



Business Plan 2023–2025  
Open Call for Proposals

Master School and Fellowship  
Academy Open Call (MS)  
**Call Manual**

EIT Urban Mobility – Mobility for more liveable urban spaces

Barcelona | 25 July 2024

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

# History of changes

Version	Publication Date	Change
1.0	25 July 2024	Initial version

Any updates to this Call Manual are shown in the table above. Amended versions of this Call Manual are published on the EIT Urban Mobility Call website.

# Contents

Abbreviations.....	4
Glossary .....	5
Introduction.....	8
<b>1. Call summary .....</b>	<b>9</b>
<b>2. General requirements.....</b>	<b>11</b>
2.1 EIT Urban Mobility strategic focus and objectives .....	11
2.1.1 <i>Vision and mission</i> .....	11
2.1.2 <i>Strategic objectives</i> .....	11
2.2 Applicants’ eligibility and membership .....	12
2.2.1 <i>Who can apply</i> .....	12
2.2.2 <i>Membership</i> .....	13
<b>3. Call specific requirements.....</b>	<b>15</b>
3.1 Strategic focus .....	15
3.2 EIT Urban Mobility Academy .....	15
3.3 EIT Urban Mobility Master School.....	16
3.4 EIT Urban Mobility I&E Fellowship .....	18
3.5 Scope of activities .....	19
3.6 Project duration .....	33
3.7 Financial aspects .....	34
3.7.1 <i>EIT funding allocation</i> .....	34
3.7.2 <i>Co-funding rate</i> .....	35
3.7.3 <i>Eligibility of expenditure</i> .....	35
3.7.4 <i>Financial sustainability</i> .....	35
3.8 Project implementation, monitoring and reporting.....	35
3.8.1 <i>Deliverables</i> .....	36
3.8.2 <i>Intellectual property</i> .....	37
3.8.3 <i>Gender and diversity</i> .....	37
<b>4. Preparing and submitting a proposal.....</b>	<b>38</b>

- 4.1 Support with preparing a proposal ..... 38
- 4.2 Proposal submission and Call calendar ..... 39
  - 4.2.1 *How to apply* ..... 39
- 5. Evaluation and selection process ..... 40**
  - 5.1 Eligibility and admissibility check ..... 40
  - 5.2 Evaluation of proposals ..... 41
    - 5.2.1 *Quality evaluation* ..... 41
    - 5.2.1.1 *Portfolio selection* ..... 43
  - 5.3 Communication of results to applicants ..... 45
  - 5.4 Appealing evaluation results ..... 45
  - 5.5 Onboarding and contracting phase ..... 45

# Abbreviations

BP	Business Plan
EEE	External Expert Evaluator
FSM	Financial Sustainability Mechanism
HE	Horizon Europe
I&E	Innovation and Entrepreneurship
KIC	Knowledge and Innovation Community
KPIs	Key Performance Indicators
HEI	Higher Education Institution
HE GA	Horizon Europe Grant Agreement
RIS	Regional Innovation Scheme
SA	Strategic Agenda
SER	Summary Evaluation Report
SO	Strategic Objectives
OLOs	(EIT) Overarching Learning Objectives
TA	Thematic Area

# Glossary

<b>Lead Applicant</b>	The entity/person that submits the proposal and will coordinate the project if it is selected. If the proposal is successful, the Lead Applicant becomes the Project Leader.
<b>Project Leader</b>	The Project Leader is the central contact point for EIT Urban Mobility from the time the proposal is submitted until the project has been implemented. The Project Leader represents the project and the consortium partners (the other partners participating in the project) to EIT Urban Mobility and also has responsibility for creating and submitting a proposal. For mono-participant projects (a single legal entity involved in the project), the mono-participant is also the Project Leader.
<b>Call for Proposals</b>	The Call for Proposals is the instrument used by EIT Urban Mobility to allocate funding through projects to third parties, supporting the deployment and development of the Strategic Agenda. EIT Urban Mobility uses two types of Calls in accordance with the provisions outlined in the specific rules for EIT KIC actions in HE MGA Annex 5: (1) Open Calls (2) Calls for partners.
<b>Call Manual</b>	The Call Manual is the document where the terms, conditions, and criteria of any Call for Proposals are established according to the principles of transparency, equal treatment, open competition, and sound procedural management.
<b>Consensus Meeting</b>	The Consensus meeting is convened to enable all the experts who assessed the proposals to discuss their Individual Evaluation Reports and agree on comments and scores reflected in the Summary Evaluation Reports. This remote meeting is led by the rapporteur and supported by the quality controller (an EIT Urban Mobility officer), who seeks a consensus and ensures that proposals are fairly evaluated in line with the established evaluation criteria.
<b>Deliverable</b>	Deliverables capture the achievement of key outputs and may take the form of analysis reports, feasibility studies, strategy documents, pilot action reports, and training documentations. The deliverables specified need to fully demonstrate the project's achievements and the judicious use of public funds.
<b>EIT KPIs</b>	Set of Key Performance Indicators (KPIs) defined by the EIT that reflect EIT operational objectives for education, entrepreneurship, and innovation. These KPIs are used to measure how effectively a KIC/project meets the EIT's objectives.
<b>EIT Label</b>	The EIT Label is a certificate of quality that is only awarded to excellent educational programmes that focus on innovation, entrepreneurship, creativity and leadership, and which are based on the knowledge triangle paradigm integrating business, education and research.
<b>EIT Label Handbook</b>	There are three EIT Label Handbooks: EIT Label Handbook for planning, labelling and follow-up reviewing of degree programmes, EIT Label Handbook for EIT Fellowships, and EIT Label Handbook for non-degree education. They present the key principles of the EIT Label model, as provided in the EIT Label Framework. These handbooks offer guidance

	and hands-on working tools for designing, developing and reviewing EIT labelled programmes.
<b>Evaluation Process</b>	Process by which EIT Urban Mobility examines the quality of a proposal to decide if it should be selected to receive EIT funding.
<b>Evaluation Panel</b>	Group of external expert evaluators (EEEs), usually three EEEs and one rapporteur with specific expertise in a specific area/segment of the Call, responsible for evaluating a set of eligible proposals submitted to a Call. In the case of Calls with proposals below €60,000 of EIT funding allocation, the evaluation panel is composed of at least one EEE.
<b>Evaluation Results List</b>	List of proposals ranked according to the score awarded in the quality evaluation process.
<b>Horizon Europe Model Grant Agreement</b>	The Horizon Europe Grant Agreement (HE GA) sets out the rights and obligations, as well as the terms and conditions that apply to the grant awarded.
<b>KIC Specific KPIs</b>	Set of indicators defined by EIT Urban Mobility that reflect the societal challenge that the KIC seeks to address.
<b>Knowledge Triangle Integration</b>	EIT Urban Mobility seeks to create close-knit partnerships of European education, research and business entities (knowledge triangles). It also involves cities, either through the composition of the project members or through the projects' expected impact
<b>Master School Agreement</b>	This Agreement concerns the structure of the EIT Urban Mobility Master School and its programmes. The programmes are implemented at the universities as a local master's programme or as a specific track within an existing local master's programme. The Agreement specifies the rights and obligations of all parties and the terms under which students may be granted degrees from the entry and the exit university. The Agreement also outlines the relationship between the Master School and the procedures leading to the Business Plan of EIT Urban Mobility. The annexes are an integral and binding part of this Agreement.
<b>Milestone</b>	Control points to chart progress. They may correspond to the completion of a key deliverable that allows the next phase of work to begin.
<b>Panel Review</b>	The process by which the evaluation panel reviews the evaluation for all eligible submitted proposals.
<b>Ranking List</b>	List of proposals ranked according to the score awarded by the Selection Committee.
<b>Selection Committee</b>	The Selection Committee is responsible for selecting shortlisted proposals evaluated by the evaluation panel, and defining the conditions for funding the selected proposals in the final EIT Urban Mobility portfolio. The Selection Committee of this Call is composed of the CFO, the Academy TA Lead and one other member of the management team.
<b>Summary Evaluation Report</b>	The rapporteur issues a single and final Summary Evaluation Report (SER) for each proposal after the consensus meetings. This document provides a concise overview of the proposal's final evaluation score, its strengths, weaknesses, associated risks, and any recommendations made.

<b>Thematic Lead</b>	Director of an EIT Urban Mobility Thematic Area and/or relevant Head who is actively involved in developing the content of a Call for Proposals.
----------------------	--



# Introduction

Urban mobility is a core element in the functioning of our cities. The urban mobility sector faces numerous challenges, but also has the potential to play a key role in making cities more sustainable and liveable. We need solutions that accelerate the transformation towards a sustainable mobility ecosystem, with a focus on securing and developing liveable urban spaces. This requires a systemic approach involving all key stakeholder groups, and a new vision of what we do and how we achieve it. To manage this transformation, it is vital to close the knowledge gap within the area of urban mobility. We need to ensure that the necessary capabilities and capacity are available to plan and handle the transformation, and to remain relevant in a new technological, social and environmental context and a 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 bring about system transformation and change. We are now further developing our portfolio of education and training offerings for master's students and taking the EIT Urban Mobility Master School to the next level. We have identified several well-defined challenges and needs to address. We are therefore looking for proposals to support us in creating new programmes and implementing new formats, in line with EIT Urban Mobility's strategic ambitions and targeted impact. We look forward to receiving your applications for inclusion in our Business Plan 2023-2025.

