Business Plan 2023 - 2025
Call for Innovation

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

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eiturbanmobility.eu

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Contents

Abbreviations

BP	Business Plan
CLC	Co-Location Centres
CfP	Call for Proposals
EEE	External Expert Evaluator
EIT UM	European Institute of Innovation and Technology Urban Mobility
FSM	Financial Sustainability Mechanism
IER	Individual Evaluation Report
KAVAs	KIC Added Value Activities
KIC	Knowledge and Innovation Community
KPIs	Key Performance Indicators
LEAR	Legal Entity Appointed Representative
MGA	Model Grant Agreement
MT	Management Team
SO	EIT Urban Mobility Strategic Objective
PMO	Programme Management Office
RIS	Regional Innovation Scheme
SER	Summary Evaluation Report
TA	Thematic Area
TALs	Thematic Area Leads
TSO	Innovation Thematic Strategic Objective

Glossary

Activity Leader	The Activity Leader is the person nominated for each project as the main contact point between the entities involved in the project and EIT Urban Mobility. This person is affiliated with the Lead Applicant of the project. The Activity Leader can nominate or revoke an unlimited number of contacts from the entities involved in the project.
Call Coordinator	The Call Coordinator is responsible for the coordination of the whole call process. In the case of multi-area BP calls, the Call Coordinator is the Head of PMO. In the case of small/specific calls for the implementation of BPs at Thematic Area (TA) level, Thematic Area Leads (TALs) are the Call Coordinator of the respective calls.
Call for Proposals	The call is the instrument used to allocate grant funding by EIT Urban Mobility to individuals, consortia and third parties to support the deployment and development of the Strategic Agenda through activities. EIT Urban Mobility uses two types of calls: (1) general call, aligned with the corresponding Business Plan (BP). This type of call involves all Thematic Areas of EIT Urban Mobility (before the year of BP implementation), (2) small or specific call, normally involving only one Thematic Area, which aims to complete or balance the portfolio outlined in the respective BP, through the allocation of the non-committed budget of the BP (placeholders) or the allocation of additional funding not initially included in the respective BP (during the year of the BP implementation).
Call for proposals' text/s	Call for proposals' text is the document where the terms, conditions, and criteria of any call for proposals are defined and stated according to the principles of transparency, equal treatment, open competition, and sound procedural management.
Call Report	Document prepared by the Call Coordinator, summarising the results of the call and its most important outputs, including the evaluation results list.
Deliverable	Deliverables are outputs (e.g. building blocks of the proposal information or data mapping, a design report, a technical diagram, an infrastructure or component list, or a software release upon which the end product/solution or service depends) that must be produced during the project lifecycle.
EIT Core KPIs	Set of indicators defined by the EIT that reflects the EIT operational objectives for education, entrepreneurship and innovation. These KPIs are used to measure how effectively a consortium is meeting the objectives of the EIT.
Evaluation Process	Process by which EIT UM examines the quality of a proposal to decide if it should receive EIT funding.
Evaluation Panel	Group of EEEs (usually 3 EEEs + 1 rapporteur) with specific expertise in a specific area/segment of the call, aiming to evaluate a set of eligible proposals submitted to a call.

Evaluation Report	A report is written covering all proposals and processes from individual evaluation reports and from committee discussion (evaluation panel comprising of EEEs and rapporteur) that is forwarded to the EIT Urban Mobility Management Team.
Evaluation Results List	List of proposals in order of scoring, based on the evaluation process results.
Individual Evaluation Report	Applications to the calls are assessed individually by external expert evaluators according to the terms and criteria stated in the call for proposals' text. Each evaluator issues individual reports for each eligible application.
Innovation Challenge Area Lead	Employee of EIT Urban Mobility responsible for managing a challenge area within the Business Plan.
KIC Specific KPIs	Set of indicators defined by EIT Urban Mobility that reflects the societal challenge that the KIC is trying to address.
Knowledge Triangle Integration	EIT Urban Mobility aims to develop partnerships of European education, research, and business entities (knowledge triangles) and also involve cities, either in the composition of the KAVAs partnerships or in the expected impact of the KAVAs results.
Lead Applicant	The Lead Applicant is the lead entity that has final responsibility for creating and submitting the project proposal and is the main contact point for EIT Urban Mobility for a particular grant.
Milestone	Control points to chart progress. They may correspond to the completion of a key deliverable that allows the next phase of work to begin.
Model Grant Agreement	Model Grant Agreement is used in Horizon Europe and is replacing the specific grant agreement used in H2020.
Panel review	Process by which the evaluation committee reviews all the individual evaluations made on submitted proposals, to define those proposals that proceed to Management Team review. The results of the panel review are set out in the evaluation report.
Pre-selection report	The result of the portfolio pre-selection (in case the application is shortlisted) process of each application is compiled in the pre-selection report.
Quality Controller	The Quality Controller is responsible for quality assurance and facilitation of the evaluation process of the call project proposals. Each evaluation panel of a call is assigned a Quality Controller. In the case of multi-area BP calls, this task is developed by PMO and area officers. In the case of small/specific calls, this task is developed by area officers.
Selection Committee	The Selection Committee is responsible for the selection of shortlisted proposals and the definition of requirements for the inclusion of selected proposals in the final portfolio of projects/KAVAs. The Selection Committee is composed of the CEO, the COO and at least three Thematic Area Leads. EIT Officers are invited to join the Selection Committee meetings as observers. The Selection Committee bases its discussion and debate around the SERs provided with the Call Report.

Single-point-of-contact	A person serving as the focal point who may raise key issues directly with EIT Urban Mobility. All organisations registering in the e-Submission system PLAZA must name a Single-point-of-contact.
Summary Evaluation Report (SER)	All the written external evaluations are discussed in a consensus meeting where the points of scoring, convergence and divergence are discussed and debated. Thereafter, a single and final Summary Evaluation Report is made, summarising the strengths, weaknesses, risks, and commercial and social value of a proposal.
Ranking list	Ranking of proposals selected for funding by the EIT Urban Mobility Selection Committee.
Rapporteur	Member of the evaluation panel who shall report on a proposal during the evaluation procedure (by writing a summary evaluation report, chairing the consensus meetings and by presenting the evaluation results to the quality controller).
Thematic Area Lead	Director and/or relevant Head who is actively involved in content development of any of the following areas: Academy, Innovation, Business Creation, City Club, Factory and RIS.

Introduction

During 2021, the Climate Crisis and Covid-19 focused our attention on the pressing need for more action and less reflection on how we can create healthy, liveable, and sustainable cities. The Innovation Programme of 2022 is well placed to help us find practical ways to address these challenges. In 2022 our community will develop solutions and products driving the use of second life batteries, alternative energy, grid/micro-grid management, tackling last mile pollution and congestion, autonomous delivery, active mobility, sustainable logitsics, and creating dynamic shared spaces for both vehicles and pedestrians.

The Call for Innovation Projects for 2023-2025 (CfP23-25) will focus on the same four City Challenges as last year: Active Mobility, Sustainable City Logistics, Energy and Mobility, and Future Mobility. Retaining the same Challenge Areas was a decision made in consultation with our community, and in considering the exceptional strength of the proposals and the quality of the partnerships received last year.

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

Maria Tsavachidis

CEO

EIT Urban Mobility

1. Call summary

Disclaimer: this document provides the applicants with detailed information on the Call for Innovation for the EIT Urban Mobility Business Plan 2023-2025. The information given could be subject to revision, according to new potential requirements requested by EIT.

