Business Plan 2022 – 2024
First call for proposals for Regional Innovation Scheme (RIS)

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

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eiturbanmobility.eu

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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
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 project 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	MGA is replacing the specific grant agreement used in H2020.
Selection Committee	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 project/KAVAs. Selection Committee is composed by CEO, COO and at least 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 Urban Mobility. 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 projects protecting the elderly and vulnerable were rolled out in Budapest touching thousands. New ruggedized rickshaws were designed for handicapped and reduced mobility passengers in the hilly cities of Bergamo and Bilbao. As road space was taken back for public space, citizens in 5 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. In the Regional Innovation Scheme (RIS) region, not just special projects have been done, but also our network has been strongly extended to be locally present in the RIS countries in this challenging time.

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 a 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 EIT RIS Programme 2022 focused on our City Challenge Areas. All activities of the RIS program have the mission to connect innovation talents in Europe and support them to work together. If talents are working in more challenging innovation ecosystems of the RIS countries, the RIS program should help them to have the same chances for success. Accordingly, the RIS call is focusing on EIT Urban Mobility activity areas of Innovation, Education, and Business Creation.

In RIS Innovation we have a special program to connect RIS and non-RIS stakeholders on everyday project activities, this is called RIS Innovation Twin Projects. Innovation projects on the four innovation focus areas: Active Mobility, Sustainable Logistics, Energy and Mobility and Future Mobility, can have twin projects with RIS stakeholders, who are working on the same topic. The RIS twin project must have a high added value to the innovation project.

Besides the RIS Innovation Twin Projects, there are projects focusing on the RIS specific innovation needs, education, and business creation also welcome.

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We expect great things from our own EIT Urban Mobility community and hubs. Moreover, having seen how our community responded to COVID with rapid, agile, and impactful projects - we expect more. Higher. Faster. Better. And as the saying goes "Don't tell me how it cannot be done. Tell me how it can".

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 RIS for BP2022 - 2024: Main Features	
Dates	• *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 1.9 million EUR
Link to submission portal	The PLAZA platform will be available as of 9 April 2021
List of documents to be submitted	• Application form
List of documents to take into consideration	• 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	1) RIS Innovation Looking for new products/services or business models developed in or for RIS countries. *1.a) RIS Innovation Twin Projects* are projects with strong links to projects of the Innovation call. The RIS Twin Project members (non-KIC member RIS stakeholder) are working for the same goal, with the same team, have clear added value to the innovation project, with which they are linked. RIS Innovation Twin Projects have a clear preference in the RIS innovation portfolio.

RIS Innovation Twin Projects are working on the topics defined by the Innovation call:

- *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 will live and work and how we 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"), new software solutions for optimizing freight, new solutions for managing loading/unloading etc.
- *Mobility and Energy*
  Increased use of cleaner fuelled vehicles. The measure implemented should have the potential for replication and scaling in other European contexts.

1.b) RIS Innovation projects for specific RIS needs are innovations reacting on special needs of the RIS region. As a result of the project an innovative product must be introduced on the market with high scale up potential. Pilots with city involvement are strongly preferred.

2) RIS Education
- Supporting cooperation in the RIS education activities,
- Offering new courses or special professional education programs for RIS professionals,
- University-city cooperation to raise awareness for new local challenges and connected possible innovative solutions of young talents.

3) RIS Business Creation
- Systematic approach to integrate all RIS start-up support and other busines creation activities to a harmonized international system for better efficiency,
- Introduce best practice of business creation activities to adapt them in the RIS regions,
- Cover uncovered RIS areas for urban mobility business creation with a long-term financial sustainability concept.

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	4) RIS community building • Actions to support integration of local RIS innovation communities with the innovation community, • Actions for strengthening the local innovation community and local knowledge triangle integration.
Evaluation criteria	For the *Strategic Fit Evaluation*: • Contribution to the challenges and target defined at the EIT UM Strategic Agenda and EIT Core KPIs • Fitting with BP 2022 RIS Call strategic goals. • Addressing the concept of Knowledge Triangle Integration For the *Full proposal evaluation*: • Excellence, novelty and innovation • Impact and financial sustainability • Quality and efficiency of the implementation, including sound financial management. • Geographical balance of RIS coverage

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 Academy 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 categories[1]

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.

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

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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.

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)

Any organization EIT Urban Mobility and non-EIT Urban Mobility partners from RIS focus area countries [2] can be the Lead Applicant of a project proposal.

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 the PLAZA submission tool[3].

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[2] Organisations having the official seat in any of the RIS focus area countries of EIT Urban Mobility are eligible:

• EU member states:
Bulgaria, Croatia, Cyprus, Estonia, Greece, Hungary, South-Italy *(regions: Abruzzo, Molise, Campania, Puglia, Basilicata, Calabria, Sicilia, Sardinia)*, Latvia, Lithuania, Malta, Poland, Portugal, Slovakia, Slovenia, Romania

• Horizon Europe associated countries:
Albania, Armenia, Bosnia and Herzegovina, Faroe Islands, Republic of North Macedonia, Georgia, Moldova, Montenegro, Serbia, Turkey, Ukraine

[3] The registration process is outlined in the *Call Guidelines for Applicants*

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3. Call specific requirements

3.1 Strategic focus

EIT RIS is designed as a two-way interaction scheme. By sharing its good practices of Knowledge Triangle Integration (KTI) and increasing activities in eligible countries, EIT Urban Mobility will gain access to productive inputs, business skills, talent, cooperation opportunities in education, market and business, currently untapped entrepreneurial potential, customers for innovative ventures, innovation, knowledge, knowhow and technology transfer possibilities, additional testbeds for applications of innovative solutions as well as access to co-funding options provided by EU, Regional and National Support Schemes.

In the mid-term perspective, EIT RIS is expected to facilitate the incorporation of relevant players of the local innovation ecosystems in the EIT Urban Mobility ecosystems and foster the Knowledge Triangle Integration approach as a framework for the enhancement of innovation capacity.

RIS calls aim to support cooperation with non-RIS areas in the thematic areas Innovation, Academy and Business Creation. RIS cities are invited and highly welcome to participate in the City Club activities also. Factory and Citizen Engagement are not separately highlighted in the RIS calls, but the selected projects are foreseen (if applicable) to use the recent experience in projects and EIT Urban Mobility provides all support for that.

3.2 Proposal Duration

In the First Call for Proposals, the RIS Programme will accept proposals of up to 12 months duration.

