



Business Plan 2022 - 2024

First call for proposals for Innovation

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

Barcelona, Spain | 19 March 2021

eiturbanmobility.eu

Funded by the
European Union



INDEX

Abbreviations.....	4
Glossary	5
Introduction.....	7
1. Call summary	8
2. General requirements.....	10
2.1 EIT Urban Mobility strategic focus and objectives.....	10
2.1.1 <i>Vision and Mission</i>	10
2.1.2 <i>Strategic Objectives</i>	10
2.2 Type of partners.....	11
2.2.1 <i>Eligibility of partners</i>	11
2.2.1.1 Partners' origin.....	11
2.2.1.2 Partner categories.....	11
2.2.2 <i>Partner registration process</i>	12
3. Call specific requirements.....	13
3.1 Strategic Focus	13
3.2 Proposal Duration	13
3.3 Monitoring and Reporting.....	13
3.4 Challenge Portfolio	14
3.4.1 <i>Area: Active Mobility</i>	14
Specific Challenge.....	14
Expected outcomes & impacts.....	14
Examples	14
Mandatory KPIs	15
Additional KPIs	15
3.4.2 <i>Area: Future Mobility</i>	16
Specific Challenge.....	16
Expected outcomes & impacts.....	16
Examples	16



Mandatory KPIs	17
Additional KPIs	17
3.4.3 Area: Sustainable city logistics	18
Specific Challenge	18
Expected outcomes & impacts	18
Examples	18
Mandatory KPIs	19
Additional KPIs	19
3.4.4 Area: Mobility and Energy	20
Specific Challenge	20
Expected outcomes & impacts	20
Examples	20
Mandatory KPIs	21
Additional KPIs	21
3.4.5 Continuation Proposals	22
Mandatory KPIs	22
Additional KPIs	22
3.5 Financial Aspects	23
3.5.1 Budget	23
3.5.2 Eligibility of expenditures	23
3.5.3 Financial sustainability	23
4. General Proposal preparation and submission	25
4.1 Support on proposals preparation	25
4.1.1 Guidelines for applicants	25
4.1.2 Call information events	25
4.1.3 EIT UM call contact points	25
4.2 Proposal submission	26
4.2.1 Call calendar	26
4.2.2 Mandatory documents to be submitted	26
5. Evaluation and selection process	27
5.1 Eligibility and admissibility check	27



5.2 Evaluation of proposals	28
5.2.1 <i>Evaluation Process</i>	28
5.2.1.1. Strategic Fit Evaluation	29
5.2.1.2. Full Evaluation	30
5.2.2 <i>Portfolio selection</i>	31
5.2.3 <i>Communication of results to applicants</i>	32
ANNEX 1 PLAZA GUIDANCE.....	34



Abbreviations

BP	Business Plan
CfP	Call for Proposals
EEE	External Expert Evaluator
FSM	Financial Sustainability Mechanism
KIC	Knowledge and Innovation Community
KPIs	Key Performance Indicators
LEAR	Legal Entity Appointed Representative
MGA	Model Grant Agreement
MT	Management Team
PMO	Programme Management Office
RIS	Regional Innovation Scheme
SER	Summary Evaluation Report
TA	Thematic Areas



Glossary

Call for Proposals	The call is the instrument used to allocate granting funding by EIT UM to Individuals, consortia and third parties to support the deployment and development of the Strategic Agenda through activities. EIT UM uses two type of calls: (1) general call to outline the corresponding BP. This type of call involves all Thematic Areas of EIT UM (previous to the year of BP implementation), (2) small or specific calls, normally involves only one Thematic Area, and aims to complete or balance the portfolio outlined in the respective BP through the allocation of non-committed budget of the BP (placeholders) or the allocation of additional funding non-included initially in the respective BP (during the year of the BP implementation).
Call report	Document drawn 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 block of the proposal information or data mapping, design report, a technical diagram, infrastructure or component list, a software release, upon which the end product/solution or service depends) that must be produced during the proposal lifecycle.
Evaluation Report	A report is written covering all proposals and process from individual evaluation results and from committee discussion (Evaluation panel from EEE) that is forwarded to the EIT Urban Mobility Management Team.
Evaluation results list	List of proposals in order of scoring on the basis of the evaluation process results.
Knowledge triangle integration	EIT Urban Mobility aims to gather together close-knit partnerships of European education, research and business entities (knowledge triangle) and also involve cities, either in the composition of the KAVAs partnerships or in the expected impact of the KAVAs results.
Milestone	Control points to chart progress. They may correspond to the completion of a key deliverable that allows the next phase of the work to begin.
Model Grant Agreement	Model Grant Agreement is replacing the specific grant agreement used in H2020.
Selection Committee	The Selection Committee is responsible for the selection of shortlisted proposals and definition of requirements for the inclusion of selected proposals in the final portfolio of proposal/KAVAs. Selection Committee is composed by CEO, COO and at least three (3) Thematic Leads. 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 UM. All organisations registering in the e-Submission system PLAZA must name a Single-Point-of-Contact.



Summary Evaluation Report	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, commercial and social value of an application.
Ranking list	Ranking of proposals selected for funding by the EIT UM Selection Committee.
Thematic Lead	Director and/or relevant head who is actively involved in content development of any of the following areas: Academy, Innovation, Business Creation, Citizen Engagement (Communication), Factory, RIS and City Club.



