



Business Plan 2023 – 2025

Targeted call 1

Call Manual

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

Barcelona | February 2023

eiturbanmobility.eu

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Glossary

Project Leader	<p>The Project Leader is the central contact point for EIT Urban Mobility from the proposal submission stage to the end of the project implementation.</p> <p>The Project Leader represents the project and the consortium partners (the other partners participating in the project) towards EIT Urban Mobility, and has also the responsibility for creating and submitting a proposal.</p> <p>For mono-beneficiary grants, the mono-beneficiary (the single legal entity involved in the project) also has the Project Leader role.</p>
Call for Proposals	<p>The Call for the proposals is the instrument used to allocate funding by EIT Urban Mobility to third parties to support the deployment and development of the Strategic Agenda through projects. EIT Urban Mobility uses 3 different types of calls following the provisions included in the specific rules for EIT KIC actions in HE MGA Annex 5: (1) Regular Open Calls (2) Calls for partners (3) Permanently Open Calls/Permanently Open Calls for partners.</p>
Call Manual	<p>The Call Manual is the document where the terms, conditions, and criteria of any call for proposals are defined and stated according to the principles of transparency, equal treatment, open competition, and sound procedural management.</p>
Deliverable	<p>Deliverables are tangible or intangible good or service produced at a given moment during the project implementation. Deliverables chart the path to reach project objectives and could be a report, a document, a software product, a course, an event or any other building block of a project. The deliverables specified need to fully demonstrate the achievements of the activity and judicious use of public funds.</p>
EIT KPIs	<p>Set of Key Performance Indicators (KPIs) defined by the EIT that reflects the EIT operational objectives for education, entrepreneurship, and innovation. These KPIs are used to measure how effectively a KIC/project is meeting the objectives of the EIT.</p>
Evaluation Process	<p>Process by which EIT Urban Mobility examines the quality of a proposal to decide if it should be selected to receive EIT funding.</p>
Evaluation Panel	<p>Group of external expert evaluators (EEEs), usually 3 EEEs and 1 rapporteur, with specific expertise in a specific area/segment of the call, aiming to evaluate a set of eligible proposals submitted to a call. In the case of Calls with proposals below 60.000 EUR of EIT funding allocation, the evaluation panel is composed of at least one external expert evaluator.</p>
Evaluation results list	<p>List of proposals in order of scoring, based on the quality evaluation process results.</p>
Horizon Europe Model Grant Agreement	<p>The Horizon Europe Model Grant Agreement (HE MGA) sets out the rights and obligations and terms and conditions applicable to the grant awarded.</p>
KIC Specific KPIs	<p>Set of indicators defined by EIT Urban Mobility that reflects the societal challenge that the KIC is trying to address.</p>

Knowledge triangle integration	EIT Urban Mobility aims to gather close-knit partnerships of European education, research and business entities (knowledge triangles) and also involves cities, either in the composition of the members of the projects or in the expected impact of the projects' results.
Milestone	Control points to chart progress. They may correspond to the completion of a key deliverable that allows the next phase of work to begin.
Panel review	The process by which the evaluation panel reviews the evaluation for all eligible submitted proposals.
Ranking list	List of proposals in order of scoring after the selection committee assessment.
Selection Committee	The Selection Committee is responsible for the selection of shortlisted proposals (according to the defined threshold) and the definition of requirements for the inclusion of the selected proposals in the final EIT Urban Mobility portfolio of projects (according to the conditions clearing process defined in the call manual). The Selection Committee is composed of the Innovation director and two additional thematic Leads.
Summary Evaluation Report	A single and final Summary Evaluation Report (SER) per proposal is produced by the Rapporteur after the consensus meetings. This document summarizes the final score, the strengths, weaknesses, risks, and potential recommendations of a proposal.
Thematic Lead	Director of a EIT Urban Mobility Thematic Area and/or relevant Head who is actively involved in content development of a call for proposals.

Introduction

This call falls under thematic area innovation's targeted projects programme that addresses gaps in the innovation portfolio, business plan, and/or strategic agenda, and covers issues not or inadequately covered by the main annual innovation call. The annual open calls in 2022 and 2023 failed to provide a) any viable waterborne mobility projects evaluated as excellent by external evaluators (call topic 1), b) additional support for transport operators of RIS countries to support digitalisation of their mobility services (call topic 2). The topics are standalone and should be applied to separately.

