



Call for proposals for
Regional Innovation Scheme (RIS) Hubs
as part of the Business Plan 2021

Call for RIS Hub activities for the period 2021-2027

in

Croatia, Latvia, Romania, Slovakia and Turkey

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

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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
RIS	Regional Innovation Scheme
RIS Hub	Local partner (or consortium) in a RIS country supporting EIT Urban Mobility activities
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. By this call the thematic lead is the RIS Manager

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 would like to expand our presence through the creation of new EIT RIS HUBs. The selected RIS HUBs should support the RIS activity of the KICs for the period 2021-2027 in their countries.

We are pleased to introduce to you a new Call for Proposals for EIT Urban Mobility HUB activities in the following countries of the Regional Innovation Scheme (RIS):

Croatia, Latvia, Romania, Slovakia, Turkey.

EIT Urban Mobility presents this open Call and invites organisations to propose impactful activities that will support EIT Urban Mobility to deliver on its mission and create real benefits to cities, citizens, and companies in Europe and beyond.

We look forward to seeing inspiring collaborations unravel with organisations that would become our long-term partners representing EIT Urban Mobility as a RIS HUB. This Call document is an invitation to submit proposals that will help us to continue building a strong network in the RIS countries.

The document describes the goals and the process of the Call and outlines how the applications will be evaluated. Furthermore, it will give you clarity on:

- What we expect: description of the Hub activities in the RIS countries.
- How we will evaluate and select proposals: Details on the evaluation and selection procedure and the applied criteria.
- What happens and when: Transparency on the timing of the entire process.
- Rules and eligibility: Guidance on financial and administrative issues, as well as eligibility criteria.
- Where to get help: We provide a summary of all key contact points for help and support.

Please note that the deadline for submission of proposals is **2 August, 23:59 (UTC+1/CET)**.

All proposals need to be submitted electronically using the EIT system Plaza. (<https://plaza.eiturbanmobility.eu/>). For the submission of the 2021 new RIS Hub proposals is a special section made. The applicants must register in the Plaza system and must fill out the TABO of the Plaza and have to attach the filled Annex1 and Annex2.

We look forward to receiving your applications for future cooperation.

Maria Tsavachidis

CEO

EIT Urban Mobility

1. Call summary

Call for proposals for RIS HUBs 2021: Main Features	
Dates	<ul style="list-style-type: none"> • Call opening: 31 May 2021 • Call closing: 2 Aug 2021 • Eligibility and admissibility check: 16. August 2021 • Evaluation of proposals: 13 September 2021 • Communication of results: 20 September 2021
Budget allocation	Up to 300.000 EUR
Link to submission portal	The Applications should be submitted via Plaza system (https://plaza.eiturbanmobility.eu)
List of documents to be submitted	<ul style="list-style-type: none"> • Application form (annex1) • Activity Plan (annex2)
List of documents to take into consideration	<p>Call for proposals for Regional Innovation Scheme (RIS) HUBs from 2021 as part of the Business Plan 2021 in Croatia, Latvia, Romania, Slovakia, Turkey</p> <ul style="list-style-type: none"> • EIT Urban Mobility Strategic Agenda 2021-2027 (available on EIT Urban Mobility website) • Call Guidelines for Applicants (available 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	EIT Urban Mobility Regional Hubs should ensure active involvement of local Knowledge Triangle actors, as well as liaise and provide expertise to the relevant national, regional, and local authorities. The RIS Hubs will also help identify potential funding and project opportunities for Knowledge Triangle Integration, as well as provide advice to KTI project / initiative / programme development and implementation.
Evaluation criteria	<p>The proposals to act as a RIS Hub for EIT Urban Mobility will be reviewed based on the criteria stated in the segment of the evaluation, most important factors are:</p> <ul style="list-style-type: none"> • the potential impact in the region, and • efficiency (potential impact per EUR). <p>The specific evaluation criteria are listed in chapter 5.2. For each country just one proposal can be funded. Funding of a proposal does not automatically mean the funding of all work packages (WPs) of the proposal.</p>

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.

In this call any kind of partners are allowed (non-partners/core partners/project partners/RIS beneficiaries) but they should be present in the respective country.

2.2.1 Eligibility of partners

This Call for Proposals (CfP) is open to the registered legal entities or consortia coming from the respective countries, where the RIS Hub must be established. In case of a consortium, the Activity Lead must be clearly defined and named.