Introduction

Urban Mobility has gone through unexpected and momentous changes in 2020. COVID-19 ripped through our nations and cities bringing individual, community and societal upheaval and turmoil. Density and proximity, the very two things that make our cities the economic, cultural, intellectual, political, and innovative beating hearts of our society, were also the weakest points when faced with a new and deadly threat.

Wise medical advice led to lockdowns that inevitably saved millions of lives while freezing personal mobility. Who we are today, how we relate to each other, and how we perceive and move around our cities has changed. Maybe forever. EIT Urban Mobility was privileged to play a small role in Covid response initiatives. Inclusive logistics proposals protecting the elderly and vulnerable were rolled out in Budapest touching thousands. New ruggedised rickshaws were designed for handicapped and reduced mobility passengers in the hilly cities of Bergamo and Bilbao. As roads were taken back for public space, citizens in five cities were able to design and manufacture their street furniture for their own public spaces. New nanotech sprays covered the surfaces of our buses and metros, to ensure we got home safely.

It has been an unforgettable year that has shaped our thinking on where EIT Urban Mobility needs to go. We learned we could move fast and innovate at pace. We learned that the right thinkers and doers are there – you just need to find them. We learned that innovation can be financially beneficial and contribute to sustainable growth.

In 2021, we launch a call for the Innovation Programme 2022 focused on our City Challenge Areas. This year we will focus on four areas: Active Mobility, Sustainable City Logistics, Energy and Mobility, and Future Mobility. Having seen how our community responded to COVID with rapid, agile, and impactful proposals - we expect great things of our own EIT Urban Mobility community.

We look forward to receiving your applications for inclusion in the Business Plan 2022-2024.

Maria Tsavachidis

CEO

EIT Urban Mobility



1. Call summary

Disclaimer: this document provides the applicants with detailed information on the Calls for the EIT Urban Mobility Business Plan 2022 – 2024. Owing to the ongoing transition process from the H2020 to the Horizon Europe Framework Programmes, the information given is subject to changes and consequently, subject to be updated according to new rules or requirements provided by EIT and/or by the EC.

First Call for Proposals for Innovation for BP 2022 – 2024: Main Features	
Dates	<ul style="list-style-type: none"> • Call opening: 19 March 2021 • Call closing: 18 May 2021 • Eligibility and admissibility check: End of May 2021 • Evaluation of proposals: June 2021 • Communication of results: Beginning of July 2021
Budget allocation	Up to 7.7 million EUR
Link to submission portal	The PLAZA platform will be available as of 9 April 2021
List of documents to be submitted	<ul style="list-style-type: none"> • Application form
List of documents to take into consideration	<ul style="list-style-type: none"> • Business Plan 2022 – 2024 first call for proposals for Innovation • EIT Urban Mobility Strategic Agenda 2021-2027 (available from 9 April 2021 on EIT Urban Mobility website) • Call Guidelines for Applicants (available from 9 April 2021 on EIT Urban Mobility website) • Eligibility of expenditures • Appeal procedure • Monitoring and reporting procedures • Horizon Europe Model Grant Agreement • List of KPIs
Short summary of the topics to be addressed	<p>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.</p> <p>Future Mobility The expected outcome would be new services and disruptive technologies which have the potential to reshape the ways in which we live, work, and move within the city.</p> <p>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”),</p>



	<p>new software solutions for optimizing freight, new solutions for managing loading/unloading etc.</p> <p>Mobility and Energy</p> <p>Increased use of cleaner fuelled vehicles. The measure implemented should have the potential for replication and scaling in other European contexts.</p> <p>Continuation Proposal from BP2021</p> <p>Existing proposals from EIT Urban Mobility Business Plan 2021 requesting a full 12-month or short 3-month extension into BP2022 are NOT required to complete a CfP2022 proposal on the PLAZA system.</p>
<p>Evaluation criteria</p>	<p>For the Strategic Fit evaluation:</p> <ul style="list-style-type: none"> • Contribution to attaining mandatory EIT Core KPIs, • Fitting with BP 2022 Call Challenge Area under which the proposal was submitted, and • Provides additional EIT UM specific KPIs. <p>For the full proposal evaluation:</p> <ul style="list-style-type: none"> • 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 **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 be aligned with the 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 integration of innovative solutions and services on all levels to accelerate change towards a more sustainable model of urban mobility. It aims to develop and deploy solutions for the mobility needs of people and businesses, including goods delivery and waste collection and transport, that can solve air quality and congestion problems, and create longstanding impact for cities and urban quality of life. We strive for an affordable, clean, safe, efficient and healthier form of mobility of people and goods, and at the same time enable cities to reclaim public space from cars by creating liveable urban spaces that support the wellbeing of local communities, where people want to live, work, meet up 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 Thematic Areas are given in Section 3.

2.1.2 Strategic Objectives

Five strategic objectives (SOs), as set out in the EIT Urban Mobility Strategic Agenda, steer our activities and ambitions, and will lead us to achieve our goals for Urban Mobility and eventually societal impact:

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



2.2 Type of partners

The EIT creates ecosystems. The 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 different countries and four sectors: academia, research, industry, and cities.

2.2.1 Eligibility of partners

2.2.1.1 Partners' origin

This Call for Proposals (CfP) is open to the Member States (MS) of the European Union (EU), and Horizon Europe Associate Countries. It is expected that by December 2021, a full Association Agreement will be concluded enabling Associate Countries to participate in Horizon Europe. This legal agreement is the fundamental basis for participation. The CfP is conducted under the premise that all Associate Countries will adhere to the Agreement by 31 December 2021.