Maria Tsavachidis

CEO

EIT Urban Mobility

# 1. Call summary

Call for Proposals Main Features <sup>1</sup>	
Key dates of the Call calendar	<p><b>Call opening:</b> 23 July 2024</p> <p><b>Call closing:</b> 10 October 2024 at 17:00 CET</p> <p><b>Eligibility and admissibility check:</b> October-November 2024</p> <p><b>Evaluation of proposals:</b> November-December 2024</p> <p><b>Communication of results:</b> December 2024-January 2025</p> <p><b>Tentative start of the projects:</b> February 2025</p>
Total estimated EIT funding allocated to this Call	The total EIT funding allocated to this Call is approximately €1,500,000
Link to the submission portal	The <b>new EIT Urban Mobility NetSuite platform</b> will be available soon.
List of documents to be submitted	<ul style="list-style-type: none"> <li>• Application form available on the NetSuite platform</li> <li>• Supporting files, e.g. charts, graphics etc. (optional)</li> </ul>
List of documents to take into consideration	<ul style="list-style-type: none"> <li>• Call Manual (this document)</li> <li>• <a href="#">EIT Urban Mobility Strategic Agenda 2021-2027</a></li> <li>• Guidelines for Applicants (available soon)</li> <li>• List of KPIs with reporting guidance</li> <li>• <a href="#">Eligibility of expenditure</a></li> <li>• <a href="#">Appeal procedure</a></li> <li>• <a href="#">Project Implementation Handbook</a></li> <li>• <a href="#">Financial Support Agreement</a></li> <li>• <a href="#">Horizon Europe Model Grant Agreement (especially Art. 16 and 17)</a></li> <li>• <a href="#">EIT Label Handbook for EIT Fellowships</a></li> <li>• <a href="#">EIT Label Handbook for planning, labelling and reviewing degree programmes</a></li> <li>• <a href="#">EIT Label Handbook for Quality system for non-degree education and training and EIT Competence Certification Model</a></li> <li>• EIT Urban Mobility Master School Agreement (September 2023)</li> <li>• Annex B EIT Urban Mobility Master School Agreement – The Innovation and Entrepreneurship minor</li> </ul>

<sup>1</sup> Please note that this calendar is indicative. Dates, except for the submission deadline, may be subject to slight changes.

<p><b>Short summary of the topics to be addressed</b></p>	<p>A number of specified activity areas are required to meet the EIT Urban Mobility Master School and Fellowship targets, including Summer Schools, new urban mobility related master’s programmes that are aligned with the requirements of the <i>EIT Label Handbook for planning, labelling and reviewing degree programmes</i>, and that have the potential to be integrated into the EIT Urban Mobility Master School and obtain the EIT Label. We look for new universities joining existing EIT Urban Mobility Master programmes, and existing innovation and entrepreneurship (I&amp;E) programmes at master’s level aligned with the <i>EIT Label Handbook for EIT Fellowships</i> criteria with the potential to join the EIT Urban Mobility I&amp;E Fellowship. We also welcome proposals for other types of activities with a high potential to achieve our KPI and financial sustainability targets.</p>
<p><b>Evaluation criteria</b></p>	<p>Proposals will be evaluated based on the criteria listed below, as stated in section 5: Evaluation and selection process.</p> <p><b>Evaluation criteria:</b></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>

## 2. General requirements

### 2.1 EIT Urban Mobility strategic focus and objectives

Proposals submitted to this Call for 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 laid out in the **Strategic Agenda 2021-2027 (SA)**. The proposals encouraged by this Call should aim to be in line with the scope of the activities, as set out in Section 3, and therefore be aligned with SO2 – Close the knowledge gap.

The evaluation and selection of the submitted proposals will be evaluated and selected primarily on their contribution to the strategic elements outlined below.

#### 2.1.1 *Vision and mission*

At EIT Urban Mobility, our mission is to accelerate change towards a sustainable mobility model for liveable urban spaces. As the leading European innovation community for urban mobility, we foster integration by bringing together key players across the whole value chain of mobility. We facilitate collaboration between cities, industry, academia, and research and innovation organisations, and put the challenges facing cities at the centre of all our activities. We aim to develop and deploy solutions for the mobility of people and goods that solve problems and have a positive impact on cities and citizens. All the activities of EIT Urban Mobility aim to achieve three societal impact goals:

- Improve quality of life in cities
- Mitigate and adapt to climate change
- Create jobs and strengthen the European urban mobility sector.

Further details on the strategic focus of the EIT Urban Mobility Master School and Fellowship are given in Section 3.

#### 2.1.2 *Strategic objectives*

Five SOs, as set out in the Strategic Agenda 2021-2027, steer our activities and ambitions, and will help us achieve our mission:

- 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.

By being in line with the scope of the activities, as set out in Section 3, the proposals to be funded within this Call will be aligned with **SO2 – Close the knowledge gap**.

## 2.2 Applicants' eligibility and membership

The EIT creates ecosystems. The KICs are anchored in regional and local communities via their Co-location Centres (known as Innovation Hubs within EIT Urban Mobility). The EIT links the knowledge triangle components of education, research, and businesses across Europe and the wider world.

At EIT Urban Mobility, we integrate the knowledge triangle components and extend them through an additional group: cities. Accordingly, EIT Urban Mobility currently brings together more than 472 partners from 33 countries and four sectors: academia, research, industry, and cities.

### 2.2.1 Who can apply

This Call is open to organisations from the Member States of the European Union, and Third countries associated with Horizon Europe<sup>2</sup>.

Both multi-participant proposals and mono-participant proposals are accepted (see Section 3.5 for specific requirements).

**In the case of mono-participant proposals**, it is considered that the pan-European dimension is achieved through the network and truly international experience required from all our Master School and Fellowship programmes with compulsory mobility requirements embedded in the curriculum. Our programmes bring together students and teaching staff from the whole of Europe and beyond, attracting the best talent globally. In addition to this, universities who become partners in the Master School are required to sign the Master School Agreement, thereby becoming part of the consortium of partners jointly supporting the delivery of the EIT Urban Mobility Master School and offering the programmes. A similar agreement will be in place for the EIT Urban Mobility I&E Fellowship, which universities selected to take part will be required to join.

**In case of multi-participant proposals**, as a minimum requirement proposals must be put forward by at

---

<sup>2</sup> [https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/list-3rd-country-participation\\_horizon-euratom\\_en.pdf](https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/list-3rd-country-participation_horizon-euratom_en.pdf)

**least two independent legal entities**<sup>3</sup> established in two different EU Member States and/or Third countries associated with Horizon Europe.

#### **Specific cases for Swiss entities**

Entities established in Switzerland are eligible to participate but at their own cost. These entities will not receive EIT funding; instead they will be funded by the Swiss Government. Applicants from Switzerland are requested to contact the State Secretariat for Education, Research and Innovation (SERI) for further details.

#### **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 Call webpage.

### *2.2.2 Membership*

Participating in one of EIT Urban Mobility projects means being part of the EIT Urban Mobility community to achieve the SOs listed in section 2.1.2.

Project implementation is one of the core activities of the EIT Urban Mobility Community. Beyond this, the Community has a broader role in connecting their members and facilitating networking activities to enable all sustainable mobility actors to work together and maximise the impact of their initiatives.

To be part of the EIT Urban Mobility Community as members, the entities must belong to, or choose one of, the following membership categories prior to initiating their projects:

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

---

<sup>3</sup> Two legal entities shall be considered independent of each other where 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 entire 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)

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

Cities are offered a special membership package:

**Leading cities** pay an annual fee of €10,000 and have full access to the gold membership package and the additional city-specific services. Small cities with under 300,000 inhabitants will pay a reduced annual fee of €5,000.

EIT Urban Mobility partners in the EIT HEI Initiative<sup>4</sup> who are part of a selected proposal in this Call will be asked to pay an annual fee based on their chosen membership category.

A detailed description of all packages and related benefits, as well as the registration and conditions for membership, is provided on our website: <https://www.eiturbanmobility.eu/become-a-partner/>

---

<sup>4</sup> The 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 the European Institute of Innovation and Technology (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, enabling them to develop innovation action plans complementing the needs of individual higher education institutions. For more information, see <https://eit-hei.eu/about/about-eit-hei-initiative/>

## 3. Call specific requirements

### 3.1 Strategic focus

The overall purpose of the Academy area is to close the knowledge gap within urban mobility, enabling the development of mobility for liveable urban spaces. This includes fostering innovation and entrepreneurship skills and promoting lifelong learning. There is a constant need to develop new educational methods, content and business models to improve running operations. We need to take an experimental approach and test new ideas that, when shown to work, may be repeated and scaled up. We seek to build capabilities in order to offer and produce relevant content quickly and efficiently, leveraging new and innovative learning formats and methods. It is imperative that EIT Urban Mobility offers high quality education, reaches a large audience and market, and gains long-lasting recognition through the quality and impact of its education and training portfolio.

In addition to this, the Master School must offer students quality programmes that are intersectoral, international, interdisciplinary and challenge-based, thus helping to support the creation of a more entrepreneurial mindset and preparedness to cope with the technological changes required to transition to a greener economy and develop forms of sustainable mobility. By adding new universities to existing programmes and also new programmes and formats, we expect to see a growing number of students enrolling in and graduating from the Master School. This will result in a considerable pool of students and graduates with specific technical and analytical skills in the field of urban mobility, together with entrepreneurial and innovative expertise. In turn, our startup creation targets will be boosted by students and graduates in EIT labelled programmes.