Given the targeted projects programme is a pilot mechanism, awardees will be closely monitored through the implementation process until successful closure of their project.

Topic 1 – Sustainable & efficient waterborne transportation

EIT Urban Mobility plays a vital role in the uptake of innovations that enable efficient and sustainable transport in urban areas. Inland waterway and close-to-shore waterborne transportation is a competitive alternative to road and rail transport that has, to-date, been underrepresented in our annual Business Plan and project portfolio. Waterborne mobility can offer an environment-friendly alternative in terms of energy consumption, noise and pollution emissions. It also reduces congestion in city road network and promotes more urban liveable cities by freeing-up land space. Historically, European cities growth, cultural centres, and economic exchanges were built around inland and coastal waterways.

Traditional waterborne freight and passenger mobility has various shortcomings, ranging from dependence on hydrocarbon combustion, pollutant discharge, waterway fouling, and lack of modern docking and loading infrastructure. These issues have been compounded by high-energy cost/consumption, inefficient technologies, and a lack of trained manpower impeding the re-adoption of new sustainable and efficient waterborne solutions to utilise Europe's free water highways.

EIT Urban Mobility is therefore looking for a project consortium of up to no more than three partners to develop and demonstrate in a real-life setting an innovative solution that promote an efficient and sustainable use of urban inland and close-to-shore waterways.

This call is focussed on strategic objectives SO1 and SO3 of the EIT Urban Mobility Strategic Agenda (SA) 2021-2027.

Topic 2 - Democratisation of large-scale ICT solution for smaller public transport authorities in financially-constrained RIS cities

EIT Urban Mobility plays a vital role in promoting modal shift to public transportation and reducing the reliance on private cars. Digitalisation can help public transport operators to improve the regularity, quality, and safety as well as adapt mobility services to the demands of personalisation and the adoption of micro mobility and geofencing. For instance, digital technologies can gather and analyse data on traffic patterns, public transportation usage, to optimise traffic flow, reduce congestion and pollution, and improve the overall experience of public transport. Moreover, they can improve the access to information for citizens, making it easier for them to plan their trips and buy tickets, find the best routes and choose the most suitable transportation mode.

Cities in the [Regional Innovation Scheme \(RIS\)](#) face difficulties more pronounced than other parts of Europe, including high urbanisation, outdated infrastructure, and poor connectivity between regions. An aging transportation fleet, dominated by low-cost, high-polluting vehicles, with a strong car ownership mentality exacerbates the problem (EITUM Strategic Agenda 2021-2027). Often the tools that exist to support cities in digitalisation and visualisation of their own public transport needs and operations are currently dominated by technology multinationals that often do not offer solutions at price points that RIS cities can afford. As such often smaller RIS cities are excluded from tools and know-how that larger, richer cities have come to depend. Adaption of existing off-the-shelf solutions to specific context of RIS cities would cost even more.

For Europe, overreliance on a limited number of corporate technology providers can lead to dependency on proprietary systems, and "lock-in" for cities. Additionally, these companies often rely on extractive business practices, leading to a loss of revenue, skills development, and economic growth in the regions in which they operate, transferring profits to low tax havens.

EIT Urban Mobility aims to support smaller public transport authorities in financially constrained RIS cities to access digital solutions and systems by selecting a project in which a public transport authority works with (a) competent local technology business (s) offering innovative, flexible, and adaptable ICT solutions at a lower cost. The call aims to democratise access to complex mobility systems and as such may make recourse to open-source software as core building blocks.

This call is focused on strategic objectives SO3 and SO4 of the EIT Urban Mobility Strategic Agenda (SA) 2021-2027.