2.2.1.2 Partner categories¹

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 partners in our operation. We offer a partner participation model, in terms of rights and obligations as well as a financial contribution, that rewards long-term, strategic engagement of partners.

EIT Urban Mobility distinguishes the following partner categories:

- KIC Partners:
 - **Core Partners Tier 1.** Are members of the EIT Urban Mobility Association. Pay an annual fee. Can participate in any call in the EIT UM programme with no capped limit on funding.
 - **Core Partners Tier 2.** Are members of the EIT Urban Mobility Association. Pay an annual fee. Can participate in any call in the EIT UM programme with a capped limit on funding.
 - **Project partners (as mentioned in article 15 of the KIC LE by-laws).** Are not members of the EIT Urban Mobility Association. They pay a specific fee. Can participate in a specific call in the EIT UM programme with a capped limit on funding.

¹ Subject to modification before the submission of the EIT Urban Mobility BP2022-2024



In parallel, there are two additional types of entities who can participate directly and/or indirectly in the calls:

- Other entities:
 - **Affiliated entities.** Entities with legal link to a core partner. Can participate in any call in the EIT UM programme with a capped limit on funding.
 - **Third parties** (contractors, subcontractors, and in-kind contributors). Cannot participate in the call as direct beneficiaries of the EIT funding, but contributing to the activity of a beneficiary (see section 5.2)

Given the complexity of the EIT processes and the introduction of new Horizon Europe regulations, some restrictions have been placed on organisations eligible to coordinate proposals. For the First call for proposals, only an **EIT UM Core Partner** or an **Experienced Proposal Partner** may be designated as the “Lead Applicant”. These two categories are defined for the purpose of the Call as:

- EIT Core Partners
- Experienced Project Partners, organisations that have already participated in either the EIT Urban Mobility BP2020 or BP2021.

2.2.2 *Partner registration process*

Before submitting a proposal, all applicants (lead applicants and consortium partners) must register on the EU Participant Portal and at the PLAZA submission tool².

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



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.

The Innovation Programme co-creates ideas that lead to the proposal of activities, 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 nine wider "Challenge Areas". For the First call for proposals, four challenge areas will be supported directly by Innovation: Active Mobility, Sustainable City Logistics, Mobility and Energy, and Future Mobility.

3.2 Proposal Duration

The Innovation Programme aims to drive market-oriented business solutions in urban mobility. As such proposals should develop solutions/service/products at Technology Readiness Level (TRL) 6 and above. In the First Call for Proposals for Innovation, the Innovation Programme will accept proposals of 12-, 18- or 24-month duration. At this time, a 36-month project would not be aligned to a higher solution-orientated TRL programme. Support beyond 24-months will be available via Factory and Business Creation, with whom Innovation will work closely to ensure fluid handover and scaling of completed projects.

In this CfP, the initial innovation submission must state the proposed duration. Additionally, a detailed Activity Plan for 2022 must be complimented by a 2023 high-level Activity Plan and provisional budget request. Financial thresholds set out in 3.4.1 Budget should be followed for both years.

3.3 Monitoring and Reporting

For information on the Monitoring and Reporting, please refer to the document *Implementation* of the Call for Business Plan 2022 – 2024.



3.4 Challenge Portfolio

3.4.1 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. Given electric scooters have similar characteristics, they may be part of an overall proposal, but cannot be the primary focus. As well as the considerable health benefits, active mobility modes also provide benefits in terms of reducing the amount of space used (as 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. High levels of active mobility (e.g., cyclists) can 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 obstacles to achieving increased active mobility, not least the decades of car-centric planning that have created organisational and cultural barriers.

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 decrease 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

Some examples of specific types of activities that can be addressed include:

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



- Demonstration of 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.
- Demonstration of solutions to increase safe active mobility for vulnerable groups, for example senior citizens.
- Implementation of mobility management measures, data monitoring for modal shift from privately owned motorised vehicles to active mobility.
- Demonstration of motor-assisted solutions for active mobility in hilly cities.
- Building of prototypes of active mobility innovation products/design, suitable business models, including last-mile active logistics solutions.
- Creation of mid-/long-distance walking infrastructure both within denser urban areas and connecting denser urban areas to peripheral city areas.

Mandatory KPIs

Either EITHE02.1 or EITHE04.1 are mandatory for a proposal to be eligible. Both may be chosen. In all proposals KONHE03.2 must be selected. The specific definitions of each of the KPI can be found at the Plaza system and the EIT Urban Mobility website.

EITHE02.1	Marketed Innovations
EITHE04.1	Start-up created of/for Innovation
KONHE03.2	City engagements in proposal

Additional KPIs

The following KPI may also be appropriate.

KSN02	Demonstration/pilots/living labs within a proposal that actively involve citizens and/or local associations
KSN03	Public realm improvements
KONHE11	Number of external and internal events
EITHE12.1	Co-funding rate
KONHE20	Designed/Tested Innovations



3.4.2 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 ways in which we live, work, and move. Innovative and disruptive technology 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 Internet of Things (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 mobility services for citizens, higher levels of accessibility, reduction in greenhouse gas emissions, and better use of urban space.