Through the I&E Fellowship, we seek to build a community of innovation and entrepreneurship Master programmes, aiming to give students a more international experience, enable universities to learn from each other, and increase the visibility of this type of programme to become a platform for future collaboration initiatives.

### 3.2 EIT Urban Mobility Academy

EIT Urban Mobility Academy is a collaborative arena for lifelong learning, helping to build critical capabilities for innovation and transformation. We are training the next generation of urban mobility practitioners and researchers, needed by the urban mobility ecosystem of the future. Our programmes are intersectoral, interdisciplinary, international, and entrepreneurial.



For further information on EIT Urban Mobility Academy, please visit <https://www.eiturbanmobility.eu/academy/>

### 3.3 EIT Urban Mobility Master School

The EIT Urban Mobility Master School is run in cooperation with leading European universities, industry, and cities. Our current Master programmes provide students with the education urgently needed by industry and cities, while also offering a valuable network and a truly international experience.

#### ***Our approach:***

The Master School's approach is to offer excellent double-degree Master programmes based on the [EIT Label Handbook for planning, labelling and reviewing degree programmes](#), which:

- Emphasise a human-centred approach to urban mobility that aims to create liveable urban spaces.
- Provide students with unique and sought-after portfolios of competencies to address modern urban mobility challenges.
- Nurture new professional identities that integrate different perspectives of currently siloed disciplinary practices.
- Immerse students in cutting-edge science in the various aspects of urban mobility.
- Apply an international, comparative perspective where innovation can benefit from cross-pollination.
- Closely involve public- and private-sector actors and practices in implementing education programmes.
- Prepare students to apply innovation and entrepreneurship skills to lead the transformation to sustainable mobility.
- Place students at the centre of their own educational activities by emphasising learning by doing and engaging them in challenge-driven education.

#### ***Programme structure and content:***

The two-year double-degree Master programmes, in which students study at two of our partner universities, integrate leading technological knowledge with training and practice in innovation and entrepreneurship. Through coursework at each university, students simultaneously acquire both the essential technical skills to harness the necessary tools to address urban mobility challenges, and the critical transversal competencies required to put innovations into practice. The programme also includes a two-

week Summer School between the two academic years, an internship at a company, city, or research institute, and a master’s thesis placement, again at a company, city, or research institute. The internship and thesis placement may be combined.

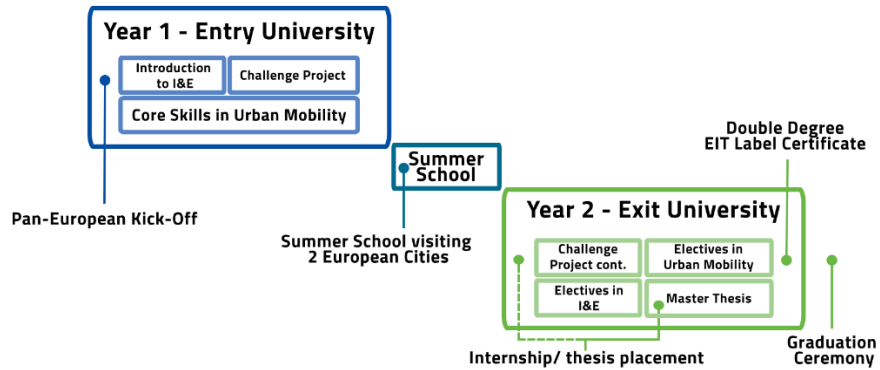


Figure 1: EIT Urban Mobility Master School double-degree two-year programme structure

Our programmes align with the key principles and requirements of the *EIT Label Handbook for planning, labelling and reviewing degree programmes*; therefore, when students have completed their studies, they graduate with a double degree as well as an EIT Label Certificate, certifying the quality education in entrepreneurship and innovation in our programmes.

All new programmes in the EIT Urban Mobility Master School must have the potential to obtain the EIT Label and must therefore respect both the EIT key principles and the EIT Overarching Learning Outcomes (OLOs) specified in the *EIT Label Handbook for planning, labelling and reviewing degree programmes*.

**Key objectives:**

We envisage the EIT Urban Mobility Master School to develop in the following ways:

- Increasing the number of universities, industry partners, and cities involved in our programmes;
- Expanding industry and city involvement in the programmes, both by developing and running courses, and by creating a solid pool of companies and other non-academic organisations that make a commitment to host students for their internship and master’s thesis placement.
- Strengthening our Master School students’ exposure to other opportunities that develop their

entrepreneurial competencies and skills by giving them access to innovation and entrepreneurship ecosystem facilities and resources available at the Master School partners, such as innovation centres and incubators.

- Establishing widely recognised and intensive Summer Schools, across two European cities, focused on addressing critical city-based challenges.
- Expanding the geographical coverage of our students and graduates, including in RIS countries.
- Launching new programmes that obtain the EIT Label and attracting students from more diversified backgrounds and disciplines, thus directly increasing student numbers.
- Meeting the Master School revenue generation targets by adding new programmes and boosting student numbers. In the long term, the EIT Urban Mobility Master School should be able to cover its own costs.

For more information on the EIT Urban Mobility Master School, please visit <https://www.eiturbanmobility.eu/academy/masterschool/>

### 3.4. EIT Urban Mobility I&E Fellowship

The EIT Urban Mobility Innovation and Entrepreneurship (I&E) Fellowship is designed to complement existing Master Programmes focused on Innovation and Entrepreneurship. In an applied learning approach, students work on cases related to different societal challenges and have the possibility to include urban mobility project work. The Fellowship aims to advance innovation and entrepreneurship in urban mobility, with the potential to widen this scope, by providing additional activities and resources to students enrolled in these programmes. The Fellowship prepares students to become skilled innovators and entrepreneurs.

#### *Our approach:*

The I&E Fellowship's approach aligns with the [EIT Label Handbook for EIT Fellowships](#). The Fellowship programmes must:

- Focus on impact: designed to address societal challenges.
- Support a learning environment: emphasises learning by doing with support from academic and industry partners.
- Integrate ethical foundations: embeds the basics of ethics, values, worldviews, and societal influences in the curriculum.

#### *Programme structure and content:*

The programmes must be a minimum of one year; equate to 60 ECTS credits; result in a Master's degree; and align with the EIT Label key principles and the EIT Overarching Learning Outcomes. The curriculum should:

- Support learning by doing: provide students with evidence-based insights about innovation and entrepreneurial practices, offering a supportive ecosystem formed by academic and industry partners.
- Embed ethics: ensure students understand and describe the values relevant to innovation processes.
- Be impact-driven: aim to provide solutions to societal challenges through a curriculum designed to address these challenges.
- Leverage strong networks: collaborate with academic and industry partners to support program activities and business idea development.
- Promote diversity and gender balance: attract a diverse student base.
- Be taught in English.

Students who apply to the EIT Urban Mobility I&E Fellowship will gain first-hand international exposure; attend EIT Urban Mobility Summer Schools and flagship events such as the Tomorrow.Mobility World Congress; seek assistance through student startup support initiatives; and gain access to the network of industry leaders, the EIT Urban Mobility Alumni and other relevant educational events and activities.

### 3.5 Scope of activities

For activities to be implemented as part of BP 2023-2025, we are looking for proposals that are aligned and support the key objectives of the EIT Urban Mobility Master School and the EIT Urban Mobility I&E Fellowship. We welcome proposals for the following types of activities:

**MSA1:** Summer Schools for Master students

**MSA2:** New EIT Urban Mobility Master programmes (type 1: double-degree Master programmes based on the *EIT Label Handbook for planning, labelling and reviewing degree programmes*)

**MSA3:** New universities joining the existing EIT Urban Mobility Master School programmes (type 1: double-degree Master programmes based on the *EIT Label Handbook for planning, labelling and reviewing degree programmes*)

**MSA4:** I&E Master programmes that join the EIT Urban Mobility I&E Fellowship (type 2: single-degree Master programmes based on the *EIT Label Handbook for Fellowships*)

**MSA5:** Summer Schools for Bachelor students

**MSA6:** Other educational activities that contribute to achieving our KPIs and financial sustainability

The number of proposals selected will depend on the evaluation and total budget available. We may need to exclude one or various types of activities if there is a lack of high-quality proposals or due to portfolio assessment criteria. The scope and requirements of each activity topic are listed below.

## Summer Schools for Master students (MSA1)

**Scope:** This activity topic is open to **multi-participant proposals** only. The Summer School is a combination of a challenge-based course and a study trip, focusing on entrepreneurship and business creation. Over a period of two weeks, the students visit two cities located in two different countries. The first week in one city focuses on problem analysis, and the second week in the second city focuses on potential solutions that may be developed into a startup and pitched to an investor jury. The choice of cities and the travel arrangements should reflect the need to minimise air travel for participating Master students, for example by choosing cities that are well connected by bus or train. Summer Schools are targeted to our own Master School students but will also be open to any paying participants with a background or an interest in urban mobility. The Summer Schools should follow the set Summer School model in alignment with the Master School Agreement, Annex B. Students should produce an output that will be evaluated based on the Summer School intended learning outcomes set out in the Master School Agreement, Annex B. Each Summer School should accommodate a minimum of 30 participants and a maximum of around 45 participants, including around 15 Master School students that may be allocated to the Summer School and a minimum of 15 external participants. The number of Master School students will be confirmed during the planning phase. Summer Schools must be delivered during dates that are compatible with the Master School partner universities' academic calendars. Hence, the exact dates of the Summer School(s) will be determined in conjunction with the Master School leadership.