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 Ideal Portfolio

3.4.1 *Scope of the activities*

For activities to be implemented in 2022, we are looking for proposals with different scopes:

3.4.1.1 RIS Innovation

Interest of RIS stakeholders in financing tools for RIS Innovation projects has been high and several good projects have been selected to develop new products/services/methods/business models. Based on this

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experience RIS innovation is a crucial part of the RIS call. In 2022 two different kind of RIS innovation projects are possible: RIS innovation twin projects and RIS innovation projects for specific RIS needs.

3.2.1.1.1 RIS Innovation Twin Projects:

The ambition to have RIS twins for the innovation projects have been signalized by the partner because budgetary limitations can hinder a full-scale involvement of RIS stakeholders or limit the implementation parallel in a RIS city. This kind of projects are connected to the innovation projects therefore for thematic focus please consult the *Innovation Call* document.

Challenge to address are the 4 focus areas of the innovation call 2022[4]:

- **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. 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 CO_2 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.

- **Future Mobility**

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[4] For more detailed information of the challenges, an examples please see the separate "Call for innovation 2022" of EIT Urban Mobility

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.

- Sustainable city logistics

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.

- Mobility and Energy

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.

RIS twin projects have to deliver an added value to a project of the innovation portfolio (e.g., parallel implementation of the pilot in a RIS city, implementation of an alternative solution to analyse differences, working on well-defined building stones of the program etc)

Please, do not forget if you as a RIS stakeholder would like to contribute to an innovation project (not RIS innovation, but EIT Urban Mobility Innovation call), but the scope of your activities is too limited to apply for a twin project, you can also join a consortium of the proposed innovation project as a project partner.

The project is closely connected to its twin project, but it has own KPIs, deliverables and outputs. If you are handing in a pair of twin projects you must indicate in both projects (in both RIS Innovation and the Innovation project proposal) the other one and make the reference, of how the projects are supporting each other. The main mission of the twin projects is to connect the stakeholders in the implementation. Therefore the twin projects should work closely together as a whole in the implementation phase.

Since deep cooperation of RIS and non RIS beneficiaries is essential, and in case of the "RIS innovation twin projects" is a more close collaboration and higher impact is expected, in the final portfolio decision of projects the "RIS innovation twin projects" may be preferred against the "RIS innovation projects for specific RIS needs in case of similar proposal performance.

3.2.1.1.2 Projects to answer specific RIS needs and challenges

Projects to answer specific RIS needs and challenges have the goal to offer non-member RIS stakeholders a possibility to work on and present their innovative idea to the community and at the same time to connect the best innovators from the RIS countries with the EIT Urban Mobility community (with all partners and with the KIC itself).

The offered innovative solution must address special needs of the RIS countries for urban mobility challenges. It can represent all stages of the development, but more mature development stages with short time to market are more favourable since the project result has to be a commercialised product.

Specific RIS needs and challenges to address are:

- Solutions to all City Club challenges, if they have a specific relevance for the RIS region.
- The City Club challenges can be translated/adapted to the special RIS needs if needed, (if you do so, please introduce why a translation/adaption needed in your case)
- It is a great advantage if your project can contribute to the:

    o better visibility of EIT Urban Mobility in the RIS region

    o improved knowledge triangle integration

    o building the EIT Urban Mobility community

    o engagement of citizens

o improvement/strengthening of the local innovation ecosystem.

3.4.1.2   RIS Education

RIS Education activities have started in 2021, building on the results of the EIT Urban Mobility Academy. Several education courses of the Competence Hub will be localised in 2021 for the already connected RIS countries to increase the number of locally involved stakeholders and to run capacity building activities. The broadening of the existing activities and suggestion of new educational courses, training or responding to other local needs are welcome.

RIS Education activities can focus on one of the following tasks:

- Education of stakeholders for entrepreneurial thinking and how to implement their own innovative business idea as a business (entrepreneurial skills).
- Education of urban mobility related professional knowledge (engineering skills related to Sustainable Urban Mobility Transitions, Advanced Mobility Services, Innovative Mobility Technology, Smart Mobility Data Science & Analytics).
- Education related to requirements of liveable urban places (awareness raising, change of mindset).
- Tools for support of the management of the change (e.g., assessment of the city performance, citizen engagement processes, piloting methods etc).

Target groups of education activities can be:

- Students, professionals - all kind of candidates who are participating in a training,
- Professors, mentors, trainers – multiplicators, who share knowledge with others,
- Educational system change - methods and curriculum how to share knowledge (e.g., development of course material, localization of special courses, new training methods, educational cooperation among the institutions, …)

The proposed actions must contribute to the KPI "number of the trained professionals" and have to be aligned with the mission of EIT Urban Mobility to boost the mobility related innovation in the RIS countries. Demonstrated synergies with other EU Initiatives (i.e., ERASMUS +, European Universities Initiatives) and relevant pan-European networks with the potential of high impact will be evaluated positively.

Since the ramp up of these education activities can take considerable time, a long-term concept for financial sustainability of the educational activities is needed.

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3.4.1.3   RIS Business Creation

RIS Business Creation aims to find hidden champions in RIS regions. Start-ups who have an innovative idea, excellent expertise, possibly a prototype production facility, but have not yet succeeded due to the missing link to financing, to investors or to the market. The RIS Business Creation activities have the goal to find and support the best urban mobility related start-ups with high potential. The start-ups can belong to any stage of the maturity. Also, special development measures are possible not just for start-ups but also to boost of the innovation performance of the local ecosystem.

Several pre-seed RIS Business Creation programs have been started (RIS accelerators, Jumpstarter, Western-Balkans pre-Jumpstarter) and are running connected to EIT Urban Mobility's regional business creation programs. However, gaps in the business creation activities are occurring. These gaps can be geographic or connected to the maturity of the start-ups. Actions to fill the gaps and methods to produce a robust start-up pipeline in all the RIS countries are expected. Also suggested measures for a local innovation ecosystem development to fill local/regional gaps are possible.

3.4.1.4   RIS community building

The building of local RIS communities has been started by the local RIS hubs. A significant increase in these communities, better interconnection of the local communities with each other and with the KIC community, remarkable and frequent local actions, motivation for all stakeholder to start local activities is the next level of the improvement. Any kind of tools, events, actions, or series of actions in different countries are welcome to strengthen the local networks and for the interconnection of the local communities with each other and with the KIC community. Online tools, which can be also used in times of Covid-restrictions and can connect long distances, contributing to community building are especially welcome. The actions should support the connection and involvement of a large number of stakeholders, who are until now not connected to the community and it should boost the matchmaking among the candidates.