Examples

Some examples of specific types of activities that can be addressed include:

- Demonstration of new pan-European MaaS services, particularly ones that integrate micro-mobility services and active mobility with public transport. The focus should be on accessibility for a wide range of citizens.
- Development and testing of new models for city authorities to prepare and support the implementation of new mobility services in line with their policy goals, for example digital city models, data ecosystems, new cooperation models, new stakeholder / co-creation fora.
- Increasing integration of transport services in the form of ticketing, information, and service provision.



- Demonstration of new digital tools / applications, / solutions to manage use of urban spaces, including road spaces (e.g., curb side management, geo-fencing) and pro-actively communicate management actions in real-time with logistics, mobility providers, and citizens.
- Launch of applications of connected and automated driving for all types of Vehicles of the Future. Market introduction of highly automated driving systems towards SAE level 4 is expected.
- Demonstration of urban air mobility solutions in alignment with city policies, ensuring safe and sustainable solutions for both passenger and freight transport.
- Demonstration of artificial intelligence in mobility management applications e.g., complex mobility scenario predictions and applications that facilitate journey user experience. Data protection management and cyber-security are key considerations.
- Creation of transport-on-demand services adapted to user needs enabling accessibility for low-density areas and vulnerable users.

Mandatory KPIs

Either EITHE02.1 or EITHE04.1 are mandatory for a proposal to be eligible. Both may be chosen. In all proposals KONHE03.2 must be selected. The specific definitions of each of the KPI can be found at the Plaza system and the EIT Urban Mobility website.

EITHE02.1	Marketed Innovations
EITHE04.1	Start-up created of/for Innovation
KONHE03.2	City engagements in proposal

Additional KPIs

The following KPI may also be appropriate.

KSN02	Demonstration/pilots/living labs within a proposal that actively involve citizens and/or local associations
KSN03	Public realm improvements
KONHE11	Number of external and internal events
EITHE12.1	Co-funding rate
KONHE20	Designed/Tested Innovations



3.4.3 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 pollution, 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 also 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 optimising 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, behavioural 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, local air and noise pollution, as well as enhancing the overall quality of life of citizens.

Examples

Some examples of specific types of activities that can be addressed include:

- Demonstration of solutions to increase freight intermodality with a focus on zero-emission last mile transport.
- Demonstration of solutions that reduce freight demand through for example waste management, local production, aggregate management, citizen engagement, etc.
- Demonstration of solutions that optimise routes based on reducing emissions and noise pollution.
- Demonstration 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 to reduce last-mile freight transport from e-commerce, e.g., freight hubs unmanned collection and drop-off points, collaboration with retail to reduce / deal with returns, optimised delivery services, etc.
- Demonstration of innovative logistics measures in urban areas with specific challenges such as dense historic city centres and use of waterways.
- Design and test air of drone delivery with vertical location mapping in a dense urban area considering issues such as noise, bylaws, airway zoning/ mapping, intrusion, reliability, and safety.
- Application of parking/ loading & unloading management solutions for freight to reduce obstructive vehicles – these can be both digital and physical measures.

Mandatory KPIs

Either EITHE02.1 or EITHE04.1 are mandatory for a proposal to be eligible. Both may be chosen. In all proposals KONHE03.2 must be selected. The specific definitions of each of the KPI can be found at the Plaza system and the EIT Urban Mobility website.

EITHE02.1	Marketed Innovations
EITHE04.1	Start-up created of/for Innovation
KONHE03.2	City engagements in proposal

Additional KPIs

The following KPI may also be appropriate.

KSN02	Demonstration/pilots/living labs within a proposal that actively involve citizens and/or local associations
KSN03	Public realm improvements
KONHE11	Number of external and internal events
EITHE12.1	Co-funding rate
KONHE20	Designed/Tested Innovations



3.4.4 Area: Mobility and 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, LBG, and for P2X. 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, behavioural change, to mention a few.

Expected outcomes & impacts

The expected outcome would be increased use of cleaner fuelled vehicles in one or more European city. 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

Some examples of specific types of activities that can be addressed include:

- Innovative measures to increase the demand for zero-emission vehicles, showing a clear take-up of vehicles in fleets.



- Demonstration of innovative 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 shave peak load, V2G, etc.
- Implement and test charging of universal cableless solutions for all mobility vehicles e.g., with multimodal interchanges being clear example of early adoption sites.
- Demonstration of solutions where different energy players and stakeholders align on single-use urban access with user-friendly design and simple terms of use and payment.
- Demonstration of smart grid /micro grid energy infrastructure with green energy production for all types of Vehicles of the Future including solar, hydrogen and biofuels.
- Installation of easily relocatable mid-size high-capacity energy storage solutions to upgrade existing or planned charging infrastructure movable from place to place. Clear consideration needs to be made of the fit with surrounding urban environment and accessibility to charging points.
- Innovative cooperation models and business model development to create refuelling stations for cleaner vehicles, jointly with transport purchasers, procurers, municipalities, energy companies, etc.

Mandatory KPIs

Either EITHE02.1 or EITHE04.1 are mandatory for a proposal to be eligible. Both may be chosen. In all proposals KONHE03.2 must be selected. The specific definitions of each of the KPI can be found at the Plaza system and the EIT Urban Mobility website.

EITHE02.1	Marketed Innovations
EITHE04.1	Start-up created of/for Innovation
KONHE03.2	City engagements in proposal

Additional KPIs

The following KPI may also be appropriate.