**Financial sustainability:** A 50/50 (EIT Urban Mobility/commercialising partner) revenue sharing model will be applicable on the total revenues generated by fees from paying participants and other potential revenue generation mechanisms (i.e. financial sponsorships), with an expected minimum of €8,000 in revenues to EIT Urban Mobility. A Commercial Agreement will be signed with the commercialising partner.

**Potential:** To include about 45 students per Summer School, with the possibility of repeating in 2026, provided the costs decrease (due to lower development costs) and the revenues increase.

### Other:

-Budget should include all costs, including travel (from their entry university and to their exit university) and accommodation for EIT Urban Mobility Master School students and travel between the Summer School sites.

-The participation fee for external participants will be determined in conjunction with the Master School leadership.

-External participants will be invoiced by EIT Urban Mobility who will then share the revenue proceeds with the commercialising partner based on the 50/50 revenue sharing model.

-External paying participants are expected to cover their own travel and accommodation on top of the Summer School participation fee.

-The budget should include the cost of other goods and services related to external participation, such as meals, bike rentals, etc.

-EIT Urban Mobility has developed a quality control process to assess the extent to which our courses and trainings meet the EIT Label quality criteria, and the right to give out EIT Label Certificates. The Summer Schools must align with the criteria of the EIT Label. EIT Urban Mobility will provide guidance and support to the organisers in submitting the Summer School to external evaluation.

#### Mandatory KPIs:

**Note:** Proposals for Summer Schools should include the KPI EITHE07.1 for EIT labelled programmes. EIT Urban Mobility will provide guidance and support to the organisers in submitting the Summer School to external evaluation to obtain the EIT Label. In the event that the EIT Label is not granted, external participants will be counted towards KPI EITHE08.1.

KPI code	KPI description	Minimum target expected per year
EITHE07.1	Graduates from EIT labelled programmes  Total number of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 15 (in addition to the Master School students to be counted under our separate Master School activity)
EITHE08.1	Participants in (non-degree) education and training  Number of successful participants on EIT professional development courses, online training courses and in other education/training activities delivered or in a process of delivery (by country and type of programme), including data on country of citizenship and gender. Only participants who have successfully finished the programme will be counted. For this KPI, only those education and training activities which have clearly defined learning outcomes, and which use a competency assessment method, are applicable	Minimum 15 (in addition to the Master School students to be counted under our separate Master School activity)

New EIT Urban Mobility Master programmes (type 1: double-degree Master programmes based on the *EIT Label Handbook for planning, labelling and reviewing degree programme (MSA2)*)

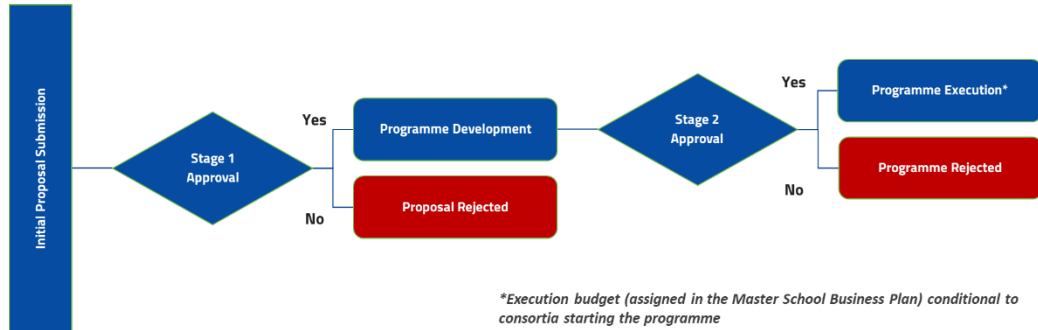
**Scope:** This activity topic is open to **multi-participant proposals** only. EIT Urban Mobility is looking to support new Master programmes within urban mobility integrating leading technological knowledge with training and practice in innovation and entrepreneurship. These programmes should build the capacity and transversal skills of students in urban mobility and focus on a topic that is clearly different from the existing EIT Urban Mobility Master School programmes. See <https://www.eiturbanmobility.eu/academy/masterschool/> for details on current programmes.

Master programmes must be two years and equate to 120 ECTS credits. They must also include study periods in two countries (entry year in one academic institution and exit year in another academic institution). The programmes must comply with the relevant National Accreditation Boards so that the diplomas awarded are legally recognised across Europe. Upon graduation, students will receive a double degree, as well as an EIT Label Certificate. We will accept proposals for programmes with a major in an urban mobility related field and the possibility to include a minor in innovation and entrepreneurship, as well as programmes with a major in innovation and entrepreneurship and a minor in urban mobility. It is fundamental that the proposed programmes or curricula follow the elements and requirements of the EIT Label, as well as the EIT Overarching Learning Outcomes (see *EIT Label Handbook for planning, labelling and reviewing degree programmes* also in attachment). Thus, the programmes must focus on six key elements:

1. Knowledge Triangle Integration;
2. Strong and robust innovation and entrepreneurial education;
3. Integrated, innovative learning-by-doing criteria;
4. International engagement and exposure;
5. Inter-sectoral and inter-organisational experience;
6. Geographic inclusion.

Consortia can submit proposals for new EIT Urban Mobility Master programmes based on variations of existing local programmes or new programmes to be developed. All proposals should provide a clear overview of the curricula and structured activities, including a clear description of its alignment with the elements and requirements of the EIT Label; its alignment with the required structure of the EIT Urban Mobility Master School; and an explanation of how the proposed programme differs from existing ones in the Master School and complements the Master School's offering.

Proposals under this activity type will follow a two-stage approval process: first, proposals will be approved for programme development; and, second, only after the programme is developed, discussed and agreed with the Master School leadership, approval will be granted for programme execution/implementation. In this case, the execution/implementation budget based on the Master School Agreement in place will be conditional on consortia starting the programme.



**Financial sustainability:** The Master School financial sustainability stems from participation fees collected from students centrally by EIT Urban Mobility. The EIT Urban Mobility Master School has a common participation fee for all its double-degree Master programmes. Participation fees for EIT Urban Mobility Master programmes are set by the KIC and are published on the [EIT Urban Mobility Master School website](#). Partner universities agree not to charge students admitted to the EIT Urban Mobility any local tuition fee, participation fee or application fee, or any other additional cost associated with participation in EIT Urban Mobility programmes. Partner universities can receive a participation fee reimbursement from EIT Urban Mobility for duly registered students for the time of enrolment with a maximum of two semesters. In addition to this, partner universities may receive financial support to develop, implement and locally manage and coordinate EIT Urban Mobility Master programmes. New Master programmes approved under this Call for execution (second level approval) will have to join and adhere to the rights and obligations of the EIT Urban Mobility Master School Agreement.

**Potential:** To enrol a minimum of 20 students in the first programme cohort (2026) with the potential to increase this number in subsequent cohorts. The programme should have the potential to continue to run independently of EIT Urban Mobility funding after the first four cohorts.

**Other:**

-The first students are expected to enrol during autumn 2026. Proposals should indicate the expected number of enrolled students in the programme and provide a clear plan to expand student intake in future years, including a marketing and recruitment plan.

-As a key element of the EIT Label, the programme is expected to engage with a variety of public and private stakeholders, including large industries, SMEs, the public sector, as well as research institutes and civil society (e.g., local communities, informal collectives and interest groups).

-New EIT Urban Mobility Master School partners are required to adhere to the rights and obligations of the Master School Agreement by signing this document before they begin implementing the programme.

-Proposals can request a duly justified programme development budget of up to €40,000, equally divided between the participating universities. When the programme is approved for execution/implementation,



budgets will be allocated via the EIT Urban Mobility Business Plan. This includes financial support for managing and coordinating the programme locally, reimbursing participation fees, and developing innovation, content and activities. In addition, EIT Urban Mobility covers the costs of the Summer Schools and the kick-off and graduation events, and so these costs are not to be included as part of the proposal.

For your reference, during the programme implementation phase the average planned budget per university in 2024 was €35,000-45,000, and the planned budget per student for these events was €2,500-3,000.

-Consortia must include a minimum of two higher education institutions from two different countries, and this activity must be led by a higher education institution. The consortia can be composed of new and existing EIT Urban Mobility Master School partners, although new partners, especially in countries in which the Master School does not have a partner university, will be given priority.