A clear long term sustainability concept for the operation of the tool/event/action should be described (good impact / long term operation cost ratio, and potential cofounding ratio should be introduced). How the impact is supporting the reach of higher EIT Urban Mobility KPIs must be explained (please consult the RIS related success oriented KPIs like innovative products/supported start-ups/trained professionals).

3.4.2   Expected impact

The activities will contribute to creating awareness of urban mobility innovations and challenges among RIS stakeholders and should connect and involve them to different activities of EIT Urban Mobility.

All programs have specific expected impact listed below, but in addition all the RIS programs have some joint goals like:

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- Change of attitude in mobility planning and citizen engagement,
- Make liveability of a city measurable and measure the improvement,
- Change public places for more social use, and by this change we can change the social interconnections and the social network,
- Demonstrate that experiments/pilots are needed and regardless of the result, they can support the increase of the citizen engagement, therefore it is a highly useful tool to enhance citizens' sense of responsibility over mobility projects,
- Interconnect innovators across our community, because work on joint project implementation is the best way to build trust and appreciation, which can establish real long-term cooperation.

The specific expected impacts for the special calls are the following:

3.4.2.1 RIS Innovation expected impact

Support of local champions in developing new products/services/methods/business models to make them able being present on the European market. If projects are addressing special RIS challenges or they are adapting innovative solutions to the RIS environment it is closing a gap, that otherwise would not happen. If RIS innovation twin projects are delivering similar activities in a RIS and a non RIS environment, the differences of the legal environment, citizen engagement, decision making have to be analysed and described as lessons learned for the future projects.

Different kinds of outputs are possible according to the development stage of the innovative idea:
- New products/services/solutions implementing new mobility solutions (for the RIS region or coming from the RIS region)
- New tools and systems to support the cooperation between good and modest innovators,
- Local infrastructure analysis and development to prepare the adaptation of innovative technologies for a given city

3.4.2.2 RIS Education expected impact

The success of the RIS education program is measured by the number of (in different programs) trained professionals for urban mobility. However, there should be two other important impacts connected to the education. One is the demonstrated readiness of the stakeholders to absorb entrepreneurial thinking to start to realise the own idea and the other is the self-identification of professionals to be a holistic thinking urban mobility expert and not anymore "just" a city planner/traffic manager/infrastructure builder. If the future urban mobility professionals are connected across Europe from a young age and they have the same understanding it can set the switches for a much more efficient European cooperation in the future.

The implementation of local training and education can better unfold the specific local needs, and the implementation of the EIT Urban Mobility education in different cultures can respond to the program and can improve that.

3.4.2.3   RIS Business Creation expected impact

The RIS business creation activities are not just the starting point and supporting an entrepreneurial career and business ideas, but having different programs building on each other and on the national programs gives an overview of the innovation ecosystem and knowing the gaps, we can trigger changes, that can help not just EIT UM supported start-ups but maybe thousands of others also.

3.4.2.4   RIS local community building expected impact

Our community can be a strong and efficient network, if we can produce a strong interlinking on different levels weaving the net. The connections can be based on thematic areas, roles, challenges but one of the most important are the local connections. Not just because of the common history, future and language of the stakeholder but also because of the common regulation and legal background that influences what and how should be implemented. If we want to strengthen our network, we must take care of our local communities. Strong local/regional interconnection is the goal of this call, which can be indicated easiest by the number of the events and best by the development of the cooperation.

3.4.3 Partnership[5]

Since the main aim of the RIS program is to involve and connect new stakeholders from the RIS focus area countries, the call is focusing on non-EIT Urban Mobility partners. EIT Urban Mobility partners (also from non-RIS countries) can be part of a project only if their competencies or experiences have a high added value for the implementation of the RIS-based activity.

One member of the consortium must be designated as the project lead. This member should be a non-EIT KIC member RIS stakeholder. The applicant entity should demonstrate a thematic alignment with EIT Urban Mobility focus areas and a proven track record of related professional activities in the area of EIT Urban Mobility's mission: promote more liveable cities, provide solutions for the city challenges.

Knowledge Triangle Integration (KTI): Good coverage of the knowledge triangle and involvement of local cities and local SMEs is a basic goal of the call, therefore if possible, the proposals should include partners from all four elements of the extended knowledge triangle (industry, city, education and research). Since in some of the projects (because of the size of the budget and timeframe) can be challenging to integrate all sides, the table below shows the minimum criteria for all kind of the RIS projects. The listed criterium is

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[5] Activities in all the RIS focus countries of EIT Urban Mobility are eligible:
•   EU member states:
Bulgaria, Croatia, Cyprus, Estonia, Greece, Hungary, South-Italy, Latvia, Lithuania, Malta, Poland, Portugal, Slovakia, Slovenia, Romania
•   Horizon Europe associated countries:
Albania, Armenia, Bosnia and Herzegovina, Faroe Islands, Republic of North Macedonia, Georgia, Moldova, Montenegro, Serbia, Turkey, Ukraine

the minimum, but full coverage of the extended knowledge triangle is a strong advantage and will be positively taken into consideration during the evaluation process.

The partnership must be integrated by <u>at least two RIS countries,</u> but further countries (including also non-RIS countries) are welcome.

RIS Project category	City	Industry	Education	Research	Comment
RIS Innovation	1	2	-	-	The participation of research (or education) partners is not mandatory but strongly welcome. If research or education stakeholder(s) are participating the number of industry partners can be lowered to 1
RIS Education	(1)		2		City needed but in exceptional cases, if justified, can be replaced by research or industry. One education organization can be also replaced by an SME.
RIS Business Creation	(1)	2			City needed but in exceptional cases, if justified, can be replaced by research or education.
RIS community building	1	2	1		

An important goal of the RIS program is to have broad coverage of the RIS countries, therefore the projects which are connecting countries that are in the RIS portfolio underrepresented (RIS countries without RIS hubs and RIS projects) will be higher ranked in the final RIS portfolio decision. Furthermore, the projects where more RIS countries are involved will be higher ranked in the evaluation.

In RIS innovation, the innovation twin projects (projects with added value for the involvement of RIS stakeholders connected to a project of the innovation portfolio,) are preferred. Hence in the final portfolio decision RIS innovation twin projects have a better chance to be selected than the RIS innovation projects for special RIS challenges.