KSN02	Demonstration/pilots/living labs within a proposal that actively involve citizens and/or local associations
KSN03	Public realm improvements
KONHE11	Number of external and internal events
EITHE12.1	Co-funding rate
KONHE20	Designed/Tested Innovations



3.4.5 Continuation Proposals

Two types of continuation proposals are possible in 2022: full 12-month and short 3-month extensions. The continuation processes are restricted.

- Business Plan 2021 proposals may make a request for a full 12-month extension into Business Plan 2022. The right to apply as a full continuation proposal in 2022 is dependent on the initial 2021 proposal including a defined 2-year work programme.
- Business Plan 2021 proposals may also request a short 3-month extension in 2022. The grounds for a 3-month extension are limited to either demonstration testing and/or commercialisation. These proposals made the case for the short extension in their original 2021 application.

Neither full 12-month extension nor small extension proposals from 2021 need to submit a full proposal via PLAZA in the Call for Proposals in Business Plan 2022. Nonetheless, an extension must be formally requested in the July 2021 mid-year review and a successful Q3 review report received.

Additional information will be requested to justify the extensions and an internal process will be completed in November 2021. Notification of continuation awards will be made by end of November 2021. The continuation evaluation, while an internal process, retains a competitive element. Each proposal must demonstrate its achievements in 2021 and its potential in 2022 to justify its budget allocation. The continuation area has a maximum allocation of 2.5 million Euro. Final approval and budget awards will be notified by 30 November 2021.

Mandatory KPIs

Either EITHE02.1 or EITHE04.1 are mandatory for a continuation proposal to be eligible. Both may be chosen. In all proposals KONHE03.2 must be selected. The specific definitions of each of the KPI can be found at the Plaza system and the EIT Urban Mobility website.

EITHE02.1	Marketed Innovations
EITHE04.1	Start-up created of/for Innovation
KONHE03.2	City engagements in proposal

Additional KPIs

The following KPI may also be appropriate.

KSN02	Demonstration/pilots/living labs within a proposal that actively involve citizens and/or local associations
KSN03	Public realm improvements
KONHE11	Number of external and internal events
EITHE12.1	Co-funding rate
KONHE20	Designed/Tested Innovations



3.5 Financial Aspects

3.5.1 Budget

The total budget allocation for Innovation in Business Plan 2022 is expected to be up to 7.7 million Euro. This will be divided between the four Challenge Areas. The maximum amounts per Challenge Area are shown below for guidance only as final budget allocation will meet up to 7.7 million Euro.

Challenge Area	Maximum Budget	Number of proposals to be granted	Max. EIT funding per proposal
Active Mobility	Max 1.4 million EUR	3 proposals	2 x 500k EUR 1 x 400k EUR
Sustainable City Logistics	Max 1.9 million EUR	2 proposals	2 x 900-950k EUR
Future Mobility	Max 2.7 million EUR	4 proposals	2 x 900k-950k EUR 2 x 400-450k EUR
Mobility and Energy	Max 1.9 million EUR	2 proposals	2 x 900-950k EUR

3.5.2 Eligibility of expenditures

For information on the eligibility of costs of the budget, please refer to the document *Eligibility of expenditures* of the Call for Business Plan 2022 – 2024.

3.5.3 Financial sustainability

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

Each innovation proposal should have a credible commercialisation strategy, indicating contribution towards achieving the 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:

- Equity share in start-ups created, or
- Revenue share, or product and service fees

All proposals must:

- Specify the subject of the FSM (product, service, patent, solution etc),
- Specify the FSM type (equity, revenue share, transaction fees, royalties),



- Provide a named commercial lead partner, and
- Outline a provisional financial revenue forecast.
- This initial proposed FSM will be revised during the proposal implementation and a Commercial Agreement will be signed with the EIT UM before the end of the project by 31 December 2021. All proposals must have a formal Milestone for signature of a Commercial Agreement in their workplan³. Such Commercial Agreement will be monitored during a minimum of five years after the finalisation of the project to follow an impact to be generated by the project's outputs, including the FS mechanism.

³ Subject to change during the implementation of the BP2022 - 2024



4. General Proposal preparation and submission

4.1 Support on proposals preparation

To guarantee the maximum support from EIT UM to each of the current and potential partners and stakeholders, three different support offers will be provided during the process: *The Call Guidelines for Applicants*, the call information events and, lastly, the EIT UM call contact points.

4.1.1 Guidelines for applicants

EIT UM has developed the *Call Guidelines for Applicants*, which will be published on EIT UM PLAZA and the EIT UM website by 9 April 2021, to ensure all interested parties have access to the relevant and necessary information to support call preparation and submission. The *Call Guidelines for Applicants* provides clear information on how, when, where and what the applicant must submit to EIT UM to participate in any area from the first call for *Business Plan 2022 - 2024*.

4.1.2 Call information events

To help EIT UM partners and stakeholders within the preparation and submission of their proposals, the EIT UM will carry out a set of events prior and during the publication of the *Business Plan 2022 Call*.

Here you can find the calendar on the main events: <https://eit-urban-mobility-matchmaking.b2match.io/>

4.1.3 EIT UM call contact points

In parallel to the call information events, all EIT UM partners and stakeholders may contact EIT UM to resolve any concerns or doubts on call content.