A short, simple and accessible summary of the main features of the Innovation CfP23-25 is outlined below in *Table 1: Call Main Features.* This is intended as a rapid overview of the call. The full document should be consulted for details on each element of the call process and procedures.

Table 1: Call Main Features

Call Main Features	
Key Dates	• ***Call opening:*** 28 February 2022 • ***Call closing:*** 28 April 2022 at 17:00 CET • ***Eligibility and admissibility check:*** Mid-May 2022 • ***Evaluation of proposals:*** May to beginning of July • ***Communication of results:*** July
Total Budget allocated to this call	The total EIT funding allocation for this Innovation call is expected to be 14.7 million Euro. This will be divided between the four Challenge Areas and a mix of Type 1 and Type 2 projects.
Link to the submission portal	The PLAZA platform will be available as of 7th of March 2022
List of documents to be submitted	• Application form available on the PLAZA platform
List of documents to take into consideration	• Call Manual: Business Plan 2023 - 2025 Call for Innovation • EIT Urban Mobility Strategic Agenda 2021-2027 • List of KPIs for Innovation • Guidelines for Applicants (to be published 7th of March 2022) • Eligibility of expenditure • Appeal procedure Horizon Europe Model Grant Agreement (specifically Art. 16 and 17)
Short summary of the topics to be addressed	***Active Mobility*** Active mobility is regular physical activity undertaken as a means of transport. It includes travel by foot, bicycle and other vehicles which require physical effort to get moving. The expected outcome would be higher levels of use of active mobility in target demo cities. ***Future Mobility*** The expected outcome would be new services and disruptive technologies which have the potential to reshape the way in which we live, work, and move within the city. ***Sustainable City Logistics***

	The expected outcome would include new vehicles, new procurement / purchasing models, new consolidation solutions, new hub services, new production models (e.g., so that goods are produced 'close-to-home'), and new software solutions for optimising freight. *Mobility and Energy* The expected outcome would be the increased use of cleaner fuelled vehicles in one or more European city. The measures implemented should have the potential for replication and scaling in other European contexts.
Evaluation criteria	For the ***Strategic Fit evaluation (1st phase)***: • Contribution to EIT Urban Mobility strategic objectives (EIT Urban Mobility Strategic Agenda), to the EIT Core and EIT Urban Mobility specific KPIs and EU Dimension • Fitting with BP 2023 - 2025 Call Challenge Area under which the project proposal has been submitted • The proposal shows potential of impact in line with or exceeding the minimum level of requirement as stated for the challenge areas For the ***Full Proposal Evaluation (2nd phase)***: • Excellence, novelty, and innovation, • Impact and financial sustainability, and • Quality and efficiency of the implementation, including sound financial management.

2. General requirements

2.1 EIT Urban Mobility strategic focus and objectives

Proposals must support EIT Urban Mobility's vision and mission and substantially contribute to tackling our strategic objectives (SOs). Proposals need to demonstrate how the activity will contribute to specific SOs, as stated in the EIT Urban Mobility Strategic Agenda 2021-2027 (SA). By being in line with the scope of the activities, as stated in section 3, the proposals encouraged by this call will co-operate with SO2 - Close the knowledge gap.

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

2.1.1 Vision and Mission

EIT Urban Mobility encourages the integration of innovative solutions and services to accelerate change towards sustainable urban mobility. It develops and deploys solutions for the mobility needs of both people

and businesses, including goods delivery, waste collection and mass transit; that can solve air quality and congestion problems. It creates impact on cities and urban quality of life. We strive for affordable, clean, safe, efficient, and healthier forms of mobility of people and goods, that enable cities to reclaim public space from cars, creating liveable urban spaces that support the wellbeing of local communities. We create spaces for people to live, work, meet and play.

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

- Improved quality of life in cities,
- Mitigation of climate change,
- Creation of jobs and strengthening the European urban mobility sector.

Further details on the strategic focus of the Innovation Thematic Area are given in Section 3.

2.1.2 Strategic Objectives

Five strategic objectives (SOs), as set out in the EIT Urban Mobility Strategic Agenda 2021-2027, are closely aligned with the Innovation Thematic Strategic Objectives (TSO). The TSO were simplified to mirror, where possible, overarching objectives. Below in *Table 2: Strategic Objectives Overview* the comparison is made in a simple form.

In the CfP23-25, the primary focus will be on *SO3/TSO3 Deploy and scale green, safe and inclusive and mobility solutions for people and goods* and *SO4/TSO4 Accelerate market opportunities*. This will be supported by actions addressing *SO1 Create Liveable Urban Spaces*. In relation to *SO5/TSO5 Promote Effective policies and behavioural change,* innovation projects will provide outcomes and learnings from their projects/demonstrations to support the wider policy/regulation and standards community.

In relation to *S02 Close the knowledge gap,* new models of co-operation have been piloted in 2021 between Innovation, Academy and Business Creation. These models will be further developed

Table 2: Strategic Objectives Overview

EIT Urban Mobility Strategic Objectives	Innovation Strategic Objectives
SO1 - Create liveable urban spaces	TSO1 - Create liveable urban spaces
SO2 - Close the knowledge gap	TSO2[1] – Innovation Management & Leadership
SO3 - Deploy and scale green, safe, and inclusive mobility solutions for people and goods	TSO3 - Deploy and scale green, safe, and inclusive mobility solutions for people and goods
SO4 - Accelerate market opportunities	TSO4 - Accelerate market opportunities
SO5 - Promote effective policies and behavioural change	TSO5 - Promote effective policies and behavioural change

[1] TSO2 – Innovation management & Leadership is an internal EIT Urban Mobility objective shown for information purposes only.

2.2 Type and eligibility of applicants

The EIT creates ecosystems. Its Knowledge and Innovation Communities (KICs) are anchored in regional and local communities via their Co-location Centres (called Innovation Hubs within EIT Urban Mobility). The EIT is the mechanism to link the knowledge triangle components of education, research, and businesses across Europe and into the wider world.

At EIT Urban Mobility, we integrate the knowledge triangle components and extend them by an additional group: cities. Accordingly, EIT Urban Mobility currently brings together around 135 partners from 26 countries and four sectors: academia, research, industry, and cities.

2.2.1 Applicants' origin

This Call for Proposals (CfP) is open to organisations from Member States (MS) of the European Union (EU), and Horizon Europe Associate Countries. As a minimum requirement, all proposals must be composed of at least two applicants from two different countries from the EU or *Third countries associated to Horizon Europe.*

2.2.2 Partners' categories

To stimulate dynamic partnerships and to leverage EIT Urban Mobility's impact, different, non-overlapping partner categories are offered. The overall partner category structure intrinsically foresees and stimulates a graduated engagement process for EIT Urban Mobility partners. We offer a partnership model, in terms of rights and obligations, as well as a financial contribution, that rewards long-term, strategic engagement of partners.

Being an applicant in one of our projects means being part of the EIT Urban Mobility community and participating together in achieving the objectives listed in chapter 2.1.2. All applicants of selected proposals will be asked to choose - during the onboarding process- one of the following partnership categories:

- Gold partners: they pay an annual fee of 30,000 EUR and have full access to all benefit packages offered by EIT Urban Mobility
- Silver partners: they pay an annual fee of 10,000 EUR and have limited access to all benefit packages offered by EIT Urban Mobility

Cities are offered a special membership package:

- Leading cities: with an annual fee of 10,000 EUR, they have full access to the gold membership package and the additional city-specific services

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

2.2.3. Integration of RIS Applicants

Project consortia are encouraged to apply with organisations or countries that fall under the Regional Innovation Scheme, hereinafter referred to as "RIS Applicants". EIT Urban Mobility has had significant inroads in involving RIS countries into the innovation programme. As such, given the limited RIS innovation budget, additional consideration will be given to proposals that have a) underrepresented countries within the RIS defined states and, b) that prioritise new participants to the EIT Urban Mobility programme.