Call summary

Call for Proposals Main Features ¹	
Key dates of the call calendar	<ul style="list-style-type: none"> • Call opening: 22 February 2023 • Call closing (submission of completed application): 27 April 2023 at 17:00 CET. • Eligibility and admissibility check: first week of May 2023 • Evaluation of proposals: May 2023 • Communication of results: latest end May 2023 • Tentative start of the projects: latest 01 June 2023
Total estimated EIT Funding allocated to this call and co-funding rate	<p>Two projects will be selected, one for each topic.</p> <ul style="list-style-type: none"> • For topic 1, Total EIT funded contribution to the budget is up to € 300,000. • For topic 2, Total EIT funded contribution to the budget is up to € 250,000. <p>For both projects, the co-funding rate of minimum 33% is mandatory. Additional co-funding will be positively assessed.</p>
Project duration	This call is open to proposals with a project duration of nine months (until February 2024) .
Submission portal	The PLAZA submission portal will be available as of 22 February 2023.
List of documents to be submitted	<ul style="list-style-type: none"> • Application form available on the PLAZA submission portal • Optional: letter(s) of support of demonstration enabler(s)
List of documents to take into consideration	<ul style="list-style-type: none"> • Call Manual • EIT Urban Mobility Strategic Agenda 2021-2027 • Guidelines for Applicants • Eligibility of expenditure • List of KPIs • Appeal procedure • Project Implementation Handbook • Template of the Financial Support Agreement • Horizon Europe Model Grant Agreement (specifically Articles 16 and 17)
Short summary of the topics to be addressed	<p>Topic 1 - Sustainable & efficient waterborne transportation</p> <p>Innovation in waterborne transportation is identified as a current gap within the EIT Urban Mobility's Innovation project portfolio. EIT Urban Mobility is therefore looking for a project consortium of no more than three organizations that can develop and demonstrate in a real-life setting a solution/product/service that enables the uptake of efficient and sustainable urban waterborne transportation.</p>

¹ Please note that this calendar is indicative. Dates might be subject to slight changes.

	<p>Topic 2 – Democratisation of large-scale ICT solution for smaller public transport authorities in financially-constrained RIS cities</p> <p>EIT Urban Mobility aims to support smaller public transport authorities in financially constrained RIS cities to access digital solutions and systems by selecting a project in which a public transport authority works locally with (a) competent local technology business (es) offering innovative, flexible, and adaptable ICT solutions at a lower cost.</p>
<p>Evaluation criteria</p>	<p>For the Strategic & General Fit Evaluation:</p> <ul style="list-style-type: none"> • Contribution to EIT Urban Mobility Strategic Objectives • Alignment to call specific requirements • Potential to achieve expected outcomes and impacts <p>For the proposal evaluation:</p> <ul style="list-style-type: none"> • Excellence, novelty, and innovation, • Impact and financial sustainability, and • Quality and efficiency of the implementation

1. Call requirements

1.1 Applicant eligibility & membership

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 more than 300 partners from 33 countries and four sectors: academia, research, industry, and cities.

1.1.1 Who can apply?

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

Proposals must have no more than four consortium partners. Each consortium has to include at least one commercial partner responsible for the marketed innovation. The organisation(s) that will organise and/or support the implementation of the in-situ demonstration must be part of the consortium or/and provide a letter of support describing the role they will play and the resources they will foresee.

Topic 2 falls under the [Regional Innovation Scheme](#), so >70% of the consortium should be based in a RIS-eligible country² with main demonstration and expenditure allocated to the RIS partners. Also, the consortium has to include a public transport authority, and at least one SME.

1.1.2 Membership

Participating in one of EIT Urban Mobility projects means being part of the EIT Urban Mobility community.

Implementing projects is one of the core activities of the EIT Urban Mobility Community. Beyond this project, the community has a broader scope of connecting their members and facilitate networking

² EU Member States: Bulgaria, Croatia, Czechia, Estonia, Greece, Spain, Italy, Cyprus, Latvia, Lithuania, Hungary, Malta, Poland, Portugal, Romania, Slovenia, Slovakia. Horizon Europe Associated Countries: Montenegro, North Macedonia, Serbia, Türkiye, Ukraine. Outermost Regions: Guadeloupe, French Guiana, Réunion, Martinique, Mayotte and Saint-Martin (France), the Azores and Madeira (Portugal), and the Canary Islands (Spain)

activities to enable all sustainable mobility players to work together and multiply the impact of their initiatives.

