multi-beneficiary proposals, the consortium is composed of at least two applicants, one of whom must be from an RIS country.</p> <p>In case of mono-beneficiary proposals, the applicant must be from an RIS country.</p> |
| Applicants' eligibility <sup>11</sup> | <p>The applicants are from EU member states, including the Outermost Regions or third countries associated with HE, and are fully registered in both the EU Funding and Tender Opportunities Portal and the submission tool.</p>        |

<sup>11</sup> The eligibility of applicants may have an impact on the eligibility of the whole proposal if the consortium composition requirements are no longer met.

|            |  |
|------------|--|
| KPIs       | The proposal includes the minimum required KPIs applicable to the specific activity type to which it relates (see Section 3.2.1.).     |
| Co-funding | RISE1, RISE2 and RISE3 proposals have a minimum co-funding rate of 25%.<br>RISE4 proposals have a minimum co-funding rate of min. 50%. |

Proposals containing one or more ineligible elements will receive an official communication from EIT Urban Mobility informing the applicants of the outcome of the eligibility check and explaining why the proposal failed to meet the criteria.

In the event of missing or incorrect information linked to co-funding, KPI and applicant registration, applicants will be given five calendar days from the date of the official communication to complete the application. If applicants fulfil this requirement within the time limit, the proposals will proceed to the next step of the evaluation process (see Section 5.2 below). If applicants fail to fulfil this requirement or respond after the deadline, the proposals will remain ineligible and will not proceed any further. The Lead Applicant will be informed accordingly.

If the Project Leader of any proposal deemed inadmissible or ineligible disputes the ineligibility decision, they may appeal. This appeal must be submitted within five calendar days of the date of the official notification of ineligibility from EIT Urban Mobility (see the *Appeal Procedure* document published on the call webpage).

## 5.2 Evaluation of proposals

The purpose of the evaluation is to assess the strategic fit, excellence, impact, implementation and overall quality of each proposal that successfully passes the admissibility and eligibility check.

This evaluation process will be carried out by three independent external expert evaluators (EEEs). Final SERs will be prepared by a Rapporteur based on the consensus between the evaluators.

Each evaluation criterion and sub-criterion will be assessed according to the following scores:

| Score | Description      |  |
|-------|------------------|--|
| 0     | <i>None</i>      | The information requested is missing or incomplete.  |
| 1     | <i>Very poor</i> | The information provided is considered irrelevant or inadequate compared to the specific call provisions.  |
| 2     | <i>Poor</i>      | The information provided lacks relevant quality and contains significant weaknesses compared to the specific call provisions.                          |
| 3     | <i>Fair</i>      | The overall information provided is adequate. However, some aspects are unclearly or insufficiently detailed compared to the specific call provisions. |

|   |                  |   |
|---|------------------|---|
| 4 | <i>Good</i>      | The information provided is adequate, with sufficiently outlined details, compared to the specific call provisions.     |
| 5 | <i>Excellent</i> | The information provided is outstanding in its details, clarity and coherence compared to the specific call provisions. |

### 5.2.1 Full evaluation

The strategic fit, excellence, impact, implementation and overall quality of the proposal will be assessed and scored against the specific criteria listed below:

| Strategic fit   | Max. score |
|---|------------|
| To what extent does the proposal contribute to EIT Urban Mobility's strategic objectives as detailed in Section 2.1.2 of the Call Manual and in the EIT Urban Mobility Strategic Agenda and have the capacity to achieve a pan-European dimension?  | 5          |
| To what extent is the proposal aligned with the specific RIS Education strategic focus as outlined in Section 3.1 of the Call Manual and the specific requirements of the call as outlined in Section 3.2.1 of the Call Manual for each activity type, including a sufficient focus on RIS countries? | 5          |
| To what extent does the proposal have the potential to achieve the expected outcomes as described in Section 3.2.1 for each activity type, including its contribution to mandatory and optional KPIs?   | 5          |

| Excellence and novelty  | Max. score |
|---|------------|
| <b>Excellence</b>   | <b>10</b>  |
| To what extent is the project on a par with state-of-the-art professional education and training formats and/or content (innovative teaching methods, hands-on knowledge applications, a balance between theoretical and practical training) and to what extent does it present a gender-balanced approach? | 5          |
| To what extent does the proposal contribute to KTI by involving academia, research, industry and cities and consider synergies with other EU initiatives?   | 5          |
| <b>Novelty and need</b>   | <b>15</b>  |
| To what extent does the proposal address a verified unmet need of the RIS target group and/or an unresolved issue?  | 5          |
| To what extent does the proposal build on previous good practices or complement what already exists on the market and involve RIS and non-RIS partners?   | 5          |
| To what extent does the proposal present a clear and impactful marketing and/or recruitment plan?   | 5          |

| Impact: social, economic, financial and general sustainability | Max. score |
|--|------------|
|--|------------|