Justifications for RIS Applicant's inclusion, role and budget should be **entered in specific fields** in the PLAZA submission Tab 3.

Budget for RIS Applicants is **supplementary** to the innovation budget and is limited.

RIS Applicants are granted budgetary benefits such as:

- RIS Applicants provide a minimum **20% co-funding**.
- New RIS Applicants are **eligible for a discretionary waiver of the partner fee** for the first year.
- RIS applicants should contribute to mandatory and additional RIS specific KPIs.

RIS Applicants, as per all other applicants, are subject to FSM requirements on a project level. If a RIS applicant's project is recommended for funding, the RIS applicant would become a RIS sub-grantee.

2.3 Applicants registration process

Before submitting a proposal, all applicants (Lead Applicants and other consortium applicants) must register on the EU Participant Portal and at the PLAZA submission tool[2].

3. Call specific requirements

3.1 Strategic Focus

The overall purpose of the Innovation Programme is to resolve challenges facing European cities to improve citizens' lives, by taking innovative ideas and putting them to the test in real life.

Urban mobility challenges include issues such as equality of access, eco-efficiency, physical and digital safety, harnessing of new technologies, population growth, and air quality. Within our action orientated innovation, we also address the regulatory and behavioural changes needed to improve urban life quality.

[2] The registration process is outlined in the *Guidelines for Applicants*.

The Innovation Programme co-creates ideas that lead to the proposal of projects, the demonstration of new solutions, the development of living labs, and the creation of commercial value.

Over 250+ urban mobility challenges were identified by cities across Europe. These challenges were reworked into 9 wider 'Challenge Areas'.

For the Call for Proposals 2023-2025, four challenge areas will be supported directly by the Innovation Programme: Active Mobility, Sustainable City Logistics, Future Mobility, and Mobility & Energy. Additionally, there is one restricted area for the continuation of existing 2022 projects. Other Challenge Areas may be included in subsequent annual Calls for Proposals or addressed by other EIT Urban Mobility Thematic Areas.

The CfP23-25 will accept proposals for two types of projects. The main differences between these types of projects are the minimum number of applicants in the consortia, the technology readiness level (TRL), the project duration, and the EIT Urban Mobility budget contribution. For ease of comparison, an overview of these differences and key similarities are presented in *Table 3: Project Types 1 & 2*

Table 3: Project Types 1 & 2

	Type 1 Project	Type 2 Project
EIT Urban Mobility funding Contribution:	Between 300k to 800k Euro per annum	Up to 300k Euro.
Minimum Applicant Composition:	2 cities 2 industry/SME (Minimum total 4 applicants)	2 cities 1 industry/SME (Minimum total 3 applicants)
Technology Readiness Level:	6 and above *Proposals evidenced above TRL6 will be given preference in evaluation.*	7 and above
Minimum Core KPI	A **minimum value** of two commercially focused KPI must be selected from between: - *EITHE02.4 Marketed Innovations (compulsory);* and EITHE04.4 Start-up Created (optional) As well as **two demonstration** related KPI: *KSN02 Demonstrations/ pilots/ living labs within a project that actively involve*	A **minimum value** of one mandatory KPI must be selected: *EITHE02.4 Marketed Innovations (compulsory)* As well as **two demonstration** related KPI: *KSN02 Demonstrations/ pilots/ living labs within a project that actively involve* The Selection Committee will consider positively additional KPIs.

	Type 1 Project	Type 2 Project
	The Selection Committee will consider positively additional KPIs.	
Project Duration:	12 to 18 months *The proposed duration must be stated in the proposal. A detailed Activity Plan and budget for the full duration of the project must be submitted. Support beyond 18 months may be available via Factory and Business Creation.*	6 to 12 months *The proposed duration must be stated in the proposal.* *Support beyond 12 months may be available via Factory and Business Creation.*
Minimum co-funding:	32% across project	
Lead Applicant:	Lead applicant must be an organisation, university, SME, industry applicant, or city within a Member State of the EU and/or Horizon Europe Associate Countries	
Applicant Origin Eligibility:	Applicants from at least 2 different EU Member States or Horizon Europe Associate Countries	
Open to:	All academic, public sector, industry, research, NGO and SME organisations registered in Member States of the EU and Horizon Europe Associate Countries. Organisations from Non-Associated countries **may** request to participate in the CfP23-25. Any such organisation must demonstrate self-financing from their own funds or state funds**. If participation is approved,** the non-associate organisation will report on project activity and demonstrate financial or in-kind contribution to EIT Urban Mobility in final reports.	

3.2 Challenge Portfolio

From September 2021 until February 2022, a Proposal Lifecyle Process ran among EIT Urban Mobility core partners, City Club, Hubs, and RIS Sites. This process was incremental and began with core partners, was extended to wider network partners and finally opened up to all. The objectives of the review were to consider urban mobility priorities and compare with the existing innovation project portfolio and budget allocations made. Based on the reports of hubs, city club and workshops, public events such as Smart City Expo 2021, Tomorrow.Mobility and ITS Hamburg 2021, as well as one-on-one discussions, the existing Challenge Area descriptions and expected outcomes were adapted. The revised Challenge Areas are provided below for consideration in designing a proposal for the BP 2023-2025.

3.2.1 Area: Active Mobility

Specific Challenge

Active mobility is regular physical activity undertaken as a means of transport. It includes travel by foot, bicycle and other vehicles which require physical effort to get moving. It does not include walking, cycling or other physical activity that is undertaken for recreation purposes. There are both individual and public health benefits of active mobility, primarily through the direct impacts of physical activity, but also indirectly through reduced air pollution and noise pollution if active mobility modes increase due to a shift from non-active modes. Active mobility modes include walking, cycling, pedal-assisted e-bikes, kick-scooter, and skateboards but not mopeds, electric bikes with no pedal-assist or electric scooters. As well as the considerable health benefits, active mobility modes also provide benefits in terms of reducing the amount of space used (compared to cars), freeing up space in public transport, and reducing CO2 emissions.

Because of the wide variety of benefits associated with active mobility, many cities want to increase levels of active mobility, and in some cases high levels of active mobility (e.g. cyclists) require new solutions to support crowding/congestion of cycling infrastructure and still ensure high quality of life and good use of public space. Supporting modal shift to active mobility requires a range of different measures, not least the (re-)allocation of space in urban areas to allow for safe solutions for these modes, for travel and parking when required. There are however many barriers to achieving increased active mobility, not least that decades of car-centric planning have created organisational and cultural barriers to prioritise active mobility in many European cities.

Expected outcomes & impacts

The expected outcome would be higher levels of use of active mobility in target demo cities. The solution(s) would be safe, inclusive, and environmentally sustainable. There would be a notable modal shift in city partners from private motorised vehicles to active mobility showing a creased in noise and air pollution. Solution(s) would provide opportunities for direct and indirect business growth, skills acquisition, and job creation. The social impact would be healthier, cleaner transport with lower incidence of accidents and higher safety levels when using active mobility. Environmental impacts are reduced greenhouse gas emissions, better use of public spaces and more liveable urban areas.