Any organization (EIT Urban Mobility partners and non-EIT Urban Mobility partners as well) from the respective RIS countries can be the Lead Applicant of a project proposal.

A cooperation between non-EIT Urban Mobility Member RIS stakeholders and EIT KIC partners (core or project) is possible in a consortium.

The eligible countries are Croatia, Latvia, Romania, Slovakia, Turkey. All kind of legal entities are welcome (e.g. universities, companies, NGOs, etc.). According to our experience, a consortium of a university and an accelerator can support each other efficiently because of the different background and network.

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 tool¹.

¹ The registration process is outlined in the *Call Guidelines for Applicants*

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.

Role of Regional Hubs

The main pillars of the RIS hub activities are the followings:

- RIS Hubs are distributing information about the vision, mission and activities of EIT Urban Mobility and gives information, how to connect to these activities
- RIS Hubs aim to support cooperation with non-RIS areas in the thematic areas Innovation, Academy and Business Creation
- The RIS Hub is organising the activities of the local community (stakeholders of the extended Knowledge Triangle including research/education/industry/cities) and connect the local community to the international innovation community.

Beyond the above EIT Urban Mobility Regional Hubs should ensure active involvement of local Knowledge Triangle actors, as well as liaise and provide expertise to the relevant national, regional and local authorities.

The RIS Hubs will also help identify potential funding and project opportunities for Knowledge Triangle Integration, as well as provide advice to KTI project / initiative / programme development and implementation.

A structured dialogue with the national/ regional/local authorities could contribute to a better understanding of the KTI value and the incorporation of its components to their policy making. The enhanced visibility of the EIT Urban Mobility Community and awareness raising among the national policy makers will be another positive effect of the EIT Urban Mobility intervention via the RIS Hubs.

3.2 Duration

EIT Urban Mobility is looking for long term partners for cooperation in the mentioned RIS countries. The partnership is foreseen for the 2021-2027 funding period; however, it can be terminated by both sides earlier.

The selected RIS Hubs are obliged to submit every year an activity plan (including all of the work packages) and a budget plan (including KPIs, Milestones, Deliverables and Outputs, for more information please see the attached templates). Based on that, EIT Urban Mobility can evaluate which work packages can be supported and which not.

The yearly activity plan should deliver results latest by the end of the respective year. Only well performing EIT Urban Mobility RIS HUBs will be invited again to submit their yearly activity plan for the following year. Work packages will be subject to additional evaluation based on quality, impact, co-fund rate and visibility of the proposed activity.

3.3 Monitoring and Reporting

For information on the Monitoring and Reporting, please refer to the document *Implementation* of the Call for Business Plan 2021.

3.4 Key requirements

3.4.1 General requirements

Legal status: The applicant must be a registered legal entity and it can apply together with a group of partners spanning the Knowledge Triangle. EIT Urban Mobility will sign a contract in line with Horizon Europe rules and EIT Urban Mobility contractual framework and obligations.

It is not required to apply with a group of local partners, but it is an advantage to show the potential of the new RIS Hub to be a driving force for the local ecosystem.

Personnel support: The RIS Hub will commit the necessary HR resource (ca. 1 FTE) to execute activities for the EIT Urban Mobility benefit during 2021 and committed to allocate the same resources working with EIT Urban Mobility in the following years.

Thematic alignment: The applicant entity should demonstrate a thematic alignment with EIT Urban Mobility focus areas and a proven track record of start-up incubation (mentoring, coaching, training, knowledge transfer) or at least EIT KIC experience and good network of local cities and innovation ecosystem stakeholders.

It will be favourably assessed, if the organisation has experience in managing projects in the field of Urban Mobility and especially in working with cities.

Capacity: Every entity acting as EIT Urban Mobility RIS Hub should demonstrate its capacity to work with the local Knowledge Triangle actors (in the field of education, research, business + cities) and local, national, regional authorities, both in terms of resources as well as in terms of network.

Relations with National/ Regional Authorities: Access to policy makers will strengthen synergies and complementarities at all governance levels. In this respect, the entity should be able to demonstrate whether it has existing relations and enjoys the support of policy makers on city, national and/or regional level.

Mobilising other sources of funding: Applicants should be able to provide an outline of how they plan to mobilise and use other (additional) sources of funding (local/ regional/ national/ EU funding) to support KTI projects, pilots, initiatives, programmes etc.