|   |    |
|---|----|
| Ambition of the proposal and contribution to expected impact  | 10 |
| To what extent are the proposal's expected impacts (environmental, economic and/or social) measurable and clearly defined?  | 5  |
| To what extent are the project outcomes expected to have a significant impact in terms of revenue generation or return on investment in relation to the EIT funding required?   | 5  |
| Extent to which the proposal strengthens competitiveness and growth   | 10 |
| To what extent does the proposal address specific target groups and/or market sectors?  | 5  |
| To what extent does the proposal define measures to ensure the durability and transferability of project outcomes and have the potential to be repeated and scaled up (without the need for a significant additional budget for development)? | 5  |
| Effectiveness of the proposed measures to exploit and disseminate the proposal results (including IPR management), to communicate the proposal and to manage data, where relevant   | 10 |
| To what extent does the proposal present a structured dissemination and communication plan that guarantees the communication of the project activities to different target audiences (Art. 17 of MGA)?  | 5  |
| To what extent does the proposal describe a clear commercialisation and/or exploitation strategy (including IPR management measures in accordance with Art. 16 of MGA, if necessary) and a marketing and sales plan, where applicable?        | 5  |

| Implementation: quality and efficiency   | Max. score |
|--|------------|
| Coherence and effectiveness of the workplan, including appropriateness of the allocation of budget, tasks and resources  | 15         |
| To what extent is the proposed workplan coherent (i.e. are the tasks, deliverables, outputs, KPIs, partners involved, objectives and expected results logically linked)?   | 5          |
| To what extent does the proposal properly identify deliverables, outputs and milestones, including timing and relevance for the overall project?   | 5          |
| To what extent is the proposal budget clearly outlined and justified and does it represent value for money?  | 5          |
| Appropriateness of the management structures and procedures, including quality management and risk management  | 10         |
| To what extent does the proposal identify management structures to guarantee efficient management of resources and entities involved?  | 5          |
| To what extent does the proposal present clear contingency plans?  | 5          |
| Relevance of the consortium  | 5          |
| To what extent do the entities involved represent the appropriate competences and expertise in accordance with the scope of the proposal, have experience with similar projects and have clear, differentiated roles and responsibilities? | 5          |

The proposal evaluation process will consider the four criteria scores awarded by the external evaluation. The total score of 100 points is distributed as follows:

|                        | Max. score |
|------------------------|------------|
| Strategic fit          | 15 points  |
| Excellence and novelty | 25 points  |
| Impact                 | 30 points  |
| Implementation         | 30 points  |
| Total                  | 100 points |
| Weight                 | 70%        |

### 5.2.2 Portfolio selection

The EIT Urban Mobility Selection Committee will select the portfolio of preselected proposals. The Selection Committee for this call consists of the Chief Financial Officer (CFO), the Academy Thematic Area (TA) Lead and one other member of the Management Team, or their delegated representatives, if applicable.

This final portfolio preselection will be made based on the Call Report, SERs and the evaluation results list. Only proposals that score 60 points or more in the quality evaluation will be submitted to the Selection Committee.

The Selection Committee will consider the portfolio factors outlined in the table below and will add a maximum of 20 points to the final score obtained by each proposal in the quality evaluation phase. The portfolio selection process accounts for 30% of the total score awarded to a proposal.

Within the Selection Committee, the following portfolio factors are considered:

- business intelligence,
- track record.

| Assessment factor            | Description of the assessment  | Scoring methodology (examples)  | Max. score |
|------------------------------|--|---|------------|
| <b>Business intelligence</b> | Duplication of topic/proposal (current or old business plan)<br><br>Relevance of the partner(s) at strategic level by the EIT UM | 5: no issues<br>4: one or two minor issues<br>3: more than three minor issues<br>2: one serious issue<br>1: two or three serious issues<br>0: more than four serious issues | 10 points  |

|                            |   |   |                  |
|----------------------------|---|---|------------------|
| <p><b>Track record</b></p> | <p>Previous performance of applicants (project milestones, demonstrations, outputs) in past/present EIT Urban Mobility projects</p> <p>Track record of entities involved in terms of financial sustainability</p> | <p>5: Excellent track record, all performance indicators overachieved<br/>           4: Very good track record, all performance indicators achieved, with some overperformance<br/>           3: Good track record, all performance indicators achieved<br/>           2: Fair track record, all performance indicators achieved, with some underperformance<br/>           1: Poor track record, all performance indicators underachieved<br/>           0: Very poor track record, all performance indicators underachieved, the entity did not submit reporting documents.</p> | <p>10 points</p> |
|----------------------------|---|---|------------------|

If two or more proposals obtain the same score, additional consideration will be given to the following factor: a co-funding rate higher than 25% or 50% for activity type RISE4.

The Selection Committee will review the preselected proposals, make recommendations for improvement or issue a conditional offer.

### 5.3 Communication of results to applicants

The Project Leader will receive an email notifying them of the results of the evaluation, including a series of recommendations and conditions where applicable. The Project Leader of a conditionally preselected project proposal will need to respond and update the proposal according to these recommendations and conditions within the timeframe outlined in the notification. If all conditions are met within the indicated timeframe, EIT Urban Mobility will initiate the onboarding and contracting process, but not earlier than 30 days from the date of the preselection decision.

If the Project Leader fails to comply with the recommendations and conditions provided or to respond by the deadline, the Selection Committee reserves the right to withdraw the conditional offer. In such cases, the next project proposal on the portfolio reserve list (valid for one year) will be contacted in accordance with the ranking list.

### 5.4 Appealing against evaluation results

If the Project Leader of a rejected proposal disagrees with the decision, they may appeal only in the event that an SER comment clearly contradicts the information provided in the project proposal. In this case, the Project Leader will have five calendar days after receipt of the final evaluation results to submit an appeal (see *Appeal Procedure* document in relation to the call).