Examples of activities

Some examples of specific topics that can be addressed include:

- Implementation or improvement of (e)-bike sharing (private, free floating, station-based, peer-to-peer private and public).

- Provide innovative design and infrastructure measures, ensuring direct and continuous infrastructure connections, reconfigurable street set-ups, kerb-design, separation from motorised vehicle traffic, adequate signalisation, lighting, and parking.
- Increase safety and empowerment of vulnerable users.
- Soltions for motor-assistance for active mobility in hilly areas.
- Building product/solutions that accelerate modal shift to active mobility, including community or active last-mile logistics
- Creation of mid-/long-distance walking infrastructure both within denser urban areas and connecting urban areas to peripheral city areas.
- Design more attractive and usable mobility infrastructure.
- Resolve intermodal challenges for active users of public transport.
- Provide dynamic wayfinding solutions to make the infrastructure understandable and accessible

3.2.2 Area: Future Mobility

Specific Challenge

We live in a fast and ever-changing world where new services and disruptive technologies have the potential to reshape the way in which we live and work and how we move. Innovative and disruptive technologies take-up can be challenging for mobility providers, cities and citizens due to unsuitable processes, skill sets, administrative rules, lack of training, data ownership, pace of innovation etc.

One of the clear enablers of new mobility services and innovations is digitalisation: technologies such as artificial intelligence, blockchain, 5G and IoT are and will shape all sectors and fields. In the field of mobility, these innovative technologies enable the creation and adoption of new services such as mobility as a service (MaaS), shared micro-mobility services, autonomous driving, and urban air mobility to name a few.

New mobility services have the potential to improve liveability in our cities, release space to citizens and help decarbonise our transport systems by supporting a systemic change to more people-friendly sustainable transport solutions. However, there are many administrative, legal and technical challenges that stand in the way of unlocking the potential benefits.

Expected outcomes & impacts

The expected outcome would be to contribute to city policy objectives through the use of innovative measures in one or more European city. It is expected that a business model for the new service is tested and implemented. The measure implemented should have the potential for replication and scaling in other European contexts. The expected impacts are better seamless mobility services for citizens, higher levels of accessibility, reduction in greenhouse gas emissions, and better use of urban space.

Examples of activities

Some examples of specific topics that can be addressed include:

- Deployment of applications for connected and automated driving for all types of Vehicles of the Future, including micro-mobility services, public transport vehicles (e.g. buses, trams, trains, metros). Market introduction of highly automated driving systems towards SAE level 4 is expected.
- Provide artificial intelligence solution in mobility management applications, e.g. complex mobility scenario predictions and applications that facilitate journey user experience. Data protection management, cyber-security, sustainability and travel preferences are key considerations.
- Design and demonstrate brokerage services for local community services from shopping, to sharing vehicles to micro energy. Community based and own solutions are preferred to compete with multinationals and gig-economy actors
- Accelerate take-up of demand responsive transport (DRT) adapted to user needs enabling accessibility for low-density areas and vulnerable users. Development of DRT models that build upon public and private partnerships to increase the attractiveness of shared mobility and public transportation over the use of private vehicles.
- Provide new models to prepare and support cities for implementation of new micro-mobility services in line with their policy goals. This can include, for example, digital city models, data ecosystems/spaces.
- Demonstrate real-time/adaptive management solutions allowing public authorities to pro-actively communicate and implement efficiency actions of urban logistics, traffic and commute and to manage use of urban spaces, including road spaces (e.g. curb-side management, geo-fencing). Adoption of polluter pays principles should be considered.
- Provide MaaS solutions, that integrate micro-mobility services and active mobility with the public transport.
    - Considering innovative pricing and fare charging models allowing for seamless transfer from mode to mode and reduce costs and time are expected.
    - MaaS solutions achieving accessibility for a wide range of citizens

3.2.3 Area: Sustainable City Logistics

Specific Challenge

Freight transport is key to the smooth running of a city. Freight transport includes the transport of goods, from parcel delivery, delivery of building materials to construction sites, to domestic and commercial waste disposal. Without freight transport, our cities would not function. City logistics is a term used to describe

the running of freight transport in urban areas. Freight transport causes problems in terms of negative impacts for air and noise pollution, GHG emissions, blocking areas of the public realm, and being involved in a disproportionately large number of deadly collisions with vulnerable road users. The freight transport industry adapts quickly to new trends such as e-commerce and on-demand consumerism, but these can cause additional problems when not considered with a focus of sustainability –increasing distances driven and number of vehicles on the road and creating unsustainable working conditions for delivery companies.

Introducing innovations in city logistics and making it more sustainable requires cooperation between a wide range of partners as well as new vehicles, business models and technologies. Solutions include new vehicles, new procurement / purchasing models, new consolidation solutions, new hub services, new production models (e.g., so that goods are produced 'close-to-home'), new software solutions for optimizing freight, new solutions for managing loading/unloading etc.

Expected outcomes & impacts

The expected outcomes are improvement of urban logistic operations through logistical, future vehicle design, including urban air logistics, behavioral and technological innovations. The solution should be low-carbon, accessible, safe, efficient, and clean. The impacts should be healthier, safer environments, reduction of greenhouse gas emission and local air and noise pollution, as well as enhancing the overall quality of life of citizens.

Examples of activities

Some examples of specific topics that can be addressed include:

- Provide solutions to increase freight inter modality with a focus on zero-emission last-mile transport.
- Reduce last-mile freight transport volumes, congestion, pollution from e-commerce, e.g., freight hubs unmanned collection and drop-off points, community brokerage, collaboration with retail to reduce / deal with returns, optimized delivery services, etc.
- Design a commercial logistics brokerage for data sharing between cities and logistics companies to enable more efficient freight logistics, as well as collaborative logistics model
- Provide innovative logistics solutions for urban areas with specific challenges such as dense historic city centers and use of waterways
- Deliver reduced freight demand for waste management services by supporting local production, aggregate management, citizen engagement, circular economy etc.
- Accelerate the adoption of real-time enforcement of freight demand and access restriction measures including digital cameras, ultra-low emission zone control monitoring and geofencing.
- Demonstration of solutions that optimize routes based on reducing emissions and noise pollution.

3.2.4 Area: Mobility & Energy

Specific Challenge

The transport sector in Europe is over 90% fossil fuel dependent. It is crucial that we change this in order to decarbonise our transport systems and increase energy independence. There is no single fuel type that can easily replace the diesel and petrol that is used in internal combustion engines (ICE) today, but a range of different fuels and propulsion techniques can be used depending on the transport requirements. Electric vehicles are particularly apt for use in urban areas due to zero tailpipe emissions, lower noise emissions and higher energy efficiency at lower speeds.

Replacing ICEs with cleaner fuel-propulsion solutions requires new vehicle technologies (including retrofitting), charging/refuelling supply as well as demand for the fuels. To enable this requires new partnerships, business models and new infrastructure (often in the public realm).

The widescale (and fast) adoption of electric vehicles in urban areas poses challenges, not least relating to appropriate charging infrastructure covering a wide variety of transport patterns and needs such as taxi, truck, small delivery vehicles, bus, boat, moped, e-bike as well as private car. This impacts the electricity grid, and infrastructure improvements need to be made, for example in building new electricity substations in often dense urban areas. Load-balancing solutions are needed to ensure that demand matches supply.