3.4.4 KPIs to be achieved

All activities should, at least, address the following KPIs:

- EITHE10.2-EITRIS with a value of at least 3
- EITHE10.3-EITRIS with a value of at least 2
- KONHE06 with a value of at least 1
- KONHE03.2 with a value of at least 1 (for the exceptions, please see "3.2.3 Partnership" above)

And all other matching KPIs from the KPI list below:

General for all RIS projects	
EITHE10.2-EITRIS	**EIT RIS Active KIC Partners:** <u>Number of active KIC partners</u> registered in the EIT RIS countries *Since EITHE10.2-EITRIS is a subcategory of EITHE10.1, if you choose EITHE10.2-EITRIS, you must choose also EITHE10.1 with the same value.* **[EITHE10.1] Active KIC Partners:** number of active partners collaborating in the KIC per profile (research; business; education; cities, regions, NGOs; other). Active partner means organizations signed contracts with KICs and with implementing activity role in the reported year (expressed in terms of costs in the budget).
EITHE10.3-EITRIS	**EIT RIS countries – active KIC Partners:** Number of EIT RIS countries where active KIC partners are registered
EITHE13. 2-EITRIS	**EIT RIS Success Stories:** <u>Number of success stories</u> (as per EITHE13.1 definition) linked to EIT RIS country *Since EITHE13.2-EITRIS is a subcategory of EITHE13.1, if you choose EITHE13.2-EITRIS, you must choose also EITHE13.1 with the same value.* **[EITHE13.1] KIC success stories:** 20 quality success stories per year submitted by KIC to EIT continuously (e.g. 5 per quarter) and accepted by EIT. [target = 20] The success stories should follow the EIT's respective guidelines and should be accepted by the EIT including eligible nominees for the EIT Awards.
EITHE13. 3-EITRIS	**EIT RIS Countries – success stories:** <u>Number of EIT RIS countries</u> linked to the success stories
KONHE03.2	**City engagements in projects** Number of city engagements per KAVA
KONHE06	**Outreach events in EIT RIS countries** Number of events to increase awareness about EIT Urban Mobility in RIS countries and inform and actively engage local players and the public in EIT Urban Mobility activities.
KSN02	**Demonstration/pilots/living labs within a project that actively involve citizens and/or local associations** Actively engaged an appropriate amount of citizens/community representatives of various age and social groups in running a demonstration/successful pilot/living lab* to encourage experimentation, research and the development of solutions to city challenges and issues; and, where relevant: Mobilized local citizen associations and community groups to help maximize reach out to citizens. The aim is to ensure acceptance of measures, raise

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	awareness for opportunities or restrictions that come with measure implementation, and enhance ownership of measures. *Living labs are defined as user-centred, open innovation ecosystems based on a systematic user co-creation approach integrating research and innovation processes in real-life communities and settings. Living labs place the citizen at the centre of innovation.
KSN03	**Public realm improvements:** The number of successful single interventions directly implemented by the activity focused on public realm improvements, in line with SO1 "Create liveable urban spaces". Public realm is a platform for life with a diversity of urban functions to live, work, shop, relax, encounter and play, commonly defined as all areas between buildings including streets, boulevards and open squares that are accessible to the public. Improvements for the diversity of individual users (citizens, customers, visitors, tourists etc. incl. young and elderly, mobility impaired and diverse gender/roles) within the common urban space specifically address: giving more space to pedestrians and cyclists, reducing car ownership/dependency, improved routes, multi-modal options, efficient public transport, streets greening and expansion of the tree canopy, parklets (reusing parking space and creating real opportunities for people to meet), new street lighting, new greenery, waste collection, improved directions for visitors, etc. This KPI includes both: a) small-scale and temporary changes, using low-cost and scalable interventions, as the first step in informing long-term systemic change, and b) permanent investment as part of a public realm action plan and/or a walking and cycling strategy, and/or parking interventions
RIS Innovation	
EITHE01.3-EITRIS	**EIT RIS designed/tested innovations:** <u>number of innovative products</u> and services designed/tested by organizations from EIT RIS countries. *Since EITHE01.3-EITRIS is a subcategory of EITHE01.1, if you choose EITHE01.3-EITRIS, you must choose also EITHE01.1 with the same value.* **EITHE01.1] Designed/Tested Innovations:** number of innovative products/services resulting from innovative projects (a) filed for some form of intellectual property protection (i.e. patents, trademarks, registered designs, copyrights), or innovative products/services that have progressed

	towards commercialization, defined as one or more of progress by at least one technology or manufacturing readiness level (TRL/MRL); prototype/proof of concept/beta version developed; product/ service/ model piloted; or(b) innovative products tested through test-beds or other innovative platforms.
EITHE01.4-EITRIS	**EIT RIS countries – designed/tested innovations:** <u>number of EIT RIS countries</u> related to designed/tested innovative products and services
EITHE02.2-EITRIS	**EIT RIS marketed innovations:** number of products or processes (as per EITHE02.1 definition) launched on the market by organizations from the EIT RIS countries *Since EITHE02.2-EITRIS is a subcategory of EITHE02.1, if you choose EITHE02.2-EITRIS, you must choose also EITHE02.1 with the same value.* **EITHE02.1] Marketed Innovations:** number of innovations introduced on the market during the KAVA duration or within 3 years after completion thereof. Innovations include new or significantly improved products (goods or services) and processes sold. Each reported innovation should have a sales revenue of at least 10 000 EUR documented. [target] Innovations introduced on the market must be directly linked with the KAVA and reported in the year when they reached the first 10 000 EUR revenue (but not later than three years after completion of the KAVA). Open access innovations having at least 200 satisfied users should be reported separately with the number of users satisfied with the innovation.
KONHE20	**Designed/Tested Innovations:** Number of innovative products/services resulting from innovative projects (a) filed for some form of intellectual property protection (i.e. patents, trademarks, registered designs, copyrights), or innovative products/services that have progressed towards commercialization, defined as one or more of progress by at least one technology or manufacturing readiness level (TRL/MRL); prototype/proof of concept/beta version developed; product/ service/ model piloted; or(b) innovative products tested through test-beds or other innovative platforms.
KSN01	**Innovation pilot scaling:** The number of innovation products and/or processes (not below Technical Readiness Level TRL-4) that have completed testing / demonstration with end users and prove to be successfully implemented beyond the KAVA activities, are ready for scaling. Scaling means expansion to wider scale application (more people reached within same location) and/or introduction in a new location (other places within the same municipality, other cities/regions in Europe or worldwide).