**Mandatory KPIs during the programme execution phase (to be achieved provided the programme is approved by EITUM)**

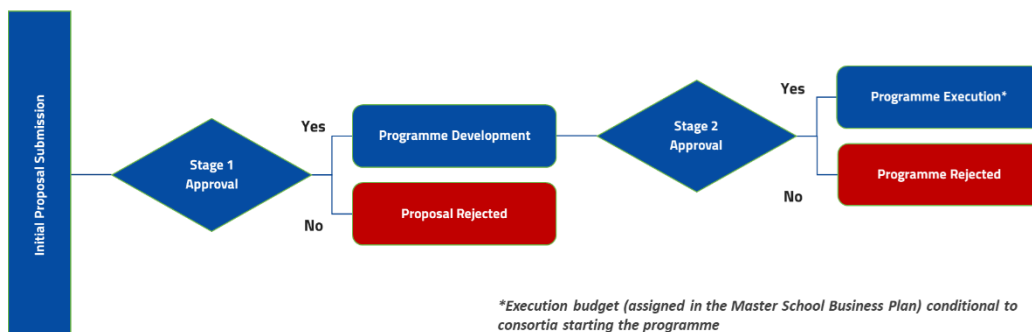
KPI code	KPI description	Minimum target expected in the first iteration of the programme
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes  Number of startups established in year N by current students and past graduates from EIT labelled MSc and PhD programmes, or by learners/participants in other EIT labelled activities. To be eligible, a startup should be created during an EIT labelled programme (by students, participants) or within three years from the graduation (by graduates) or within one year in case of other EIT Label activities.	Minimum 2 <i>(a minimum target of 2 startups created by students and/or graduates of the programme's first cohort)</i>
EITHE07.1	Graduates from EIT labelled programmes  Total number of graduates from EIT labelled Masters, PhD programmes and other education activities awarded the EIT Label (in year N)	Minimum 20 <i>(a minimum target of 20 students graduating in the first cohort)</i>

New universities joining the existing EIT Urban Mobility Master School programmes (type 1: double-degree Master programmes based on the EIT

## Label Handbook for planning, labelling and reviewing degree programmes) (MSA3)

**Scope:** This activity topic is open to **mono-participant proposals**. Based on the existing portfolio of EIT labelled Master Programmes in EIT Urban Mobility Master School, EIT Urban Mobility is looking to expand the number of partner universities in each programme, including in new geographical areas. All proposals should provide a clear and detailed overview of their alignment with the programme they wish to join, clearly indicating their own proposed programme, including detailed curricula, admission requirements and awarded degree title.

Proposals under this activity type will be approved to begin aligning with the existing consortium delivering the EIT Urban Mobility Master School programme, including whether they will be an entry or exit university, ECTS and curricula equivalence, programme schedule, etc. After full alignment is agreed with the Master School leadership, the university will be approved to formally join the programme for execution/implementation. In this case, the execution/implementation budget based on the Master School Agreement in place will be conditional on the university beginning the programme.



All proposals are expected to specify which Master School programme they are applying to join, as listed below.

### MSc Sustainable Urban Mobility Transitions (MSA3SUMT)

“Sustainable Urban Mobility Transitions” is looking for new university partners running MSc urban mobility related programmes in English to join our EIT labelled double-degree Master programme. For detailed information on the SUMT programme, see: <https://www.eiturbanmobility.eu/academy/sustainable-urban-mobility-transitions/>. You are also encouraged to check each partner university’s programme website for details on the curricula and to ensure full alignment.

### MSc Smart Mobility Data Science and Analytics (MSA3SMDSA)

“Smart Mobility Data Science & Analytics” is looking for new university partners running MSc urban mobility related programmes in English to join our EIT labelled double-degree Master programme. For detailed information on the SMDSA programme, see <https://www.eiturbanmobility.eu/smart-mobility-data->

science-and-analytics/. You are also encouraged to check each partner university's programme website for details on the curricula and to ensure full alignment.

### MSc Business Engineering in Urban Mobility (MSA3BEUM)

"Business Engineering in Urban Mobility" is looking for new university partners running MSc urban mobility related programmes in English to join our EIT labelled double-degree Master programme. For detailed information on the BEUM programme, see <https://www.eiturbanmobility.eu/academy/business-engineering-in-urban-mobility/>. You are also encouraged to check each partner university programme's website for details on the curricula and to ensure full alignment.

**Financial sustainability:** The Master School financial sustainability stems from participation fees collected from students centrally by EIT Urban Mobility. The EIT Urban Mobility Master School has a common participation fee for all its Master programmes. Participation fees for EIT Urban Mobility Master programmes are set by the KIC and are published on the [EIT Urban Mobility Master School website](#). Partner universities agree not to charge students admitted to the EIT Urban Mobility any local tuition fee, participation fee or application fee, or any other additional cost associated with participation in EIT Urban Mobility programmes. Partner universities can receive a participation fee reimbursement from EIT Urban Mobility for duly registered students for the time of enrolment with a maximum of two semesters. In addition to this, partner universities receive financial support to develop, implement and locally manage and coordinate EIT Urban Mobility Master programmes. New universities approved under this Call for execution (second-level approval) will have to join and adhere to the rights and obligations of the EIT Urban Mobility Master School Agreement.

**Potential:** Universities joining existing Master School programmes should be able to begin promoting the programme in autumn 2025 and enrol the first students in 2026. Each partner university should enrol a minimum of 10 students per programme cohort.

#### **Other:**

- The programmes with which universities apply to join the Master School should have admissions requirements that are compatible with the programmes they wish to join. Stricter admission requirements will not be considered.
- EIT Urban Mobility Master School partners are required to have multidisciplinary expertise that spans various technical fields (i.e. urban planning and design, transportation engineering, data science and analysis, information technology and smart systems, civil engineering, geography, etc.) in addition to strong interdisciplinary collaboration skills and the ability to integrate theory with practical applications.
- New EIT Urban Mobility Master School partners are required to adhere to the rights and obligations of the Master School Agreement by signing this document before they begin implementing the programme.
- Proposals can request a duly justified programme development budget of up to €20,000 to cover costs related to programme alignment with the existing consortium of universities delivering the current EIT Urban Mobility Master programme, and the administrative costs of joining the EIT Urban Mobility Master School. Universities who then formally join the EIT Urban Mobility Master programme they apply for will be allocated a budget via the EIT Urban Mobility Business Plan. This includes financial support for managing

and coordinating the programme locally, reimbursing participation fees, and developing innovation, content and activities. In addition, EIT Urban Mobility covers the costs of the Summer Schools and the kick-off and graduation events, and so these costs are not to be included as part of the proposal.

For your reference, during the programme implementation phase the average planned budget per university in 2024 was €35,000-45,000, and the planned budget per student for these events was €2,500-3,000.

**Mandatory KPIs during the programme execution (to be achieved provided the programme is approved by EITUM)**

KPI code	KPI description	Minimum expected	target per programme cohort and per university
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes  Number of startups established in year N by current students and past graduates from EIT labelled MSc and PhD programmes, or by learners/participants in other EIT labelled activities. To be eligible, a startup should be created during an EIT labelled programme (by students, participants) or within three years from the graduation (by graduates) or within one year in case of other EIT Label activities	Minimum	1 <i>(a minimum target of 1 startup created by students and/or graduates per programme cohort, per university)</i>
EITHE07.1	Graduates from EIT labelled programmes  Total number of graduates from EIT labelled Masters, PhD programmes and other education activities awarded the EIT Label (in year N)	Minimum	10 <i>(a minimum target of 10 students graduating per programme cohort, per university)</i>

I&E programmes, at Master level, that join the EIT Urban Mobility I&E Fellowship (type 2: single-degree Master programmes based on the *EIT Label Handbook for Fellowships*) (MSA4)

**Scope:** This activity topic is open to **mono-participant proposals**. With the aim of promoting and advancing innovation and entrepreneurship, EIT Urban Mobility is looking to support existing and well-established innovation and entrepreneurship programmes, at Master level, to become part of the dynamic EIT Urban Mobility I&E Fellowship programme. This Fellowship aims to bring together a wide range of expertise, resources and ideas to address pressing global challenges, enabling students who sign up to develop their entrepreneurial mindset, problem-solving and innovation skills in an international, intersectoral and interdisciplinary environment. The end goal is for students to gain the knowledge and skills to become

qualified employees and passionate founders to design innovative solutions and initiate business ventures that improve people's businesses and personal lives.

The programmes must be a minimum of one year; equate to 60 ECTS; result in a master's degree; and be aligned with the elements and requirements of the *EIT Label Handbook for Fellowships*, including the EIT Label key principles and EIT Overarching Learning Outcomes (see attached documents). These programmes are not required to be urban mobility focused, as it is expected that students will gain first-hand urban mobility insights while on the EIT Urban Mobility I&E Fellowship. Nonetheless, there are certain educational criteria that the programme needs to meet, which are:

- Offering a learning-by-doing curriculum where students benefit from evidence-based insights on innovation and entrepreneurial practices in order to interact with their environment. This allows for individualised study plans and a safe space for experimentation where students feel comfortable and have the tools to develop and validate their business and innovative ideas.
- Ensuring that the basics of ethics (values, worldviews, societal influences) are embedded in the curriculum and that students can describe their own values, relevant for the implementation of their own innovation processes.
- Developing an impact-driven programme that provides solutions to societal challenges.
- Providing access to strong networks with academic and industry partners who support in the development and implementation of the programme's activities by identifying and offering business ideas, and who also offer a platform for students to be exposed to and gain first-hand experience of business creation and management.
- Contributing to a diverse and gender-balanced student base.

Programmes accepted through this Call are expected to actively promote the I&E Fellowship and encourage their students to sign up to become EIT Urban Mobility Fellows and thereby gain access to other EIT Urban Mobility education and ecosystem activities, such as the EIT labelled Summer schools, the flagship event Tomorrow.Mobility World Congress, other urban mobility events organised or co-organised by EIT Urban Mobility, the EIT Urban Mobility Alumni network, and the Student Entrepreneur Grant Scheme, among other activities. Students who complete the Fellowship will be eligible to receive an EIT Label Certificate and a completion scholarship of approximately €2,000, provided that the key criteria of the EIT Label are met, including cross-organisational and international mobility or other forms of international exposure.

**Financial sustainability:** Proposals should provide the estimated income generated per student for the university.

**Potential:** Programmes applying to become part of the EIT Urban Mobility I&E Fellowship must have the potential to attract a minimum of 10 students to the Fellowship; and a minimum of six students must complete the Fellowship programme per cohort.