Refuelling stations also need to be in place for other cleaner fuels, e.g., hydrogen for fuel-cell electric vehicles, CBG, and LBG. In most cases these are related to longer distance and/or heavier transport and would be located in peri-urban areas.

Uptake of cleaner fuels has been slow in most European cities, faced with challenges related to business models, new cooperation models, high capital costs for new technologies, required infrastructure upgrades and behavioural change, to name but a few.

Expected outcomes & impacts

The expected outcome would be increased use of cleaner fuelled vehicles in two or more European cities. The measure implemented should have the potential for replication and scaling in other European contexts. Alignment is expected with national and European policy on cleaner fuels. The expected impacts are reduction in greenhouse gas emissions, increased quality of life in urban areas and better use of urban space.

Examples of activities

Some examples of specific topics that can be addressed include:

- Demonstration of smart grid/micro grid energy infrastructure with green energy production for all types of vehicles of the future. Particular attention sould be given to alternative energy including hydrogen, solar and biofuels.
- Implement and test charging of universal cableless solutions for all mobility vehicles e.g., with multimodal interchanges being clear example of early adoption sites.
- Accelerate the use os solutions that speed up the decarbonisation of public transport. This could include the allocation of charging and refuelling stations that support transport authorities purchasers and public transport operators.
- Implement innovative products/services that increase the demand for zero-emission vehicles, showing a clear take-up of vehicles in fleets.
- Innovative cooperation models and new business models for charging solutions to test new load balancing techniques, fast and slow charging solutions, and behavioural incentives (e.g., lower cost for lower power), access to company/private parking lots for residents in off-peak hours, battery storage to share peak load, V2G, etc.

3.3 KPIs

Mandatory EIT Core KPI

Contribution to EITHE02.4 is mandatory for a proposal to be eligible. Additionally, contribution to EITHE04.4 is positively considered in the assessment. KPI selection should be linked to the Financial Sustainability Mechanism selected (see section 3.5.5 Financial Sustainability). A minimum of one EIT Core KPI must be provided in the first 6-12 months depending on project type and duration. Any project of between 6-12 months that provides **more than one core KPI will be positively assessed**.

All Type 1 projects of a 13 to 18-month duration must deliver a **minimum of two core KPIs:**

KPI	Description	Min value	FSM Link
EITHE02.4	Marketed Innovations (Mandatory)	1	Revenue share, or product and service fees. Product/Solution or Service innovation
KSN02	Demonstrations/ pilots/ living labs within a project that actively involve	2	Revenue share, or product and service fees. Product.Solution or Service validation.

	citizens and/or local associations		

Additional KPIs

In all CfP23-25 proposals, **must be selected with a minimum of 2 additional KPIs are expected per project** – Type 1 or Type 2. Please select from the following KPIs:

EITHE04.4	Start up created of/for innovation
KONHE06	# Outreach events in EIT RIS countries
KONHE20	Designed/Tested Innovations
KONHE30	Patents Submitted
KSN01	# Innovation pilot scaling
KSN02	Demonstrations/ pilots/ living labs within a project that actively involve citizens and/or local associations

Proposals that include RIS marketed innovations and/or create a RIS start-up should indicate so by selecting the appropriate sub-category RIS KPI.

EITHE02.5-EITRIS	EIT RIS Marketed Innovation
EITHE04.5-EITRIS	EIT RIS Start-up created of/for innovation

RIS KPIs are a sub-category of the overarching EIT core KPI. They indicate if the EIT core KPI comes from a RIS country or not. For example:

- A proposal that plans to deliver two marketed innovations, one in a non-RIS country and another one in a RIS country, should include the following KPIs: EITHE2.4 (1), EITHE02.5-EITRIS (1) = 2 marketed innnovations.
- A proposal that plans to create a start-up in a RIS country should include the following KPI: EITHE04.5-EITRIS (1).

3.4 Duration

This call is open to Type 1 and Type 2 Project proposals with different durations, noted above in general call guidance and repeated here in *Table 4: Proposal Duration*.

Table 4: Proposal Duration

TYPE 1	TYPE 2
13 to 18 months *The proposed duration must be stated in the proposal. A detailed Activity Plan and budget for the full duration of the project must be submitted.* *Support beyond 18 months may be available via Factory and Business Creation.*	6 to 12 months *The proposed duration must be stated in the proposal.* *Support beyond 12 months may be available via Factory and Business Creation.*

3.5 Financial Aspects

3.5.1 EIT funding allocation

The total **maximum EIT funding** allocated to this call is up to 12.7 million EUR and 2 million EUR RIS Innovation. The amounts will be allocated according to the estimations outlined in *Table 5: Indicative Funding*. For clarity ,this table includes pre-existing bugetary commitments made for continuation projects in 2023.

Table 5: Indicative Funding Allocations

Segment/Area	Maximum EIT Budget allocated (EUR)	Indicative number of granted proposals	Indicative max. EIT funding (EUR) per Type 1 & 2 in M6-M12 [3]	Max EIT funding (EUR) for Type 1 M13-M18
Active Mobility	Innovation: Max. 1 million RIS Innovation: Max 200k	4	4 x 200k – 300k	n/a
Future Digital	Innovation: Max. 2 million RIS Innovation: Max. 300k	6	4 x 250k – 275k 2 x 500k – 550k	2 x 250k
Sustainable City Logistics	Innovation: Max 2 million RIS Innovation: Max. 300k	4	2 x 700k – 775k 2 x 250k – 300k	2 x 350k
Mobility & Energy	Innovation: Max. 2 million RIS Innovation: Max. 300k	4	2 x 700k – 775k 2 x 250k -300k	2 x 350k
BP2023 continuation	Innovation Max 3.5 million RIS Innovation 950k	8	n/a	n/a
Total Indicative		26	Up to 12.5 million	Up to 2.2m

[3] These indictive figures represent the total EIT funding – considering combined Innovation + RIS innovation totals.

NB: In a Type 1 Project the indicative maximum EIT funding per annum should be applied pro-rata. For example, a project over 18 months would request no more than 700K€ +350K€ (1,050,000 €), while a 15-month project would request no more than 700K€ +175K€ (875,000 €).

3.5.2. Co-funding rate

All proposals must have a minimum co-funding of 32%. Co-funding above 32% will be considered as evidence of integration and coordination across other industry and public activities. This will be positively assessed in the portfolio selection.

This 32% minimum co-funding rate is across the project and is decided and divided by the non-RIS applicants in the consortia according to their own internal agreements.

3.5.3. RIS innovation co-funding rate

For proposals with RIS applicants, once approved for inclusion in Business Plan 2023-2025, the RIS applicants will be separated off into a RIS-TWIN project. This model, familiar to our partner community, was developed specifically for Business Plan 2022. Operationally, both projects will be managed as one, while financially, they will function under separate budgetary lines and co-funding rates. All RIS Innovation subgrantees are required to have a minimum of **20% co-funding** in Business Plan 2023.

RIS Twin Projects will receive additional support and mentoring, as well as cohort activities for long term integration into wider programmes. All RIS twin projects must contribute to mandatory and additional RIS specific KPIs.

NB: RIS subgrantee calculations at 20% will impact the overall PLAZA calculations in the submission. The overall project co-funding rate (excluding the RIS subgrantees) should not fall below 32%. We advise that all calculations are double checked, with and without the RIS elements, to ensure compliance with the 32% rule.

3.5.4. Eligibility of expenditure

For information on the eligibility of costs of the projects, please refer to the document *Eligibility of expenditure* of the Call for Business Plan 2023- 2025.