Knowledge Triangle Integration (KTI): if consortium applies a good coverage of the local knowledge triangle and in any case the support of local cities is a key factor. If it is demonstrated, it will be evaluated higher in the evaluation process.

3.4.2 Geographic scope

We welcome proposals for RIS Hubs in the following countries:

- Croatia,
- Latvia,
- Romania,
- Slovakia &
- Turkey.

3.4.3 Scope of the activities

The activity plan must contain the mandatory activities and can contain further work packages as described in the proposal template.

The mandatory activities are the followings:

- Mapping local ecosystem and stakeholders,
- Local event mapping,
- Creation and execution of a Dissemination and Communication Plan,
- Organisation of at least 1 Stakeholder event,
- Actively promotion of EIT UM activities and participation in RIS HUB meetings,
- Reporting and either
 - Support of Start-ups/Scale-ups or
 - Deployment of Education activity.

3.4.4 Expected impact

All Hub activities shall 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.

Further RIS Hub programme local impact should be:

- 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.

3.4.5 KPIs to be achieved

The most important matching KPIs from the KPI list (detailed description of the relevant KPIs can be found in the template for the application (annex1):

General for all RIS projects	
EITHE03.2-EITRIS	<p>EIT RIS Start-ups/scale-ups supported: <u>Number of start-ups and scale-ups registered in EIT RIS country supported by KICs for at least 2 months in year N</u></p> <p><i>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.</i></p> <p>[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]</p> <p>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.</p> <p>(reported by country of registration of the venture)</p>
EITHE04.2-EITRIS	<p>EIT RIS Start-ups created of/for innovation: <u>Number of start-ups registered 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.</u></p>

	<p><i>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.</i></p> <p>[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).</p>
EITHE05.2-EITRIS	<p>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.</p> <p><i>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.</i></p> <p>[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.</p> <p>To be eligible, a start-up should be created during EIT labelled programme (by students) or within 3 years from the graduation (by graduates).</p>
EITHE06.2-EITRIS	<p>Investment attracted by KIC supported EIT RIS start-ups/scale-ups: <u>Total EUR amount</u> 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.</p> <p><i>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.</i></p> <p>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.</p> <p><i>(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)</i></p>
EITHE08.2-EITRIS	<p>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</p> <p><i>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.</i></p>

	<p>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.</p> <p>Only participants who successfully finished the programme to be counted.</p> <p>For this KPI, only those education and training activities which have clearly defined learning outcomes, and which carries out competency assessment method are applicable.</p>
EITHE09.2-EITRIS	<p>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.</p> <p><i>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.</i></p> <p>[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]</p> <p>JOIN means join as an owner of an existing start-up or be employed by a start-up.</p>
EITHE10.2-EITRIS	<p>EIT RIS Active KIC Partners: <u>Number of active KIC partners</u> registered in the EIT RIS countries</p> <p><i>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.</i></p> <p>[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).</p>
EITHE10.3-EITRIS	<p>EIT RIS countries – active KIC Partners: Number of EIT RIS countries where active KIC partners are registered</p>
EITHE13. 2-EITRIS	<p>EIT RIS Success Stories: <u>Number of success stories</u> (as per EITHE13.1 definition) linked to EIT RIS country</p> <p><i>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.</i></p> <p>[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]</p> <p>The success stories should follow the EIT's respective guidelines and should be accepted by the EIT including eligible nominees for the EIT Awards.</p>

EITHE13. 3-EITRIS	EIT RIS Countries – success stories: <u>Number of EIT RIS countries</u> linked to the success stories
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.
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.
KONHE08	Education activities at EIT RIS hubs Number of education activities in RIS countries organized by the RIS hubs.
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.
KONHE21	New courses developed Number of new courses and training for degree and non-degree education developed
KSN01	<p>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).</p> <p>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.'</p> <p>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.:</p> <ul style="list-style-type: none"> • 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);

	<p>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.</p>
KSN02	<p>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:</p> <p>Mobilized local citizen associations and community groups to help maximize reach out to citizens. The aim is to ensure acceptance of measures, raise awareness for opportunities or restrictions that come with measure implementation, and enhance ownership of measures.</p> <p>*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.</p>
KSN03	<p>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”.</p> <p>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.</p> <p>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.</p> <p>This KPI includes both:</p> <ul style="list-style-type: none"> 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

KPIs to be selected depend on the activities suggested in the work packages.