	An innovation is defined as: 'An idea, practice or object that is perceived as new by an individual or other unit of adoption in the place that it is implemented. Innovations need to integrate into the context in order to be economically successful and provide societal impact. '
	EIT Urban Mobility focuses on technological and social innovations that contribute to green, safe and inclusive mobility solutions for people and goods (SO3), e.g.: • Deploy and uptake of new modes of transport which encourages a modal shift to new mobility services; Improve the user experience for people (individual mobility, public transport, shared mobility); • Optimise and improve city logistics operations for last-mile deliveries; Engage citizens, users and other stakeholders to stimulate behavioural change, and accelerate the adoption of new mobility solutions and regulations as a result of the activity.
RIS Education	
EITHE07.2-EITRIS	**EIT RIS Graduates from EIT labelled MSc/PhD programmes:** Number of graduates from EIT labelled Master and PhD programmes in year N with citizenship in EIT RIS countries. *Since EITHE07.2-EITRIS is a subcategory of EITHE07.1, if you choose EITHE07.2-EITRIS, you must choose also EITHE07.1 with the same value.* **[EITHE07.1] Graduates from EIT labelled MSc/PhD programmes:** Sum of graduates from EIT labelled Masters and EIT labelled PhD programmes in year N.
EITHE08.2-EITRIS	**EIT RIS Participants in (non-degree) education and training:** Number of successful participants in EIT professional development courses, online training courses, and other education/training activity delivered or in a process of delivery with citizenship in EIT RIS countries *Since EITHE08.2-EITRIS is a subcategory of EITHE08.1, if you choose EITHE08.2-EITRIS, you must choose also EITHE08.1 with the same value.* **Participants in (non-degree) education and training:** Number of successful participants in EIT professional development courses, online training courses, and other education/training activity delivered or in a process of delivery (by country and type of programme), including data on country of citizenship and gender. Only participants who successfully finished the programme to be counted.

	For this KPI, only those education and training activities which have clearly defined learning outcomes and which carries out competency assessment method are applicable.
EITHE09.2-EITRIS	**EIT RIS EIT labelled MSc/PhD students and graduates who joined start-ups:** Number of EIT label students and graduates with EIT RIS country citizenship who joined start-ups during their EIT label studies or up to 3 years after graduation. *Since EITHE08.2-EITRIS is a subcategory of EITHE08.1, if you choose EITHE08.2-EITRIS, you must choose also EITHE08.1 with the same value.* [EITHE09.1] **EIT labelled MSc/PhD students and graduates who joined start-ups:** number of students who joined start-ups during their EIT Label MSc and PhD studies. Sum of EIT Label graduates who joined start-ups up to 3 years after graduation. [target] JOIN means join as an owner of an existing start-up or be employed by a start-up.
KONHE01	**Companies involved in EIT labelled programmes** This applies only to Master School and Doctoral Training Network. These are formally not Labelled Programmes, but may in this context be regarded as labelled. With companies, we here refer to both companies and cities.
KONHE02	**Participants in all Academy activities** Here each participant in an education programme counts, being in the Master School, Doctoral Training Network, or Competence Hub.
KONHE08	**Education activities at EIT RIS hubs** Number of education activities in RIS countries organized by the RIS hubs.
KONHE21	**New courses developed** Number of new courses and training for degree and non-degree education developed
RIS Business Creation	
EITHE03.2-EITRIS	**EIT RIS Start-ups/scale-ups supported**: Number of start-ups and scale-ups registered in EIT RIS country supported by KICs for at least 2 months in year N *Since EITHE03.2-EITRIS is a subcategory of EITHE03.1, if you choose EITHE03.2-EITRIS, you must choose also EITHE03.1 with the same value.* [EITHE03.1] **Supported start-ups/scale-ups:** # Start-ups and scale-ups supported by KICs for at least 2 months in year N, provided the KIC's services contribute to the company's growth (including potential growth). [target]

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	Examples of such services are mentoring, consultancy on access to finance and markets, product/service marketing, legal advice, internationalisation, match-making, etc. The services should be provided for a total period of at least two months.
	(reported by country of registration of the venture)
	(the definition to be updated in 2020 with the respective DG RTD/Horizon Europe definition of "start-up support")
EITHE03.3-EITRIS	**EIT RIS countries –KIC supported start-ups/scale-ups:** <u>Number of EIT RIS countries</u> where start-ups/scale-ups supported by KICs (as per EITHE03.1 definition) are registered
EITHE04.2-EITRIS	**EIT RIS Start-ups created of/for innovation**: <u>Number of start-ups registered</u> in EIT RIS country in year N and established as a result/ based on the output(s) of Innovation/ Research related KAVA(s), or created for the purpose of an innovation project to organise and support the development of an asset.
	Since EITHE04.2-EITRIS is a subcategory of EITHE04.1, if you choose EITHE04.2-EITRIS, you must choose also EITHE04.1 with the same value.
	[EITHE04.1] Start-ups created of/for innovation: Number of start-ups established in year N as a result/ based on the output(s) of Innovation/ Research related KAVA(s), or start-ups created for the purpose of an innovation project to organise and support the development of an asset (but not later than three years after completion of the KAVA).
EITHE04.3-EITRIS	**EIT RIS countries - start-ups created of/for innovation**: <u>Number of EIT RIS countries</u> where start-ups of/for innovation (as per EITHE04.1 definition) were registered
EITHE05.2-EITRIS	**EIT RIS start-ups created of EIT labelled MSc/PhD programmes:** <u>Number of start-ups established</u> in EIT RIS countries in year N by EIT labelled MSc and PhD students or graduates.
	Since EITHE05.2-EITRIS is a subcategory of EITHE05.1, if you choose EITHE05.2-EITRIS, you must choose also EITHE05.1 with the same value.
	[EITHE05.1] Start-ups created of EIT labelled MSc/PhD programmes: Number of start-ups established in year N by students enrolled and graduates from EIT labelled MSc and PhD programmes.
	To be eligible, a start-up should be created during EIT labelled programme (by students) or within 3 years from the graduation (by graduates).