3.5.5. Financial sustainability

To sustain a long-term partnership, EIT Urban Mobility has developed a Financial Sustainability (FS) strategy to enable the KIC to gradually become financially independent from EIT funding. This FS strategy is based

on a mix of both active earned income and passive investment revenue. These revenue streams will be complemented by financial contributions from activities funded by EIT Urban Mobility.

Each innovation project should have a credible commercialisation strategy, indicating contribution towards achieving EIT Urban Mobility's financial sustainability.

To this end, proposals are requested to propose a meaningful Financial Sustainability Mechanism (FSM) that provides a Return on Investment (ROI) for EIT Urban Mobility via:

- Revenue share, or product and service fees (*linked to mandatory KPI EITHE02.4Marketed Solution*); and
- Equity share in start-ups created (*linked to optional KPI EITHE04.4Start-ups of Innovation*);

This initial FSM proposal will be revised during the project implementation and a Commercial Agreement will be signed with EIT Urban Mobility before the end of the project.

All proposals must:

- Specify the subject of the FSM (product, service, patent, solution etc),
- Specify the FSM type (equity, revenue share, transaction fees, royalties etc),
- Provide a named commercial lead applicant,
- Outline a provisional financial revenue forecast, and
- Have a formal Milestone for signature of a Commercial Agreement in their workplan.
- Include a deliverable[4] according to the FSM and linked KPI selected:
    - For Revenue Share (mandatory KPI EITHE02.4Marketed Solution) a Product Plan.
        - Type 1 project deliverable due date in project month 9
        - Type 2 project deliverable due date in project month 5
    - For Equity Share (optional KPI EITHE04.4Start-ups of Innovation) a Business Plan.
        - Type 1 project deliverable due date in project month 9
        - Type 2 project deliverable due date in project month 5

A formal procedure for post-funding monitoring will be implemented to track project outputs, including the FSM.

3.6. Monitoring

EIT Urban Mobility monitors the status (performance, budget and impact) of all supported projects through a Go/No-Go assessment ("project review"). **This assessment allows EIT Urban Mobility to evaluate the risk of underperformance and/or underspending**, and to provide support to projects by identifying mitigation measures. **Ultimately, it allows EIT Urban Mobility to reduce the grant or stop projects that are underperforming, and redirect resources to other actions**.

[4] Note that Commercialisation Plans will not be accepted as a deliverable.

The frequency of Go/No-Go assessments depends on the duration of the project:

- Up to 9 months: No assessment until Final Report. Exceptions might apply.
- 10 to 12 months: One Go/No-Go assessment at the mid-point of implementation (known as the "Mid-Term Review") and a final assessment by the end of the project.
- More than 12 months: One Go/No-Go assessment every 6 months.

In addition, the innovation programme emphasises **on-site visits to test labs and city demonstrations**. Interviews will be conducted with project users and end beneficiaries to **assess the overall value and impact.** This monitoring may include videos and demonstrations defined as support for Outputs or Deliverables.

Activity Leaders must ensure that test site and demonstration cities plan for **quality demonstrations** and access to core applications and hardware in-situ. This may include provision of administrative access to test functionalities and usability of solutions, as well as priority access to physical sites and equipment. All digital solutions must have a minimum level of real/mock data to allow solution functionalities to be tested. This may include, but not be limited to, admin/user profiles, GIS maps, timetables, booking/payment systems, images, and rules base etc.

In relation to site visits, the Innovation Challenge Area Lead may be accompanied by representatives from Factory of Business Creation. An open invite is extended to EIT Urban Mobility Supervisory Board members to attend at least one site visit per year.

NB: All project outputs, including KPIs, must be achieved **within the project lifecycle.** If these cannot be achieved, the consortia can request a project extension. If the extension is approved, they will be allowed to continue with the implementation without any additional EIT funding. This extension cannot finish later than **18 months from the start of the project** – irrespective if the project is Type 1 or Type 2.

3.7. Reporting

Ahead of the Go/No-Go assessment exercise, projects will have to submit a progress report, an individual partner cost report and the results (Reports, Outputs, KPIs) achieved to date. Once the implementation of the Activity has finished, a final performance report and cost report will have to be provided.

3.7.1. Deliverables

Given 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. Consortia should focus on providing

deliverables and outputs linked to product development, market launch and start-up creation. In response to this focus, deliverable reporting should be limited to key actions, supporting commercial exploitation and company creation. The **minimum core deliverables** expected from a project are shown below in *Table 6: Reporting Guidance on Deliverables*. This provides the recommended requirements on compliance. Minor additional deliverables may be needed, depending on product/service solution.

Table 6: Reporting Guidance on Deliverables

Duration / Responsibility	6- Month	12-Month	18-Month
Project	- Technical Plan - Business or Product Plan - Demonstration Report - Commercialisation Agreement - Final Report	- Technical Plan - Business and/ or Product Plan - Demonstration Report - Commercialisation Agreement - Final Report	- Technical Plan - Business or Product Plan (core KPI 1) - Business or Product Plan (core KPI 2) - Demonstration Report - Commercialisation - Agreement Final Report
EIT Urban Mobility	- Kick-Off Assessment - Demonstration Assessment - Closing Assessment	- Kick-Off Assessment - Product Test Assessment - 2 x Demonstration Assessment - Closing Assessment	- Kick-Off Assessment - Product Test Assessment (min 1) - 2 x Demonstration Assessment - Closing Assessment

The project can and should deliver **additional internal documentation and technical reports** to ensure adequate management and development of final product/services and solutions. In case of a failure to deliver on project outcomes or delays, these internal documents may be provided to EIT Urban Mobility as support and mitigation. Nonetheless, these documents are internal and should be managed as such.

4. General proposal preparation and submission

4.1 Support on proposal preparation

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

4.1.1 Guidelines for Applicants

EIT Urban Mobility has developed the *Guidelines for Applicants,* which will be published on the EIT Urban Mobility website, to ensure all interested parties have access to the relevant and necessary information to support the call preparation and submission. The *Guidelines for Applicants* provides clear information on how, when, where and what the applicants must submit to EIT Urban Mobility to participate in any area of the calls for Business Plan 2023-2025.

4.1.2 Call information event

To help applicants with the preparation and submission of their proposals, EIT Urban Mobility will carry out a series of events **before** and **after the call** publication to ensure open, free, and fair access to the wider mobility community. The overview is provided below in *Table 7: Information Events.*

Here you can find the calendar of events: https://eit-urban-mobility-matchmaking.b2match.io/

Table 7: Information Events

Type	Topic	Date/time (CET)	Platform
Webinar	EIT Urban Mobility Innovation Day 2023 Opening Session	21 February 2022 10:00-11:00	Zoom via B2Match
Webinar	Innovation Day: Active Mobility (Info session + pitches + matchmaking sessions)	22 February 2022 10:00 – 11:00	Zoom via B2Match
Webinar	Innovation Day: Future Mobility (Info session + pitches + matchmaking sessions)	22 February 2022 13:00-14:00	Zoom via B2Match
Webinar	Innovation Day: Sustainable City Logistics (info session + pitches + matchmaking sessions)	24 February 2022 10:00 – 11:00	Zoom via B2Match

Webinar	Innovation Day: Mobility & Energy (info session + pitches + matchmaking sessions)	24 February 2022 13:00-14:00	Zoom via B2Match
Webinar	Innovation: RIS Supportive Session	25 February 2022 10:00 – 11:00	Zoom via B2Match
Webinar	Launch of Call for Proposals BP2023-2035	28 February 2022 12:00-13:00	Zoom via B2Match
Webinar	Guidance, rules, and evaluation process	28 February 2022 14:00-15:00	Zoom via B2Match
Webinar	PLAZA Training	1 March 2022 10:00 – 11:00	Zoom via B2Match
Webinar	Innovation: Financial Sustainability	2 March 2022 10:00 – 11:30	Zoom via B2Match
Webinar	Innovation: Proposal writing	3 March 2022 10:00 – 11:30	Zoom via B2Match

Specific information on the call content as well as on general procedures (call calendar, submission process, evaluation process, financial aspects, reporting and monitoring) will be provided by the EIT Urban Mobility team.