**Other:**

-Proposals can request a duly justified budget of up to €30,000 (per year) to cover administrative costs related to the monitoring and tracking of students enrolled in the Fellowship, alignment with EIT Urban Mobility programme branding requirements, and any other related costs.

-EIT Urban Mobility Fellowship partners will be required to adhere to the rights and obligations of the EIT Urban Mobility I&E Fellowship Agreement, soon to be established.

-Higher education institutions whose programmes join the Fellowship may be entitled to receive funding to participate in train-the-trainer activities or any other activities with the purpose of enhancing the skills of the teaching staff, to be decided on a case-by-case basis.

**Mandatory KPIs:**

KPI code	KPI description	Minimum target expected per programme cohort, per university
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes  Number of startups established in year N by current students and past graduates from EIT labelled MSc and PhD programmes, or by learners/participants in other EIT labelled activities. To be eligible, a startup should be created during an EIT labelled programme (by students, participants) or within three years from the graduation (by graduates) or within one year in case of other EIT Label activities	Minimum 1  (startups created per programme cohort, per university)
EITHE07.1	Graduates from EIT labelled programmes  Total number of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 6  (students per programme cohort, per university)

### Summer Schools for Bachelor students (MSA5)

**Scope:** This activity topic is open to **multi-participant and mono-participant proposals**. The Summer School focuses on training in Innovation and Entrepreneurship (I&E) in the context of urban mobility. The Summer School is a combination of a challenge-based course and a study trip. It should be organised in the summer of 2025, and should target students who have completed at least two years of Bachelor education. The preferred academic background of the students is: Engineering, Information Science, Information Technology, Computer Science, Computer Engineering Statistics, Geoinformation Technology, Urban

Planning, Geography, Economics, Software Engineering. The Summer School aims to raise awareness of the EIT Urban Mobility Master School and provide the students with knowledge about entrepreneurship applied to urban mobility, as well as motivating them to apply for the EIT Urban Mobility Master programme. There needs to be a strong link between the Summer School activities and at least one of the current EIT Urban Mobility Master School programmes, including in the profile of students recruited and the Summer School curricula. The proposals are expected to provide full details of:

- The recruitment strategy for the Summer School ensuring that selected candidates have the right background to participate in the Summer School and show strong motivation and interest in urban mobility and the EIT Urban Mobility Master School programmes. This should lead to the recruitment of 30-40 Summer School students.

- The design of the one-week Summer School, including teaching methods and learning outcomes. During the Summer School, students will complete a course on innovation and entrepreneurship in the context of urban mobility and work in groups on a final project. Local industry actors should also be involved by organising site visits, providing guest lectures and/or mentoring the participants.

**Financial sustainability:** A 50/50 (EIT Urban Mobility/commercialising partner) revenue sharing model will be applicable for the total revenues generated by fees from paying participants and other potential revenue generation mechanisms (i.e. financial sponsorships), with an expected minimum of €4,000 in revenues to EIT Urban Mobility. A Commercial Agreement will be signed with the commercialising partner.

**Potential:** To include up to 40 students in the Summer School, with the possibility of repeating in 2026, provided the cost decreases (due to lower development costs) and revenues are generated in 2025.

**Other:**

- The participation fee for participants will be determined in conjunction with EIT Urban Mobility.

- Participants will be invoiced by EIT Urban Mobility who will then share the revenue proceeds with the commercialising partner based on the 50/50 revenue sharing model.

- The selected project takes responsibility for the recruitment, communication and marketing activities of the Summer School to ensure the required number and quality of applicants.

- The budget should include all costs including accommodation and food for selected participants. Students are expected to cover their travel costs to the Summer School location.

- Partners can offer discounts and/or fee waivers for students coming from low-income countries.

- EIT Urban Mobility has developed a quality control process to assess the extent to which our courses and training activities meet the EIT Label quality criteria and the right to give out EIT Label Certificates. The Summer Schools must align with the criteria of the EIT Label for non-degree education. EIT Urban Mobility will provide guidance and support to the organisers in submitting the Summer School to external evaluation.

**Mandatory KPIs:**

*Note: Proposals for Summer Schools should include the KPI EITHE07.1 for EIT labelled programmes. EIT Urban Mobility will provide guidance and support to the organisers in submitting the Summer School to external evaluation to obtain the EIT Label. In the event that the EIT Label is not granted, external participants will be counted towards KPI EITHE08.1.*

KPI code	KPI description	Minimum target expected per year
EITHE07.1	<p>Graduates from EIT labelled programmes</p> <p>Total number of graduates from EIT labelled Masters, PhD programmes and other educational activities awarded the EIT Label (in year N)</p>	Minimum 30
EITHE08.1	<p>Participants in (non-degree) education and training</p> <p>Number of successful participants on EIT professional development courses, online training courses and in other education/training activities delivered or in a process of delivery (by country and type of programme), including data on country of citizenship and gender. Only participants who have successfully finished the programme will be counted. For this KPI, only those education and training activities which have clearly defined learning outcomes, and which use a competency assessment method, are applicable</p>	Minimum 30

## Other educational activities that contribute to achieving our KPIs and financial sustainability (MSA6)

**Scope:** This activity topic is open to **multi-participant and mono-participant proposals**. This activity must not fit into any of the other types of activities included in this Call Manual (MSA1-MSA5). We are looking for activities that can demonstrate a measurable impact on our KPIs and financial sustainability. We seek initiatives that not only advance educational outcomes but also ensure the long-term viability and effectiveness of these activities.

Types of activities include (non-exhaustive list):

- Student incubation programmes to support EIT Urban Mobility students, graduates and fellows who have been working on their business and startup ideas.
- Student recruitment activities that attract diverse and well-qualified student candidates and that can generate solid leads and a minimum number of student applications to our Master School programmes.



- Activities that foster industry partnerships and sponsorships tailored to student funding, internships and thesis placements, supporting the development of strong industry networks and contributing to the financial sustainability of the Master School.
- Education and training activities for Bachelor students that have a focus on I&E and a strong link to one of our Master School programmes, and which can expand the reach of the Master’s programmes to attract a broader student base.

The proposals are expected to provide full details of:

- The design of the activity, including the methodology, expected outcomes and a proven link to one of the KPIs listed below and/or financial sustainability.
- The recruitment plan and strategy.
- The potential impact and scalability of the proposed activities.

**Financial sustainability:** Proposals for activities that contribute to the Master School and/or Fellowship financial sustainability should present a well-defined plan for financial sustainability, including revenue streams. Depending on the characteristics of the project, a minimum revenue to EIT Urban Mobility from participation fees or sponsorships will be positively assessed.

**Potential:** The activity should have the potential to be repeated and scaled, at a reduced cost, provided its first iteration is proven to contribute to the EIT Urban Mobility Master School and Fellowship KPI targets and financial sustainability.

**Other:**

-Depending on the characteristics of the project, consortia or single applicants will be encouraged to apply to the EIT Label.

Proposals should select **at least two** of the KPIs listed below:

KPI code	KPI description	Minimum target expected
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes  Number of startups established in year N by current students and past graduates from EIT labelled MSc and PhD programmes, or by learners/participants in other EIT labelled activities. To be eligible, a startup should be created during an EIT labelled programme (by students, participants) or within three years from graduation (by graduates) or within one year in case of other EIT Label activities	Minimum 2
EITHE07.1	Graduates from EIT labelled programmes	Minimum 30

	Total number of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	
EITHE08.1	<p>Participants in (non-degree) education and training</p> <p>Number of successful participants on EIT professional development courses, online training courses and in other education/training activities delivered or in a process of delivery (by country and type of programme), including data on country of citizenship and gender. Only participants who have successfully finished the programme will be counted. For this KPI, only those education and training activities which have clearly defined learning outcomes and use a competency assessment method are applicable</p>	Minimum 30

### Cross-cutting considerations for all Activity topics

**Smart objectives:** For each proposal, the proposal objectives should be SMART (Specific, Measurable, Achievable, Realistic and Time Bound). The objectives of the proposal should be clearly related to the outcomes and results, and demonstrate why it is necessary and relevant to society, a specific target group and/or market.

**EIT Label:** All education degree programmes financed by EIT Urban Mobility, including the Summer Schools, must fit within the EIT Label Quality Framework. It is fundamental that the proposed programmes or curricula follow the key principles of the EIT Label, as well as the EIT Overarching Learning Outcomes. For further information, please see the information provided in the [EIT Label Handbooks](#). Depending on the type of activity, this may not be applicable to MSA6. applicable to MSA6.

**Communication and branding:** All EIT Urban Mobility education programmes, including the Summer Schools, have to be branded and promoted according to the EIT Brand Book and Communication guidelines, and should comply with the requirement of promoting the value of the EIT Label.

## 3.6 Project duration

This Call is open to proposals of 9 to 11 months (until 31 December 2025 at the latest), depending on the type of activities planned.

**Important disclaimer:** EIT Urban Mobility’s current commitment only extends until 31 December 2025 under the existing Business Plan 2023-2025. The continuation of the activities in 2026 will operate under a new Business Plan and will depend on a positive performance assessment made by EIT Urban Mobility in the first year of implementation.

MSA1, MSA5 and MSA6 projects that would like to continue in 2026 will have to submit a provisional budget for 2026 using the template provided on the Call webpage. They must also outline the related work

package, tasks, deliverables, outputs and milestones, and indicate the provisional target values of KPIs for 2026.

### 3.7 Financial aspects

#### 3.7.1 EIT funding allocation

The total **maximum EIT funding** allocated to this Call is **€1,500,000**. The amounts will be allocated according to the estimations outlined in the table below.