EITHE05.3-EITRIS	**EIT RIS Countries - Start-ups created of EIT labelled MSc/PhD programmes**: Number of EIT RIS countries where the start-ups created by EIT labelled MSc and PhD students or graduates are registered
EITHE06.2-EITRIS	**Investment attracted by KIC supported EIT RIS start-ups/scale-ups:** Total EUR amount of private and public capital attracted within year N by supported start-ups/scale-ups established in the EIT RIS countries, that have received KIC business creation services support of a total duration of at least two months, within a maximum of three years following the last received KIC KAVA support activity. *Since EITHE06.2-EITRIS is a subcategory of EITHE06.1, if you choose EITHE06.2-EITRIS, you must choose also EITHE06.1 with the same value.* **Investment attracted by KIC supported start-ups/scale-ups:** Total EUR amount of private and public capital attracted within year N by supported start-up/scale-ups (per country) that have received KIC business creation services support of a total duration of at least two months, within a maximum of three years following the last received KIC KAVA support activity. *(the definition and supporting evidence will be updated once the HE respective KPI is developed; acceptance of debt financing or grants will be confirmed alongside the definition)*
EITHE06.3-EITRIS	**EIT RIS Country - Investment attracted by KIC supported EIT RIS start-ups/scale-ups:** Number of EIT RIS Countries where the supported start-ups/scale-ups which attracted investment were registered
KONHE09	**Entries in idea and business competitions** Number of submissions, not individuals, or pitches in competitions count, including competitions arranged by EIT Urban Mobility or partner KAVAs.
RIS community building	
KONHE06	**Outreach events in EIT RIS countries** Number of events to increase awareness about EIT Urban Mobility in RIS countries and inform and actively engage local players and the public in EIT Urban Mobility activities.
KONHE08	**Education activities at EIT RIS hubs** Number of education activities in RIS countries organized by the RIS hubs.

3.5   Financial aspects

3.5.1 Budget

A budget of up to 1.9 million EUR is estimated for this call.

The estimated budget of the main call areas of this 2022 RIS call are the following:

RIS Innovation

A project size between 100k and 400k (grant) is expected. The total budget of the grant is 1 million, which allows the funding of ca. 3-7 projects.

RIS Education

For RIS Education activities a total grant budget of 0.3 million Euro is allocated. The expected project size between 50k and 300k allows the funding of ca. 1-5 projects.

RIS Business Creation

RIS Business creation activities can have a grant budget between 50k and 150k. The total funding budget of the activity is 0.3 million Euro. According to the estimation, 2-4 projects can be supported.

RIS community building

To improve a local innovation ecosystem and support the **local community building** projects can be supported in the different RIS countries and regions with the grant amount between 50k and 150k per project. The total budget of the action is 0.3 million Euro. Any kind of tools, events, actions or series of actions in different countries are welcome to strengthen the local networks and for the interconnection of the local communities with each other and with the KIC community.

The above-indicated sub-budgets for the calls is just an estimation calculated by an ideal distribution of the proposals. If it is justified from a portfolio point of view (in one segment significant more need and strong projects than in others) the sub-budget distribution will be recalculated.

Multiannual projects are allowed in all themes, but in case of a multiannual project a clear project phase for 2022 and connected clear results, KPIs, deliverables and outputs must be defined. In the call evaluation process, the decision can be made just for the 2022 project phase, later phases have to be indicated and have to be agreed after the evaluation of the results of the first phase (ca. October of 2022).

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Framework conditions

| Area	Max. funding per beneficiary	Max grant budget per activity	Estimated overall available budget for area	Suggested Grant intensity (suggested max. funding rate)	latest activity end
RIS Innovation	500.000 EUR	400.000 EUR	1.000.000 EUR	80%	31.12.2022 or multiannual
RIS Education	500.000 EUR	300.000 EUR	300.000 EUR	90%	31.12.2022 or multiannual
RIS Business Creation	500.000 EUR	150.000 EUR	300.000 EUR	80%	31.12.2022 or multiannual
RIS community building	500.000 EUR	150.000 EUR	300.000 EUR	95%	31.12.2022 or multiannual

For all non-EIT Urban Mobility member organisations the maximum of the sum of the subgrant cannot exceed the subgranting cap of 500,000 EUR per beneficiary. By the calculation of the sum of subgrant of a given organization the amount of all subgrants in all EIT Urban Mobility projects must be added. In the proposal phase, the sum of the proposed subgrants can in different projects (but not in one single) exceed the subgranting maximum, but if the selected project portfolio includes projects with multiple subgrants for the same organization a reallocation of the tasks and budget must be made to meet the limitation of the subgranting cap.

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 Co-funding rate

As indicated in the budget table above in all project categories are co-financing rates between 5-20% foreseen. Since in the RIS the financing of the projects in many cases a clear barrier, the above-mentioned suggested grant intensity (80-95%) is not a maximum but a strong suggestion for the projects. In the case that a project could have a strong impact, it can compensate a weak co-financing. While a strong co-financing shows high commitment from the beneficiary side. Based on this the deviation from the suggested co-financing rate (RIS innovation 20%, RIS education 10%, RIS Business creation 20%, RIS

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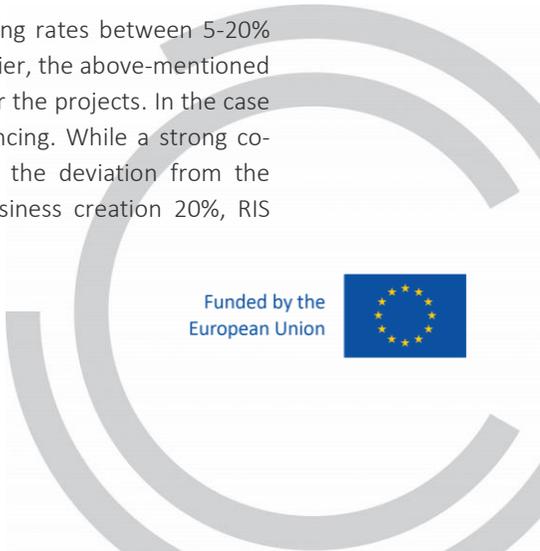
community building 5%) will be taken into account in the evaluation (higher co-finance has a positive, lower co-finance a negative impact on the evaluation).

3.5.4 Financial sustainability on RIS area

To sustain a long-term partnership, the 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 coming from activities funded by EIT Urban Mobility.

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 proposal should explain its commercialisation strategy, indicating if and how the activity intents to contribute towards achieving the EIT Urban Mobility's financial sustainability.