These are the key contact data on EIT UM team per area and per geographical location:

Type of contact	Email
General/technical	call2022@eiturbanmobility.eu
Innovation area	innovationcall2022@eiturbanmobility.eu
Innovation Hub North	north@eiturbanmobility.eu
Innovation Hub West	west@eiturbanmobility.eu
Innovation Hub East	east@eiturbanmobility.eu
Innovation Hub Central	central@eiturbanmobility.eu
Innovation Hub South	south@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 9 April 2021. Guidance on the usage of PLAZA will be found in the *Call Guidelines for Applicants* once the system is available. Additionally, the EIT UM PMO will organise a series of webinars to support partners during the submission phase (see section 4.1.2. above).

4.2.1 Call calendar⁴

Activity	Date
<i>Call opening</i>	19 March 2021
<i>Call closing</i>	18 May 2021
<i>Eligibility and Admissibility check</i>	End of May 2021
<i>Evaluation of proposals</i>	June 2021
<i>Communication of results to applicants</i>	Beginning of July 2021
<i>Conditions clearing</i>	Mid July
<i>Compliance check of the fulfilment of conditions</i>	End of July 2021
<i>Final selection of portfolio</i>	Beginning of August 2021
Total duration	

4.2.2 Mandatory documents to be submitted

The following documentation must be submitted by the applicants through the PLAZA submission tool:

- Application form

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

⁴ Disclaimer: Indicative timeline – eventually to be adapted in line with Horizon Europe negotiations



5. Evaluation and selection process

Once the applicants have submitted their proposals, the EIT UM 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, in English with all its mandatory sections.
2. Lead Applicant eligibility	The Lead Applicant is an EIT UM Core Partner or an Experienced Proposal Partner.
3. Partnership composition	Partnership composition is in line with the partnership specific requirements of the area: <ul style="list-style-type: none"> • Cities: A minimum of three cities active in the proposal. • Partners: a minimum of two partners from EU Member States or Associates. • Industry: A minimum of two industry partners should be engaged in each proposal and leading work packages/activities with a suitable budget allocation. • SME: One SME should be involved in a proposal. The SME may be classified as one of the industrial partners. • Commercial Lead Partner: one partner is identified as the commercialization partner.
4. Co-funding rate	All proposals must have a minimum co-funding of 30%. Any co-funding above 30% will be considered as evidence of integration and coordination across other industry and public activities. This will be positively assessed in the portfolio selection.
5. Demonstrations	Proposals should demonstrate the pan-European solutions within the proposal lifecycle in a minimum of three cities in two separate Member States or Associate States.
6. KPIs addressed	All proposals must identify and address the mandatory related KPIs of the specific Challenge Area under which the proposal is submitted.



While failing all these criteria will make the proposal ineligible, failing the following criteria will make the single partner ineligible⁵:

Consortium partners eligibility	The consortium partners 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 in the PLAZA submission tool.
--	---

Inadmissible/ineligible proposals will receive an official communication from EIT UM informing on the outcome of the admissibility and eligibility check and containing the detailed explanation on the failure.

This communication will be sent within 5 working days from the official decision of the EIT Urban Mobility Management Team to the official email address of the legal representative of the concerned Lead Applicants, only.

The Lead Applicant of any proposal deemed inadmissible/ineligible disagreeing with the ineligibility decision, may make an appeal. This appeal must be made within 10 calendar days of the official EIT UM 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 proposals.

5.2.1 Evaluation Process

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 evaluators.

Each evaluation phase is integrated by 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 (either not filled it in or not provided in the text).
1	<i>Very poor</i>	The information provided is considered as irrelevant or inadequate compared to the specific call provisions
2	<i>Poor</i>	The information provided lacks relevant quality and contains significant weaknesses, compared to the specific call provisions

⁵ The results of this criterion might affect the decision on the composition of partnership or even the eligibility of the whole proposal: depending on the relevance of the role of the partner being removed (e.g., a WP leader from which activity depends the achievement of a key objective or KPI) the inadmissibility of the partner, can result in the inadmissibility of the whole proposal.



3	<i>Fair</i>	The overall information provided is adequate, however some aspects are unclearly or insufficiently detailed, compared to the specific call provisions
4	<i>Good</i>	The information provided is adequate with sufficiently outlined details, compared to the specific call provisions
5	<i>Excellent</i>	The information provided is outstanding in its details, clarity and coherence, compared to the specific call provisions

5.2.1.1. 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 to the main challenges and KPIs reflected within 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 UM and in line with the provisions set in the call, the evaluation criteria defining the strategic fit will be evaluated first and independently from the other criteria by the evaluators.

Strategic fit evaluation criteria	
•	Provides an EIT Core KPI either EITHE02.1 Marketed Innovation <u>or</u> EITHE04.1 Start-up within the 12-month period.
•	Fitting with BP 2022 Call Challenge Area under which the proposal has been submitted
•	Provides suitable additional EIT UM specific KPIs

The strategic fit evaluation will consist of 3 questions with a total score of 15 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.



5.2.1.2. Full Evaluation

If the proposal passes the strategic fit evaluation, then, the proposal will continue to the full proposal evaluation. This will focus on the proposal’s plan to accomplish the scope, in accordance with the requested resources in time and money as well as on the feasibility of the proposal management plan.