Scope of activities	Maximum indicative EIT funding	Indicative number of projects to be funded	Indicative max. EIT funding per project per year
Summer Schools for Master students (MSA1)	€720,000	Up to 4	€180,000
New EIT Urban Mobility Master programmes (type 1: double-degree Master programmes based on the <i>EIT Label Handbook for planning, labelling and reviewing degree programmes</i> ) (MSA2)	€120,000	Up to 3	€40,000 (if a programme is approved for execution, budgets will be allocated via the EIT Urban Mobility Business Plan, in accordance with the terms and conditions set out in the Master School Agreement).
New universities joining the existing EIT Urban Mobility Master School programmes (type 1: double-degree Master programmes based on the <i>EIT Label Handbook for planning, labelling and reviewing degree programmes</i> ) (MSA3)	€120,000	Up to 6	€20,000 (if a university is selected to join the Master School, budgets will be allocated via the EIT Urban Mobility Business Plan)
I&E programmes (at Master level) that join the EIT Urban Mobility I&E Fellowship (MSA4)	€210,000	Up to 7	€30,000 (to cover administrative costs related to the monitoring and tracking of students enrolled in the Fellowship, alignment with EIT Urban Mobility programme branding requirements, and any other related costs).
Summer Schools for Bachelor students (MSA5)	€120,000	Up to 2	€60,000

Open EIT Urban Mobility educational activity (MSA6)	€210,000	Up to 3	€70,000
---	----------	---------	---------

Notwithstanding the indicative amounts stated in the table above, the exact number of projects to be funded per type of activity and the funding per project will depend on the quality of the proposals received and the available budget. EIT Urban Mobility also reserves the right to use available amounts across the different types of projects as necessary. Additional budget amounts may be available upon exceptional planned delivery of KPIs and financial sustainability.

### 3.7.2 Co-funding rate

#### *Co-funding required*

All proposals submitted to this Call must have a minimum co-funding rate of 25% for the whole project duration. Co-funding above this rate will be positively assessed during the portfolio selection. The minimum co-funding rate refers to the total project budget.

### 3.7.3 Eligibility of expenditure

For information on the eligibility of costs of your project’s budget, please refer to the *Eligibility of expenditure* document published on the Call webpage.

### 3.7.4 Financial sustainability

To enable the KIC to gradually become financially independent from EIT funding, EIT Urban Mobility has developed a Financial Sustainability (FS) Strategy.

Please refer to Section 3.5 for the specific financial sustainability requirements per type of activity. Proposals for activities with FS requirements should present a clear marketing and student recruitment plan addressing how they will be able to achieve the targets and expand the student intake in future years, outlining the expected revenue forecast. Proposals should also clarify whether they benefit from other non-EIT funding, such as national and international public funding, private sponsorship, and/or other grants.

## 3.8 Project implementation, monitoring and reporting

EITUM will continuously monitor the implementation of the projects and establish regular check-in points during the projects’ timelines. For additional information on project execution (implementation, monitoring and reporting phases), please refer to the *Project Implementation Handbook 2024* published on the Call webpage.

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

All project activities must comply with the provision of Article 16 (Intellectual Property Rights) and with the branding guidelines and obligations set out in Article 17 (Communication, Dissemination and Visibility). All communication and dissemination activities funded by this Call must display the logos of EIT Urban Mobility 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).”*

The successful execution and completion of the activities financed within the framework of this Call may unlock the possibility to receive additional EITUM funding. This process is regulated by the provisions included in the EIT Urban Mobility’s Guidance on the fast-track mechanism.

### 3.8.1 Deliverables

Given that EIT Urban Mobility is an economic activity within Pillar 3 of Horizon Europe, the primary objectives are to create sustainable wealth, jobs and skills. As such, provision of academic deliverables akin to the Horizon Europe research and societal pillars is not an objective. Project Leaders should focus on providing deliverables and outputs linked to the educational content developed within their project.

The deliverables outlined in the table below are applicable to all proposals for all activity types, MSA1-MSA6.

Deliverable	Description
1. Curriculum/Activity Design and Outline	Detailed outline for the programme. For MS2, MS3 and MS4, this should include course titles, descriptions, assessment methods, number of ECTS credits, schedule for when each course will be offered. ILOs for each course should be provided and aligned with the EIT OLOs.
2. Student Recruitment Plan	Clear recruitment plan specifying targeted marketing actions and channels used, including timeframes and expected number of students applying and enrolling.
3. Activity report	Report presenting activities implemented.

### *3.8.2 Intellectual property*

It is important to protect intellectual property rights (IPR) when developing capacity building trainings and educational programmes. Proposals are therefore required to explain how IPR will be managed during the project implementation phase but also in the five years after the project ends, in the event that the project results are commercially exploited.

### *3.8.3 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 taken into account when educational 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/development of the project outputs;
- Describe the measures in place to promote (1): a mixed team with women and underrepresented groups taking an active role in project implementation; and (2) the participation of women in developing educational activities.

# 4. Preparing and submitting a proposal

## 4.1 Support with preparing a proposal

*Guidelines for Applicants*, recorded webinars and contact details are provided to guarantee maximum support to applicants during the proposal preparation process.

### Guidelines for Applicants

EIT Urban Mobility has developed the *Guidelines for Applicants* to assist all potential applicants during the proposal preparation and submission processes. The *Guidelines for Applicants* are published on the Call webpage and provide a full set of information and instructions to prepare and submit a proposal to this Call.

### Call information sessions

To help applicants prepare and submit their proposals, EIT Urban Mobility will host the information sessions detailed below after the Call is published. These online information events will be focused on the Call content, the challenges and requirements, as well as on the general procedures such as the submission and evaluation process, the financial aspects, and the monitoring and reporting activities.

Please find the calendar of events in the table below:

Type of event	Topic covered	Date and time (CET)
Webinar	Launch of the Call info session: scope and challenges of the Call, tips to applicants	4 September 2024
	General procedures: Call calendar, evaluation and selection process, financial aspects and PLAZA submission tool	10:30-12:00 CET

### Call contact points

All applicants may contact EIT Urban Mobility at [academyCall@eiturbanmobility.eu](mailto:academyCall@eiturbanmobility.eu) to resolve any concerns or doubts on the general/technical procedures and Call content.

## 4.2 Proposal submission and Call calendar

### 4.2.1 How to apply

Before preparing a proposal, all applicants (Project Leader and consortium partners, as applicable) must register on the following two platforms:

- [The EU Funding & tender opportunities portal](#) to obtain a nine-digit Participant Identification Code (PIC number);
- The EIT Urban Mobility NetSuite tool.

Please carefully read the registration and submission processes outlined in the *Guidelines for Applicants*.

The following documentation must be submitted by the Project Leaders through the NetSuite e-submission platform no later than **10 October 2024 at 17:00 CET**:

- Application Form
- Optional: Annexes to the application form (figures, graphics, photos etc.)

**Any proposals submitted after the deadline will not be considered.**



## 5. Evaluation and selection process

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

- Check eligibility and admissibility of the proposals;
- Begin evaluating the content of successful proposals, assisted by external experts.

### 5.1 Eligibility and admissibility check

A proposal will be admissible if it fulfils the following criteria:

<b>1. Completeness</b>	The submitted proposal is completed, submitted on time by the Project Leader via the NetSuite submission tool, in English, with all its mandatory sections.
------------------------	---

If a proposal is not admissible, it will not proceed to the eligibility check. A proposal will be eligible if it fulfils the following criteria:

<b>2. Applicant registration</b>	Applicants (including all consortium partners, if any) have fully completed their Partner Information Form (PIF) in the NETSUITE submission tool, including their PIC number.
<b>3. Applicant eligibility</b>	Applicants (including all consortium partners if any) are entities located in the EU Member States and Third countries associated with Horizon Europe defined in Section 2.2.1.
<b>4. Consortium requirements (where applicable)</b>	The consortium is composed of at least two independent legal entities established in two different EU Member States and/or Third countries associated with Horizon Europe.
<b>5. Co-funding rate</b>	All proposals must have a minimum co-funding rate of 25%.
<b>6. KPIs addressed</b>	All proposals must include the minimum required KPIs of the specific activity group for which the project proposal is submitted (see Section 3.5).

Proposals failing to meet one or more admissibility and eligibility criteria will receive an official communication from EIT Urban Mobility, informing the Project Leader of the outcome of the admissibility and eligibility check and explaining why the proposal failed to meet the criteria.

If there is any missing or incorrect information linked to co-funding, KPI and partner registration, applicants will be given five calendar days from the official communication in order to complete the application. If the applicants respond positively to this requirement within the time limit, the proposals will be sent to the next stage of the evaluation process (see Section 5.2 below).

If the applicants fail to respond, or respond after the deadline, the proposals will remain ineligible and will not be processed further. For consortium proposals, in the event that one partner of the consortium is ineligible, that partner will step down. It should be noted that in the case of consortia formed of two partners only, if one is ineligible, the entire proposal becomes ineligible. The Project Leader will be informed accordingly.

If the Project Leader of any proposal deemed inadmissible/ineligible disputes the ineligibility decision, they may appeal. This appeal must be made within five calendar days of the official EIT Urban Mobility notification of ineligibility (see *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 eligibility and admissibility check.

The external evaluation will be carried out by three external expert evaluators.