3.5 Financial aspects

3.5.1 Budget

The budget of the call is up to 300.000 EUR, with 5 RIS Hubs for 5 different countries to be selected.

According to the EIT rules for BP2021 funds allocated, a subgrantee entity can receive no more than 500,000 EUR EIT Urban Mobility funds per year. On the other hand, there is no restriction for any entity to apply for multiple subgrantee projects.

Therefore, the cumulated EIT Urban Mobility funds from all the subgrantee projects of a given entity can be higher than the cap of 500,000 EUR. Consequently, an entity might be requested to reduce its budget (and tasks) to meet the subgrantee 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 2021.

3.5.3 Co-funding rate

The maximum remuneration (if justified by the costs) of the mandatory activities is 22,000 EUR, with 3,000 EUR co-funding (12%).

The co-funding rate of the further activities (defined in additional work packages) is not defined, according to the planning of the candidates it can vary between 0-100% co-funding. However, the co-funding rate of the work packages is an important evaluation aspect, work packages with higher co-funding rate will have better chances to be selected for funding.

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.

Although for RIS a contribution to EIT Urban Mobility’s financial sustainability is not mandatory, but the 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.

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 Guidelines for Applicants*, *the Call 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, 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 2021*.

4.1.2. Call information events

To help the stakeholders within the preparation and submission of their proposals, the EIT UM will carry out a webinars and consultations after the publication of the RIS hub call.

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

Type of contact	Email
IH East	east@eiturbanmobility.eu
IH Central	central@eiturbanmobility.eu
IH South	south@eiturbanmobility.eu

4.2 Proposal submission

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

The Proposal submission should happen via the PLAZA platform. Guidance on the usage of PLAZA can be found at the *Call Guidelines for Applicants*.

4.2.1 Call calendar²

Activity	Date
<i>Call opening</i>	31 May 2021
<i>Call closing</i>	2. August 2021
<i>Eligibility and Admissibility check</i>	16. August 2021
<i>Evaluation of proposals</i>	13. September 2021
<i>Communication of results to applicants</i>	20 September 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
- Activity plan

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

² Disclaimer: Indicative timeline – eventually to be adapted in line with Horizon Europe negotiations

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 with both mandatory documents, submitted in time through the Plaza system, in English with all its mandatory sections.										
2. Eligibility of partners	The eligibility of partners is compliant with section 2.2.1										
3. Minimum co-funding	Proposal should have a minimum co-funding amount of 3,000 EUR										
3. Eligibility criteria for becoming an EIT Urban Mobility RIS Hub	The applicant must include at least the described mandatory activities outlined in section 3.4.3.										
4. KPIs addressed	<p>All proposals must identify and address the KPIs of the mandatory activities, namely:</p> <table border="1" data-bbox="766 1318 1117 1709"> <tr> <td># of web and social media reaches/views</td> <td>10000</td> </tr> <tr> <td>KONHE06</td> <td>1</td> </tr> <tr> <td>EITHE03.1</td> <td>2</td> </tr> <tr> <td>EITHE08.1</td> <td>10</td> </tr> <tr> <td>KONHE08</td> <td>1</td> </tr> </table>	# of web and social media reaches/views	10000	KONHE06	1	EITHE03.1	2	EITHE08.1	10	KONHE08	1
# of web and social media reaches/views	10000										
KONHE06	1										
EITHE03.1	2										
EITHE08.1	10										
KONHE08	1										

KPIs of further activities please choose according to the requirements described in the Annex2 (lines 12-7, please see column G and H).

- Proposals must be submitted by **2 August 2021, 23:59 (UTC+1/CET)**.
- Ethics approval info: it is required to include a statement in the submission document confirming that the H2020 Programme Guidance – ‘How to complete your ethics self-assessment’³ has been read and that the guidance with respect to completion of procedures for ethics approval in your local region will be followed.

While failing all these criteria will make the proposal ineligible.

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.

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 of two phases: 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
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³ https://ec.europa.eu/research/participants/data/ref/h2020/grants_manual/hi/ethics/h2020_hi_ethics-self-assess_en.pdf

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 not relevant or inadequate compared to the specific call provisions
2	<i>Poor</i>	The information provided lacks relevant quality and contains significant weaknesses, compared to the specific call provisions
3	<i>Fair</i>	The overall information provided is adequate, however some aspects are not clearly or sufficiently 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, clearness and coherence, compared to the specific call provisions

5.2.1.1 Strategic Fit Evaluation

The Strategic Fit Evaluation will be done first by the evaluators independently from the other evaluation criteria. The Strategic Fit Evaluation will be focused on whether the competences and network of the applicant/consortium are in accordance to the EIT Urban Mobility strategy and as well as to the KPIs reflected within the EIT Urban Mobility Strategic Agenda. Only proposals successfully passing the strategic fit evaluation will pass to the full proposal evaluation.