4.1.3 Call Contact points

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

The key contact details of the EIT Urban Mobility team are in *Table 8: Support Contacts:*

Table 8: Support Contacts

Type of contact	Email
Legal, Financial, Administrative and technical procedures	pmo@eiturbanmobility.eu
Innovation	innovationcall@eiturbanmobility.eu

4.2 Proposal submission

All Lead Applicants will submit their proposals via the PLAZA e-submission platform.

The PLAZA platform will be available as of 2 March 2022. Guidance on the usage of PLAZA can be found in the *Guidelines for Applicants*. Additionally, the EIT Urban Mobility Programme Management Officer (PMO) will organise a series of webinars to support applicants during the submission phase (see the previous section).

The deadline for the submission of proposals is 28 April 2022 at 17:00 CET

An indicative timeline is outlined below in *Table 9: Call Timelines*[5]:

Table 9: Call Timelines

Activity	Date
Call opening	*28 February 2022*
Call closing	*28 April 2022 at 17:00 CET*
Eligibility and admissibility check	*Mid-May 2022*
Evaluation of proposals	*May to beginning of July 2022*
Communication of results to pre-selected applicants	*Beginning of July 2022*
Conditions clearing	*July 2022*
Compliance check of the fulfilment of conditions	*July 2022*
Final selection of portfolio	*End of July 2022*

4.2.1 Documents to be submitted

The following documentation has to be submitted by the applicants through the PLAZA submission tool no **later than 28 April 2022 at 17:00 CET**:

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

NB: Any documentation missing or considered incomplete, may be a reason for application rejection.

[5] Please note that this calendar is indicative. Dates may be subject to slight changes.

5. Evaluation and selection process

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

- Check eligibility and admissibility and, if successful:
- Initiate the evaluation of the content by external experts.

5.1 Eligibility and admissibility check

A proposal will be eligible if:

1. Completeness	The submitted proposal is completed, submitted in time via the PLAZA submission tool, in English with all its mandatory sections.
2. Lead Applicant eligibility	The Lead Applicant is an academic, public sector, industry, research, NGO or SME organisation, registered in a Member State of the EU or a Horizon Europe Associate Country.

3. Consortia composition	The consortia shall be composed of at least two applicants from two different countries from EU or *Third countries associated to Horizon Europe.*
	Its composition is in line with the consortia specific requirements of the area.
	• ***Cities:***
	  ○ *Type 1 and Type 2 Projects:* A minimum of two cities active in the proposal, from separate EU Member States, should demonstrate the same solution within the project lifecycle.
	• ***Applicants:*** a minimum of two applicants from separate EU Member States or Horizon Europe Associate Countries.
	• ***Industry:***
	  ○ *Type 1:* A minimum of two industry applicants should be engaged in each proposal and leading work packages/activities with a suitable budget allocation.
	  ○ *Type 2:* A minimum of one industry applicant should be engaged in each proposal and leading work packages/activities with a suitable budget allocation.
	• ***SME****:* a minimum of one SME should be involved in a proposal. The SME may be classified as one of the industrial applicants.

	• ***Commercialisation Applicant:*** one of the consortia is identified as the lead commercialisation applicant.
4. Co-funding rate	All proposals must have a minimum co-funding rate of 32%. Any co-funding above 32% will be considered positively in the assessment of the portfolio.
5. KPIs addressed	All proposals must identify and address the mandatory related KPIs of the specific Challenge Area under which the proposal is submitted (according to section 3.3), to be achieved during the duration of the project or at the latest within 18 months from the start of the project – irrespective if the project is Type 1 or Type 2.

While failing any of these criteria will make the proposal ineligible, failing the following criteria will make a single applicant ineligible[6]:

6. Consortium applicants eligibility	The consortium applicants respect the requirements defined in the selected Thematic Area (type of partner, compulsory documentation) and are **fully registered** in both the EU Participant Portal and the PLAZA submission tool.

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

In case of missing or incorrect information linked to co-funding, KPI and applicant registration; applicants will be awarded 5 calendar days from the official communication for the completion of the application. If the applicants respond positively to this requirement and within the time limit, the proposals will be sent to the next step of the evaluation (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 further processed, or in case of eligibility of single applicants, they will be not considered as part of the proposal. The Lead Applicant will be informed accordingly.

The Lead Applicant of any proposal deemed inadmissible/ineligible who disputes the ineligibility decision, may appeal. This appeal must be made within 5 calendar days of the official EIT Urban Mobility notification of ineligibility (see document *Appeal procedure* linked to the call).

5.2 Evaluation of proposals

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

[6] The results of this criterion might affect the decision on the composition of consortia, or even the eligibility of the whole proposal, depending on the relevance of the role of the applicant being removed (e.g. a Work Package (WP) leader whose activity is central to the achievement of a key objective or KPI). The inadmissibility of the applicant can result in the inadmissibility of the whole proposal.

This Individual Evaluation Process will consist of the **strategic fit evaluation** (first qualifying phase) and the **full evaluation** (second qualifying evaluation phase) carried out by three independent external expert evaluators.

Each evaluation phase is formed of different groups of criteria and sub-criteria which will be assessed according to the information in *Table 10: Evaluation Scoring*

Table 10: Evaluation Scoring

Score	Description	
0	*None*	The information requested is missing or incomplete
1	*Very poor*	The information provided is considered irrelevant or inadequate, compared to the specific call provisions
2	*Poor*	The information provided lacks relevant quality and contains significant weaknesses, compared to the specific call provisions
3	*Fair*	The overall information provided is adequate, however, some aspects are unclearly or insufficiently detailed, compared to the specific call provisions
4	*Good*	The information provided is adequate with sufficiently outlined details, compared to the specific call provisions
5	*Excellent*	The information provided is outstanding in its details, clarity and coherence, compared to the specific call provisions

5.2.1 Strategic Fit Evaluation

The strategic fit evaluation will be focused on the fit of the proposal idea to the call topic in which the proposal has been submitted, as well as on the main challenges and KPIs reflected in the EIT Urban Mobility Strategic Agenda. Only proposals successfully passing the strategic fit evaluation will pass to the full proposal evaluation.

To determine if the proposal is strategic for EIT Urban Mobility and in line with the provisions set out in the call, the evaluation criteria defining the strategic fit will be evaluated first and independently from the full evaluation performed by the evaluators.

The strategic fit evaluation will consist of 3 questions with a total score of 15 points as shown in *Table 11: Strategic Fit Scoring*.