Each evaluation phase is comprised of different groups of criteria and sub-criteria which 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 with regard to the specific Call provisions
2	<i>Poor</i>	The information provided lacks relevant quality and contains significant weaknesses with regard to the specific Call provisions
3	<i>Fair</i>	The overall information provided is adequate; however, some aspects are unclearly or insufficiently detailed with regard to the specific Call provisions
4	<i>Good</i>	The information provided is adequate and includes sufficiently outlined details with regard to the specific Call provisions
5	<i>Excellent</i>	The information provided is outstanding in its detail, clarity and coherence with regard to the specific Call provisions

### 5.2.1 Quality evaluation

Strategic fit	Max. scoring
<ul style="list-style-type: none"> <li>To what extent does the proposal contribute to the EIT Urban Mobility Strategic Objectives and Focus, particularly those detailed in Section 3.1 of the Call Manual</li> </ul>	5 points
<ul style="list-style-type: none"> <li>To what extent is the proposal aligned with the Call specific requirements as specified in Section 3.5 of the Call Manual</li> </ul>	10 points

Excellence and novelty	Max. scoring
<b>Excellence</b>	<b>20 points</b>
<ul style="list-style-type: none"> <li>The education programme proposed demonstrates a pan-European approach beyond the implementation of activities and in the potential impact of the expected results.</li> </ul>	5 points
<ul style="list-style-type: none"> <li>In the curriculum development and/or programme implementation, the education programme proposed leverages the multiple sides of the extended Knowledge Triangle.</li> </ul>	5 points
<ul style="list-style-type: none"> <li>The applicant(s) involved in the proposal demonstrate experience and expertise in successfully delivering similar programmes, within collaboration frameworks similar to those provided by the EIT Urban Mobility Master School or the EIT Urban Mobility I&amp;E Fellowship.</li> </ul>	10 points
<b>Novelty</b>	<b>10 points</b>
<ul style="list-style-type: none"> <li>The education programme proposed is innovative both in format and content, and demonstrates a competitive advantage over existing offers in the market.</li> </ul>	10 points

Impact: social, economic, financial, and general sustainability	Max. scoring
<b>The proposal's ambition and contribution to expected impact</b>	<b>25 points</b>
<ul style="list-style-type: none"> <li>The education programme proposed identifies measures to attract students from across the EU and has the potential to reach a high number of enrolled students.</li> </ul>	10 points
<ul style="list-style-type: none"> <li>The expected impacts are measurable and clearly defined.</li> </ul>	5 points
<ul style="list-style-type: none"> <li>The proposal presents a clear marketing and student recruitment plan addressing how they will be able to expand student intake in future years and contribute to financial sustainability.</li> </ul>	5 points
<ul style="list-style-type: none"> <li>The proposal defines measures to ensure the durability and transferability of the expected outcomes, and the education programme has the potential to be repeated and scaled.</li> </ul>	5 points
<b>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</b>	<b>5 points</b>
<ul style="list-style-type: none"> <li>The proposal presents a dissemination and communication plan that targets specific audiences and is aligned to the challenge area (MGA Article 17).</li> <li>Where applicable, the proposal describes a clear commercialisation and/or exploitation strategy (taking into consideration measures for IPR management according to MGA Article 16, if necessary).</li> </ul>	5 points

Implementation: planning and sound financial management	Max. scoring
---	--------------

<b>Coherence and effectiveness of the workplan, including an assessment of whether the budget, tasks and resources are allocated appropriately</b>	<b>10 points</b>
<ul style="list-style-type: none"> <li>The workplan is aligned to the achievement of proposal objectives, KPIs and expected results.</li> <li>The activities proposed are aligned to proposal outcomes/outputs and expected results.</li> </ul>	5 points
<ul style="list-style-type: none"> <li>The quality of the financial proposal: the estimation of direct/indirect costs, personnel v. outsourced costs, allocation of resources, fixed/variable costs are outlined and justified and reflect value for money.</li> </ul>	5 points
<b>Appropriateness of the management structures and procedures, including quality management and risk management</b>	<b>15 points</b>
<ul style="list-style-type: none"> <li>The proposal identifies management structures to guarantee effective management of the proposal resources and presents a clear contingency plan.</li> </ul>	10 points
<ul style="list-style-type: none"> <li>The applicant(s) represent(s) the right competencies in accordance with the scope of the proposal and have (a) (differentiated) and clear role(s) and responsibility(ies).</li> </ul>	5 points

The total scoring of 100 points is distributed as follows:

	<b>Max score</b>
<b>Strategic fit</b>	<i>15 points</i>
<b>Excellence</b>	<i>30 points</i>
<b>Impact</b>	<i>30 points</i>
<b>Implementation</b>	<i>25 points</i>
<b>Total points</b>	<i>100 points</i>
<b>Total weight</b>	<i>70%</i>

Only proposals ranked **equal to or above 60 points** (threshold) will be passed on to the Selection Committee.

If two or more proposals receive the same score, prioritisation will be based on the scoring following the order: excellence, impact, implementation. This will be specifically brought to the attention of the EIT Urban Mobility Selection Committee. The total weight of the quality evaluation process represents 70% of the total scoring to be received by the proposal. Once the quality evaluation is complete, all the SERs are provided to the EIT Urban Mobility Selection Committee.

#### 4.1.1 Portfolio selection

The EIT Urban Mobility Selection Committee will select the portfolio of pre-selected proposals. The EIT Urban Mobility Selection Committee for this Call is composed of at least two members of the management team (one being the Academy TA lead) and or their deputies.

This final portfolio pre-selection will be based on the Call Report, the SERs, and the ranking list.

The Selection Committee will consider the portfolio factors outlined in the table below and will add a maximum of 20 points to the final scoring obtained by each proposal in the quality evaluation phase. The total weight of the Portfolio Selection process represents 30% of the total scoring that a proposal will receive.

The Selection Committee considers the following portfolio factors:

Assessment factor	Description of the assessment	Scoring methodology (examples)	Max score
<b>EIT Urban Mobility Master School and/or Fellowship Portfolio Assessment</b>	Portfolio alignment	5: full alignment in scope and coverage 4: full alignment in scope or coverage 3: potential for full alignment in scope after development work but implementation possible within the expected date as per section 3.5. 2: alignment issues that will delay expected implementation date as per section 3.5. 1: serious alignment issues that will be difficult to overcome 0: proposal not aligned with EIT Urban Mobility Master School and/or Fellowship portfolio and objectives	10 points (5 points x2)
<b>Business Intelligence and Strategic Assessment</b>	Relevance of the applicant(s) at strategic level by EIT UM (the applicant(s) is a high-quality and prestigious academic institution, track record in terms of performance in delivering similar programmes, track record in terms of student recruitment, new country involvement with the Master School and/or Fellowship)	5: no issues 4: 1-2 minor issues 3: more than 3 minor issues 2: 1 serious issue 1: 2-3 serious issues 0: more than 4 serious issues	10 points (5 points x2)

If two or more proposals have the same scoring, additional consideration will be given to the proposals with a co-funding rate higher than 25%.

The Selection Committee can review the pre-selected proposals, formulate conditions to improve the proposal and issue a conditional offer. The Selection Committee will decide on the final ranking list of the

proposals put forward for funding, those put forward for inclusion in the reserve list, and those put forward for rejection.

### 5.3 Communication of results to applicants

The Project Leader will receive an email notification with the evaluation results. If the proposal is pre-selected, the evaluation results may include a set of conditions. The communication will set up a defined deadline. The Project Leader of a pre-selected proposal under conditions will need to respond and update the proposal according to these conditions within the timeframe outlined in the communication.

If the Project Leader fails to comply with the conditions specified, or does not respond in the time allocated, the Selection Committee reserves the right to withdraw the conditional notification. In that case, the next proposal on the reserve list (valid for one year) will be contacted following the order of the ranking list.

### 5.4 Appealing evaluation results

The Project Leader of a rejected proposal who disagrees with the decision may appeal only in the event that an SER comment is in clear contradiction with the information provided in the proposal. In this case, the Project Leader will have five calendar days after receiving the final evaluation results to submit an appeal to the evaluation panel (see *Appeal procedure* document published on the Call webpage).

### 5.5 Onboarding and contracting phase

Should all conditions be met within the given timeframe, EIT Urban Mobility will begin the onboarding and contracting process. The contract will only be signed 30 days after the preselection decision.

As outlined in the Project Implementation Handbook, entities receiving EIT Urban Mobility funding for the implementation of projects will therefore become subgrantees of the Business Plan 2023-2025 (and potentially of the forthcoming Business Plan 2026-2028 under the conditions set out in Section 3.6), committing themselves to working towards achieving the related targets. Entities that have never been part of projects funded by EIT Urban Mobility and that do not have a PIC validated by the Research Executive Agency (REA) of the European Commission will be subject to a PIC validation process managed by the EIT Community Onboarding Service. All validated entities will proceed with signing the Financial Support Agreement (FSA).

Additionally, EIT Urban Mobility reserves the right to request that the EIT Community Onboarding Service carry out a Financial Assessment Capacity to check the financial capacity of any entity of a selected proposal. In such cases, EIT Urban Mobility may require:

- an enhanced financial responsibility regime, i.e. joint and several liability for all subgrantees or joint and several liabilities of Affiliated Entities, if any;
  - prefinancing paid in instalments (multiple/additional prefinancing);
  - (one or more) prefinancing guarantees;
- or may
- propose no prefinancing;
  - request that the entity be replaced or, if necessary, reject the entire proposal.

In other words, if the assessment results are not satisfactory, EIT Urban Mobility may not allow this entity to participate, and will then check whether the proposal is still eligible.