Excellence: novelty and innovation
Coherence of the intervention logic
<ul style="list-style-type: none"> • The proposal objectives are SMART (Specific, Measurable, Achievable, Realistic and Time Bound). • 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/service/solution.
Innovation potential
<ul style="list-style-type: none"> • The proposal represents a step forward regarding the current state-of-the-art innovation. • The proposal demonstrates its need and relevance for society, target group or market. • The product/service/solution and their sub elements are defined and are realistic according to timeframe and budget of the proposal.

Impact: social, economic, financial, and general sustainability
Ambition of the proposal and contribution to expected impact
<ul style="list-style-type: none"> • The proposal’s expected impacts are measurable at quantitative and qualitative level. • The impact on key outcomes of the proposal is clearly defined. • Social, economic and innovation impacts of the proposal are covered. • The proposal provides a credible strategy for financial sustainability. • The co-funding level meets the minimum expected or is higher than expected by the call.
Extent to which the proposal strengthens the competitiveness and growth
<ul style="list-style-type: none"> • The proposal is addressed to specific target group/s and/or market sector/s. • The city demonstrations or living labs are tangible and comparable. • The proposal defines measures to ensure durability and transferability of proposal outcomes.
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
<ul style="list-style-type: none"> • The proposal presents a dissemination and communication plan to specific target audiences. • The proposal presents a dissemination and communication plan aligned to the challenge area. • The proposal defines clear measures for IPR management. • The proposal defines clear measures to manage commercialization and exploitation on proposal results.

Implementation: planning and sound financial management
Coherence and effectiveness of the workplan including appropriateness of the allocation of budget, tasks, and resources
<ul style="list-style-type: none"> • 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. • The workplan of the proposal integrates citizen engagement actions with target numbers
<ul style="list-style-type: none"> • The proposal properly identifies deliverables, milestones, timelines and risks and mitigation relevant for the overall proposal.
<ul style="list-style-type: none"> • The proposal budget is clearly outlined and justified. • The proposal budget reflects value for money.
Appropriateness of the management structures and procedures, including quality management and risk management
<ul style="list-style-type: none"> • The proposal identifies management structures to guarantee an effective management of the proposal resources and partners.
<ul style="list-style-type: none"> • The proposal presents a clear contingency plan.
Relevance of the Consortium
<ul style="list-style-type: none"> • The partners represent the right competences in accordance with the proposal scope. • The partners have differentiated, clear and specific roles. • The partnership has the required skills and expertise to carry out the workplan.

The full proposal evaluation will consist of 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	<i>15 points</i>
Excellence	<i>25 points</i>
Impact	<i>30 points</i>
Implementation	<i>30 points</i>
Total	<i>100 points</i>

The three (3) External Expert Evaluators will meet in a consensus meeting aimed to calibrate the Individual Evaluation Reports (IER), where a rapporteur will address any notably divergences between them and will develop the final Summary Evaluation Reports (SER). The result of each SER will be added to the Evaluation Results List and the Call Report for the Selection Committee.

5.2.2 Portfolio selection

The EIT UM Selection Committee will select the portfolio of proposals to be included in the Business Plan 2022. The EIT UM Selection Committee is composed of the CEO, the COO and three Thematic Leads nominated by the CEO.

This final portfolio pre-selection will be based on the Call Report, the SER and the Evaluation results list. Only proposals ranked equal or over 60 points will be passed to the Selection Committee. The Selection Committee will discuss in detail proposals equalling 200% of the available budget in each Challenge Area. Given that Future Mobility will fund four proposals in total (2 x 900-950k EUR and 2 x 400-450k EUR) a minimum of 8 proposals as presented in order of evaluation scores will be discussed. In the case that proposals have similar or clustered scoring, additional proposals may be reviewed.

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

- Business Intelligence: issues or concerns highlighted by external expert evaluators.
- Track record: previous delivery of proposal milestones, demonstrations, outputs.
- Value for money: a combination of cost, co-fund, quality, and sustainability.
- KPIs covered: mandatory EIT Core KPI and Specific KPIs addressed.
- Demonstration impact: evidenced city engagement and resources such as Living Labs and additional funding.
- Geographic balance: consortium members from different countries with active roles for RIS

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

- For KPIs, *EITHE04.1 Start-up created* will be ranked higher than *EITHE03.1 Marketed innovation*.
- For co-funding, rates higher than 30% will be ranked higher.
- For demonstrations, the commitment and evidence of the city partners and resources allocated.

The Selection Committee will have the possibility to review the proposals selected and make minor project recommendations and in an exceptional case, may make a conditional offer.

5.2.3 Communication of results to applicants

The Lead Applicant will receive a communication noting any recommendations to be addressed to enable provisional inclusion within the First Call for proposals for Innovation for the Business Plan 2022 - 2024. The communication will have a defined time frame to respond to and complete any changes. This deadline is not mutable. Upon resubmission of the amended proposal, the MT reviews the amended submission and makes a final decision.

If a Lead Applicant fails to comply with the given recommendations, or does not respond within the defined time period, the MT reserves the right to withdraw the conditional offer. In such a case, the next proposal on the MT Portfolio list will be contacted following the ranking list.

The selected proposals will be included in the draft First Call for proposals for Innovation for the Business Plan 2022 – 2024 to be proposed to the EIT.