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

Strategic fit evaluation criteria
<ul style="list-style-type: none"> • Thematic alignment of the participating organization(s) with Urban Mobility. Qualifications and network of the implementing organisation fitting to the activity including the integration in the extended Knowledge Triangle, strong link and relationship to organisations, who are keen and motivated to participate in the WP mentioned local EIT RIS activities • Strategic impact of the suggested activity plan on the goals defined in EIT Urban Mobility strategy and RIS strategy and contribution to EIT Core KPIs • Setup of the consortium covering the fields of the RIS Hub activities, track record in innovation and innovation support

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 it will proceed to the work package (WP) Evaluation which will focus on the WPs of the activity plan. By executing the activity plan the objective of the proposal should be accomplished in accordance with the requested resources in time and money. Each suggested work package within the activity plan will be evaluated separately. EIT Urban Mobility reserves the right to select work packages for funding separately based on the evaluation, there is no obligation to accept the whole proposal with all work packages (WPs).

The mandatory work package (WP0) will be not separately evaluated, just the readiness for the implementation of the full scale of the listed activities will be checked. If the full scale of the implementation is offered, this WP is to be considered by the winning proposal automatically as accepted according to the predefined conditions.

Excellence, novelty and innovation
Coherence of the intervention logic
<ul style="list-style-type: none"> • The WP objectives are SMART (Specific, Measurable, Achievable, Realistic and Time Bound) • The aim and the objectives of the WP of the RIS Hub are clearly related to activities, outcomes and results. • Well defined output/deliverables and objective of supporting actions of the WP.
Novelty and need (Innovation potential)
<ul style="list-style-type: none"> • Added value of the proposed WP of the RIS Hub should be demonstrated. (Show how EIT Urban Mobility funding would catalyse a development, which would otherwise not happen now.) • Novelty of the WP should be highlighted (what is the gap of the local innovation ecosystem, which can be closed)

Impact and financial sustainability
Ambition of the WP proposal and contribution to expected impact
<ul style="list-style-type: none"> • The WP expected impacts are measurable at quantitative and qualitative level and targeted impact clearly contributing to EIT Urban Mobility KPIs. • The WP contributes to the building and management of a strong local community
Indication of long-term sustainability of the WP activities
<ul style="list-style-type: none"> • The share of co-funding level of the suggested WP • Mobilisation and use “other sources of funding”, such as national and regional funding, including EU Structural Funds, pre-accession assistance and own resources • A plan for the long-term financial sustainability of the WP activity is defined. There is a plan for the future how to continue the started activities for long term impact with (strong) decreasing financing need from EIT Urban Mobility’s side

Effectiveness of the proposed WP measures to disseminate EIT Urban Mobility activities
<ul style="list-style-type: none"> The WP proposal presents a clear contribution to efficient dissemination of EIT Urban Mobility activities

Quality and efficiency of the implementation, including sound financial management
Coherence and effectiveness of the WP including appropriateness of the allocation of budget, tasks, and resources
<ul style="list-style-type: none"> The WP identifies deliverables, outputs, milestones and KPIs appropriate The WP time plan is realistic and consistent with the availability of required resources. The WP budget is aligned to the WP scope, the project budget reflects the best value for money
Risk management
<ul style="list-style-type: none"> the WP has a clear and appropriate risk mitigation strategy for potential barriers.
WP acceptance and support
<ul style="list-style-type: none"> The WP supports the long-term goals and cooperation with EIT Urban Mobility (funded basis for future activities) Level and type of partner involvement (number of partners/contributors/involved organisations), the options to involve partner can be different by the WP character (city, academia and research, industry as well as SMEs/start-ups are welcome, but also national, regional or local policy makers are possible)

The Full 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>

5.2.2 Summary Evaluation Reports

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.

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 and international interconnection
- **scalability and demonstration** impact
- the involvement, commitment and evidence of the **city partners** and their allocated resources.

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.

5.3 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.

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.