This could be demonstrated by proposing 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

Although for RIS a contribution to EIT Urban Mobility´s financial sustainability is not mandatory , selected activities should trigger a change, that can be sustained long term. Therefore, proposals need to explain how activities are intended to be run in the longer term, indicating which co-financing and incomes will help them to reach a long-term sustainability. I.

3.6   Additional specific requirements

- The RIS actions should focus on the RIS focus countries of EIT Urban Mobility (see chapter "3.3.3. Partnership") must and increase the innovation performance of target countries.

- A cooperation between new (non EIT Urban Mobility Member) RIS stakeholders and KIC members is highly supported, but in case of EIT urban mobility partners it has to be strongly justified, how they are contributing to the development in the RIS.

- A balanced budget allocation is a key issue for the projects (budget of KIC members must be proportional and detailed justified)

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4. 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 Guide for Applicants*, *the information events* and, finally, *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 a clear information on how, when, where and what the applicant must submit to EIT UM to participate in any area from the calls 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
RIS area	riscall2022@eiturbanmobility.eu
IH North	north@eiturbanmobility.eu
IH West	west@eiturbanmobility.eu
IH East	east@eiturbanmobility.eu
IH Central	central@eiturbanmobility.eu
IH South	south@eiturbanmobility.eu

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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 at 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 calendar[6]

Activity	Date
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 to applicants	Beginning of July 2021
Conditions clearing	Mid July
Compliance check of the fulfilment of conditions	End of July 2021
Final selection of portfolio	Beginning of August 2021

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

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[6] Disclaimer: Indicative timeline – eventually to be adapted in line with Horizon Europe negotiations

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5. Evaluation and selection process

Once the applicants have submitted their project 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. Partnership composition	Partnership composition is in line with the partnership specific requirements of the area (see section 3.3.3)
3. KPIs addressed	All proposals must identify and address the mandatory related KPIs of the specific Challenge Area at which the project proposal is submitted (see section 3.3.4).
4. Budget distribution	Only proposals with at least the 70% of their total budget allocated in non EIT Urban Mobility member RIS stakeholders, will be eligible.

While failing all these criteria will make the proposal ineligible, failing the following criteria will make the single partner ineligible[7]:

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 the official communication from the EIT UM informing on the outcome of the admissibility and eligibility check and containing the detailed explanation on the failure.

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[7] The results of this criterion might affect the decision on the composition of partnership or even the eligibility of the whole project 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 project proposal.

This communication will be sent within 5 working days from the official decision of the EIT UM MT 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, value and quality of project proposals.

5.2.1 Individual Evaluation Process

The first evaluation process will be the Individual Evaluation by the External Expert Evaluator (EEE).

This Individual Evaluation Process will consist in a two phases evaluation process - the strategic fit evaluation (first qualifying phase) and the full evaluation (second qualifying evaluation phase)- and its output will be the Individual Evaluation Report (IER) from each EEE.

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	*None*	The information requested is missing (either not filled it in or not provided in the text).
1	*Very poor*	The information provided is considered as not relevant 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 not clearly or sufficiently 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, clearness 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 project 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.

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To determine if the project 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
• Contribution to the challenges and target defined at the EIT UM Strategic Agenda, RIS strategy and EIT Core KPIs
• Fitting with BP 2022 Call Area and Topic at which the project proposal has been submitted • Potential of impact in line with or exceeding the minimum level requirement as stated for the respective call type of activity, see 3.*2. Scope of the activities*.
• Impact for the RIS region and addressing the concept of Knowledge Triangle

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 criteria. 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 criteria, then it will pass to the full proposal evaluation.

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 project proposal's plan to accomplish the project scope, in accordance with the requested resources in time and money as well as on the feasibility of the project management plan.

Excellence, novelty and innovation
Coherence of the intervention logic
• The project objectives are SMART (Specific, Measurable, Achievable, Realistic and Time Bound)
• The aim and the objectives of the projects are clearly related to project activities, outcomes and results. • The project outcomes/outputs have been specified in relation to the expected product/service/solution. • The project contributes to Knowledge Triangle Integration by involving academia, research, industry and cities. • The project clearly supports the interconnection of the RIS and non-RIS stakeholders and connects the RIS region to the innovation/education/business creation/community management activities of the innovation community.

Novelty and need (Innovation potential)
• The project represents and step forward regarding the current SoA innovation/education/business creation or community building solutions (it does not have to be a novelty on European scale, but on local/regional level).
• The project demonstrates its need and relevance for society, target group or market.
• The project product/service/solution and their sub elements are defined and are realistic according to timeframe and budget of the project.
• The project offers a solution to an unmet need and/or unresolved issue.
• The project address specific RIS target group needs.

Impact and financial sustainability
Ambition of the proposal and contribution to expected impact
• The project expected impacts are measurable at quantitative and qualitative level. • The impact on key outcomes of the project is clearly defined.
• A plan for the long-term financial sustainability of the activity is defined. For RIS contribution to EIT Urban Mobility´s financial sustainability is not mandatory but demonstration of long term operation and impact is crucial. • The co-funding level of the project is higher than the suggested co-funding level of the (sub)call. (If the co-funding level does not reach the suggested co-funding level it must be strongly justified here and it is influencing the evaluation)
Extent to which the activity strengthens the competitiveness and growth
• The project is addressed to specific target group/s and/or market sector/s. • In RIS innovation: the project is able to demonstrate the impact of the innovation (pilot).
• The project defines measures to ensure durability and transferability of project outcomes.
Effectiveness of the proposed measures to exploit and disseminate the project results (including IPR management), to communicate the project and to manage data, where relevant
• The project presents a dissemination and communication plan which guarantees the communication of main project activities to specific target audiences. • The project presents a dissemination and communication plan aligned to the challenge area of the call.
• The project defines clear measures for IPR management. • The project defines clear measures to manage commercialization and exploitation on project results.

Quality and efficiency of the implementation, including sound financial management
Coherence and effectiveness of the workplan including appropriateness of the allocation of budget, tasks, and resources
• The working plan project is aligned to the achievement of project objectives, KPIs and expected results. • The project activities are aligned to project outcomes/outputs and expected results.

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- If applicable: The workplan of the project integrates citizen engagement actions with target numbers.

• The project identifies deliverables, milestones, its timing, and its relevance (critical/not critical) for the project.
• The project budget is aligned to the project scope of the project.
• The project budget reflects the best value for money in its structure and content.
• The plan is consistent with the availability of required resources.