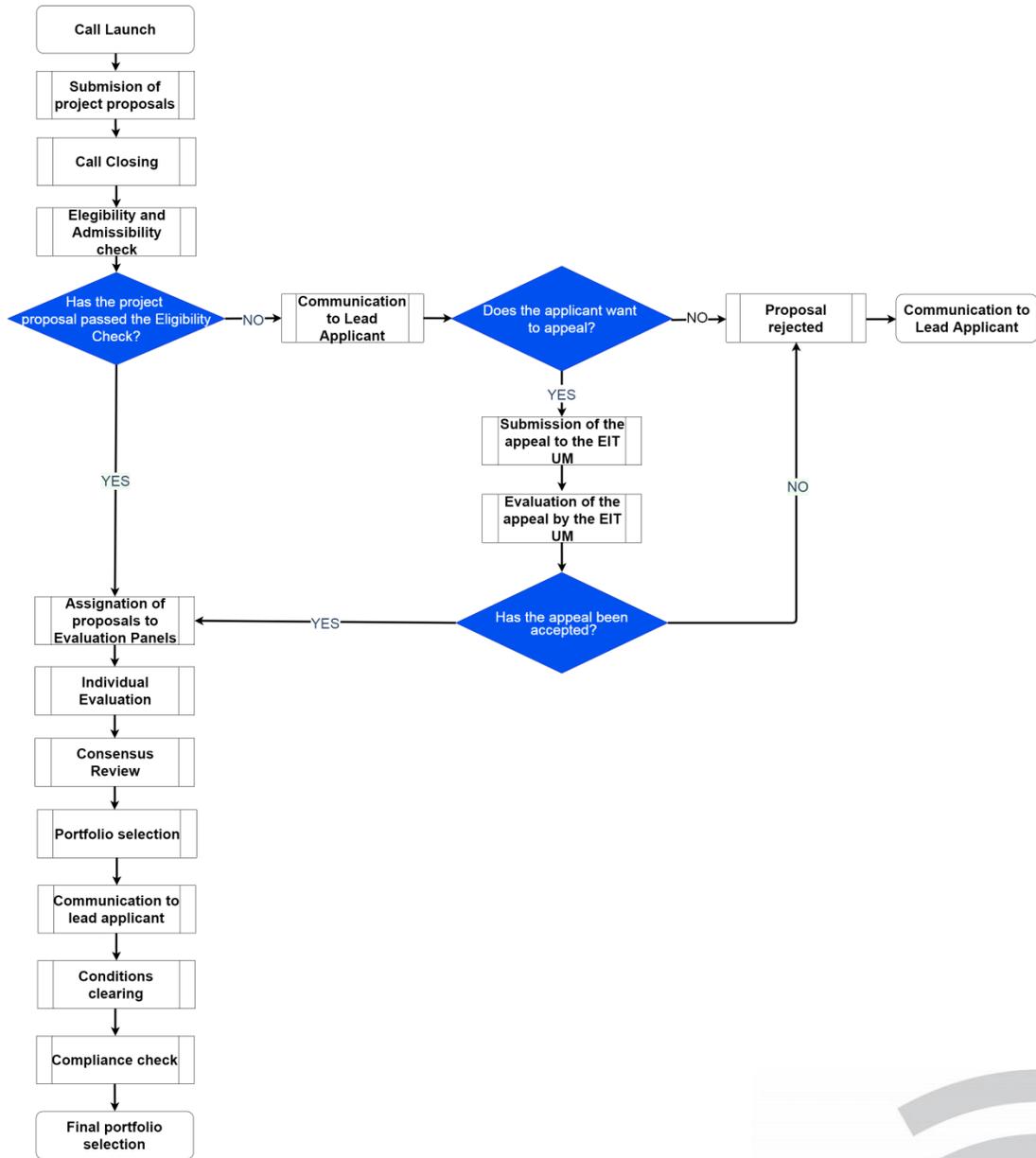


Figure 1. Workflow on Call Process



ANNEX 1 PLAZA GUIDANCE

Item	Description	Find details	PLAZA Location
All partners registered	Both general PIC number and specific PLAZA registration completed	Error! Reference source not found.	Login page
Eligible partners	Member State or Associate State Organisation	2.4.1.1.	Partner Information Form (PIF)
Eligible Lead Partner	Core Member or Experienced EIT Urban Mobility Business Plan 2020/2021 Partner	2.4.1.2	Tab 1 - CONTACTS Field – ACTIVITY LEADER
Partner mix	Ensure blended partnership	2.4.1.1	Tab 1 – CONTACTS Tab 2 – ACTIVITY OVERVIEW Field – PARTNER ROLES AND EXPERTISE
Full submission	Complete all sections of the application	4.2	Tab 6 - FEEDBACK Button – SAVE AND SUBMIT If successful, all tab labels appear with a green tick.
Commercialisation	Define the lead commercial partner, mechanism, and value		Tab 2 ACTIVITY OVERVIEW, Field – COMMERCIALISATION Tab 4 – SUSTAINABILITY Field – EQUITY or AMOUNTS
Budget	Defined and outlined budget according to Challenge Area	3.3.1	Tab 5 – BUDGET Field – TASKS IN 2022
KPI	Select one of obligatory Core KPI as minimum	7.2.1.1	Tab 2 – ACTIVITY OVERVIEW Field – EIT CORE KPI
Demonstration	Pan-European solution to issue demonstrated in 3 cities	7.2.1.1	Tab 3 – ACTIVITY SPECIFIC INFORMATION Field – CITY/LAB DEMO 1, 2 and 3