Table 11: Strategic Fit Scoring

Strategic fit evaluation criteria	Max. scoring
• Contribution to EIT Urban Mobility strategic objectives (EIT Urban Mobility Strategic Agenda), to the EIT Core and EIT Urban Mobility specific KPIs and EU Dimension	5 points

• Fitting with BP 2023 - 2025 Call Challenge Area under which the project proposal has been submitted	5 points
• The proposal shows potential of impact in line with or exceeding the minimum level of requirement as stated for the challenge areas	5 points

The threshold for the strategic fit is 3 points in each sub-criterion. Accordingly, the following procedure applies:

- If a proposal receives a lower score than 3 points in any of the three strategic fit evaluation criteria, then it will not pass to the full proposal evaluation.
- If a proposal receives at least 3 points in all the strategic fit evaluation, then it will pass to the full proposal evaluation.

The score from the "strategic fit" criteria will be carried forward for inclusion in the final evaluation score.

5.2.2 Full Evaluation

If the proposal passes the strategic fit evaluation, the proposal will continue to the full proposal evaluation. The evaluation will focus on the proposal's plan to meet the objectives of the call, in line with the requested resources of time and money, as well as on the feasibility of the proposed management plan.

The full evaluation is the final step of the evaluation process. It consists of assessing the excellence, impact, implementation, and overall quality of the proposals that passed the strategic fit evaluation.

The proposals are evaluated and scored against the criteria listed below in *Table 12: Evaluation Scoring*

Table 12: Evaluation Scoring

Excellence: novelty and innovation	Max. scoring
Coherence of the intervention logic	**10 points**
• The proposal objectives are SMART (Specific, Measurable, Achievable, Realistic and Time Bound).	5 points
• The aim and the objectives of the proposals are clearly related to outcomes and results. • The proposal outcomes/outputs have been specified in relation to the expected product innovations/service/ solution.	5 points
Innovation potential	**15 points**
• The proposal represents a step forward regarding current state-of-the-art innovation.	5 points
• The proposal demonstrates its need and relevance for society, target group or market.	5 points
• The product/service/solution and their sub elements are defined and are realistic according to timeframe and budget of the proposal.	5 points

Impact: social, economic, financial, and general sustainability	Max. scoring
Ambition of the proposal and contribution to expected impact	**15 points**
• The proposal's expected impacts are measurable at a quantitative and a qualitative level. • The impact on key outcomes of the proposal is clearly defined. • Social, economic and innovation impacts of the proposal are covered.	5 points
• The proposal provides a credible strategy for financial sustainability of EIT Urban Mobility.	5 points
• The proposal defines clear measures for IPR management (MGA Article 16). • The proposal defines clear measures to manage commercialisation and exploitation of proposal results.	5 points
Extent to which the proposal strengthens competitiveness and growth	**10 points**
• The proposal is addressed to specific target group(s) and/or market sector(s). • The city demonstrations or living labs are tangible and comparable.	5 points
• The proposal defines measures to ensure the durability and transferability of proposal outcomes.	5 points
Effectiveness of the proposed measures to exploit and disseminate the proposal results to communicate the proposal and to manage data, where relevant	**5 points**
• The proposal presents a dissemination and communication plan to specific target audiences and aligned to the challenge area (MGA Article 17).	5 points

Implementation: planning and sound financial management	Max. scoring
Coherence and effectiveness of the workplan, including appropriateness of the allocation of budget, tasks, and resources	**15 points**
• The workplan is aligned to the achievement of proposal objectives, KPIs and expected results. • The activities are aligned to proposal outcomes/outputs and expected results. • The workplan of the proposal integrates societal inclusion actions.	5 points
• The proposal properly identifies deliverables, milestones, timelines and risks and mitigation relevant for the overall proposal.	5 points
• The proposal budget is clearly outlined and justified. • The proposal budget reflects value for money. • The co-funding level meets the minimum expected or is higher than expected by the call.	5 points
Appropriateness of the management structures and procedures, including quality management and risk management	**10 points**
• The proposal identifies management structures to guarantee an effective management of the proposal resources and applicants.	5 points
• The proposal presents a clear contingency plan.	5 points

Relevance of the Consortium	5 points
• The applicants represent the right competencies in accordance with the proposal scope. • The applicants have differentiated, clear and specific roles. • The consortia has the required skills and expertise to carry out the workplan.	5 points

The full proposal evaluation will take into account both the initial strategic fit score (15), as well as the external evaluation three criteria scores. The total scoring of 100 points is distributed as follows:

	Max score
Strategic Fit	*15 points*
Excellence	*25 points*
Impact	*30 points*
Implementation	*30 points*
Total	*100 points*

Three External Expert Evaluators (EEEs) will be invited to evaluate the proposals and produce an Individual Evaluation Report (IER). The 3 EEEs will meet in a consensus meeting with a rapporteur to discuss and calibrate their IERs. The rapporteur will address any notable divergences between them and will develop the final Summary Evaluation Report (SER). The result of each SER will be added to the Evaluation Results List and the Call Report for the Selection Committee.

5.2.3 Compilation of Results

Once all SERs are drafted and quality checked, the Call Coordinator, will review and collate evaluation documentation to be provided to the Selection Committee: SERs, Evaluation Report and the issues of concern noted.

In case of same scoring in a Challenge Area, prioritization will be based on the scoring following the order: impact, excellence, implementation. This will be specifically highlighted in the Call Report and brought to the attention of the EIT Urban Mobility Selection Committee.

5.2.4 Portfolio selection

The EIT Urban Mobility Selection Committee will select the portfolio of pre-selected proposals. The EIT Urban Mobility Selection Committee is composed of the CEO, the COO and three Thematic Area Leads nominated by the CEO.

This final portfolio pre-selection will be based on the Call Report, the SERs and the Evaluation results list. Only proposals ranked **equal or over 60 points** (threshold) will pass to the Selection Committee. The

Selection Committee will discuss in detail proposals equalling 200% of the available budget in each segment of the call.

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

- **Business Intelligence:** issues or concerns highlighted by External Expert Evaluators.
- **Track record:** previous performance of the beneficiary entities (project milestones, demonstrations and outputs).
- **KPIs covered:** EIT Core and Specific KPIs addressed and balance of KPIs in view of the EIT Urban Mobility stategic agenda

If proposals have the same scoring, additional consideration will be given to two additional factors: **co-funding** and **demonstration impact**.

- For co-funding, rates higher than 32% will be ranked higher.
- For demonstrations, the commitment and evidence of the city applicants and resources allocated will be considered.

The Selection Committee will have the possibility to review the proposals pre-selected and make minor recommendations and issue a conditional offer. As part of this pre-selection, the EIT Urban Mobility PMO together with the Thematic Area will have the possibility to check those pre-selected proposals and might issue technical conditions that will be included in the conditional offer

5.3 Communication of results to applicants

The Lead Applicant will receive an email notification with the evaluation results including (if applicable) a set of recommendations/conditions. During this conditions clearing period, each consortia applicant will be requested to sign and submit a Legal Package as part of the conditions. The communication will set up a defined and non-negotiable deadline. The Lead Applicant of a pre-selected project proposal under conditions, will need to respond and update the proposal according to these recommendations/conditions within the given deadline, usually 15 calendar days.

If the Lead Applicant fails to comply with the provided recommendations/conditions or does not respond by the deadline, the Selection Committee reserves the right to withdraw the conditional notification. In such a case, the next project proposal on the portfolio list will be contacted following the ranking list.

5.4 Appeal on Evaluation Results

The Lead Applicant of a rejected proposal who disagrees with the decision, may appeal only in the event where a SER comment is in clear contradiction with the information provided in the project proposal. In this case, the Lead Applicant will have 5 calendar days after receipt of the final evaluation results to submit an appeal to the Evaluation (see document *Appeal procedure* linked to the call).