Appropriateness of the management structures and procedures, including quality management and risk management

- The project identifies management structures to guarantee correct management of the project resources and partners.
- The project presents a clear project contingency plan.

Relevance of the partnership

- The project partners represent the right competences in accordance with the scope of the topic and the resources available.
- The partners present clear and specific roles in the project.
- The partnership presents the required skills and competences to carry out the activities presented at the work plan.
- The partnership is representing a high coverage of the RIS (more RIS countries involved is better).
- The partnership is addressing missing RIS countries (involvement of new RIS countries and countries without a RIS hub).

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	15 points
Excellence	25 points
Impact	30 points
Implementation	30 points
Total	100 points

The 3 External Expert Evaluators will meet in a consensus meeting aimed to calibrate the Individual Evaluation Reports (IER), where a rapporteur will address any notable 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 projects to be included in the Business Plan 2022. The EIT UM Selection Committee is composed by the CEO, the COO and three Thematic Leads nominated by the CEO.

This final portfolio selection will be based on the Call Report and the Evaluation results list. Only proposals ranked equal or over 60 points will pass to the Selection Committee. The default for Selection Committee review will be double the **available EIT budget** and **number of proposals**.

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

- Business Intelligence: issues or concerns highlighted by External Experts.
- Duplicity: no proposals with same or similar expected results are funded.
- Track record: previous delivery of project milestone, demonstration, outputs.
- Value for money: a combination of cost, co-fund, quality, and sustainability.
- Geographic balance: consortium members from different countries.

In case of proposals with same or clustered scoring, additional consideration will be given to two additional factors:

- quality and quantity of **KPIs** addressed.
- **co-funding** rate
- **interconnection** of RIS non-RIS working groups (e.g., RIS innovation twin projects)
- number of the **covered RIS** countries
- **representation of the covered RIS countries** in the RIS portfolio
- **scalability and demonstration** impact
- the commitment and evidence of the **city partners** and resources allocated.

The Selection Committee will have the possibility to review the proposals selected for approval and perform a strategic alignment by identifying recommendations and conditions to be applied.

5.2.3 Communication of results to applicants

The Lead Applicant will receive a communication noting any recommendations/conditions to be addressed to enable provisional inclusion within the First call for proposals for RIS for the Business Plan 2022 - 2024. The communication will have a defined timeframe to respond 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.

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

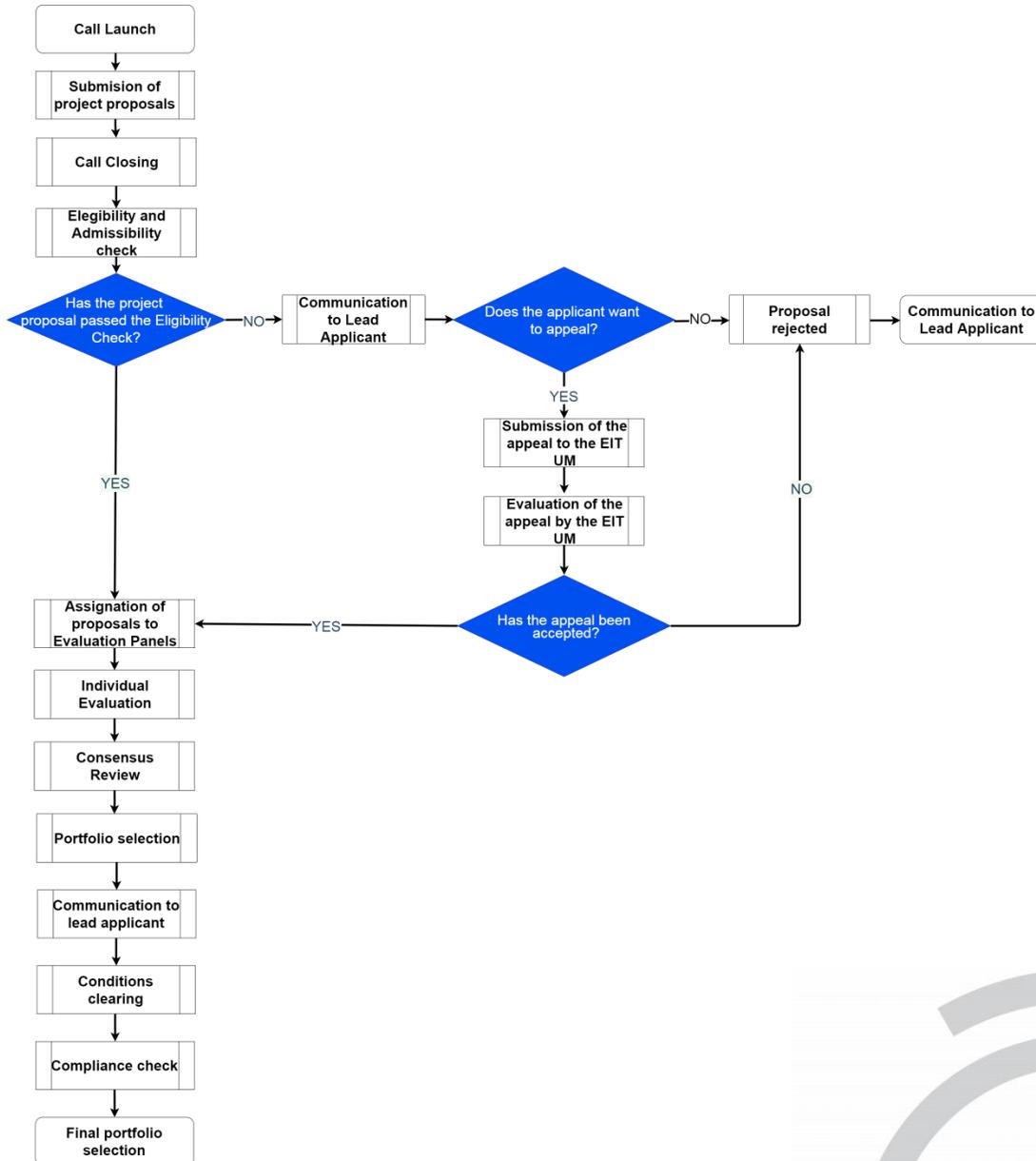The selected proposals, as well as other activities to be developed internally by EIT UM, will be included in the draft/proposed Business Plan.

Figure 1. Workflow on Call Process