All entities of selected proposals are asked to be part of the community and to choose one of the following membership categories when initiating their projects:

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

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

Cities are offered a special membership package:

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

Detailed description of all packages and related benefits, as well as the registration and condition for membership is outlined on [our website](#).

1.2 Call scope

This call is open to project proposal with a **duration of up to nine months**, from **June to February 2024**.

1.2.1 Objectives

The call's two main objectives are:

- a) To develop a **new product/services/solutions** **or** **significantly improve an existing product/services/solutions**. The consortium must propose an innovation with a TRL of at least 7 at the start of the project.
- b) To conduct a full **demonstration** of the product/service/solution in a **real-life urban environment** within the project implementation period. The consortium must secure the commitment of those partners and collaborators required for demonstration and technology deployment. The proposal should clearly outline where, how and when the demonstration will take place and who is responsible for its organisation and implementation.

Topic 1:

The product/service/solution will have the potential to improve the functionality and convenience of green and efficient waterborne solutions, and consequently support its uptake in cities. Topic 1 is focussed on strategic objectives SO1 (Create liveable urban spaces) and SO3 (Deploy and scale green, safe, and inclusive mobility solutions for people and goods) of the [EIT Urban Mobility Strategic Agenda \(SA\) 2021-2027](#).

Topic 2:

The product/service/solution will address the technology gap between smaller/poorer cities transport systems and those used by larger cities. Topic 2 is focussed on strategic objectives SO3 (Deploy and scale green, safe, and inclusive mobility solutions for people and goods) and SO4 (Accelerate market opportunities) of the [EIT Urban Mobility Strategic Agenda \(SA\) 2021-2027](#).

1.2.2 KPIs

Both objectives align with the contribution to the two Key Performance Indicators (KPI) **EITHE02.4** and **KSN02**. Contribution to both KPIs is mandatory for a proposal to be eligible. Additional KPIs are positively evaluated, **especially a contribution to EIT core KPI EITHE04.4**.

Mandatory KPIs

KPI Code	KPI Name	Min. Target
EITHE02.4	Marketed Innovations with a sales revenue of at least 10 000 EUR	1
KSN02	Demonstrations/pilots/living labs within a project that actively involve citizens and/or local associations	1

Optional KPIs

KPI Code	KPI Name	Min. Target
EITHE04.4	Start-ups created of/for Innovation with financial transactions of at least 10 000 EUR	
KONHE20	# Designed/Tested Innovations	
KONHE03.2	# City engagements in projects	
KONHE30	# Patents submitted	
KSN01	# Innovation pilot scaling	

For more information on the definition and detail regarding supporting evidence, please refer to the document *KPI list* published on the [Call webpage](#).

1.2.3 Examples of activities

Topic 1:

Examples of technologies are, but are not limited to, electric propulsion systems, autonomous operation, hydrogen fuel cell technology, fast charging and/or wireless charging technology, shore-to-ship power technology, solar-powered systems, energy storage solutions, and smart charging algorithms, security and safety solutions, and monitoring systems for green ferries.

Topic 2:

Examples of technologies are but are not limited to real-time tracking and schedule information for public transport vehicles, city apps covering smart ticketing and fare collection systems, intelligent transportation systems for traffic management and optimization, big data analytics for transportation demand forecasting and network planning, and 5G and IoT-enabled technologies for enhanced communication and data exchange between vehicles and infrastructure.

1.2.4 Deliverables and outputs

The consortium should focus on providing deliverables and outputs linked to product development, market launch and start-up creation. The workplan should include the following mandatory outputs – **demonstration in real-life urban setting, the product/solution/service**, and if applicable **start-up incorporation**. The workplan should also include the following mandatory deliverables - **the product and/or business plan, the demonstration report, and the commercial agreement and final report**.

1.3 Financial aspects

1.3.1 Project budget

Both awarded project proposals will receive a total EIT UM contribution of the 67% of the total project budget. Accordingly, all proposals must have a **minimum co-funding rate of 33%**. Co-funding above 33% will be positively assessed during the evaluation process.

For information on the eligibility of costs of the project budget, please refer to the document *Eligibility of expenditure* published on the [Call Webpage](#).

Topic 1

The awarded project will receive a **maximum EIT funding of €300 000**, for a minimum total project budget of €399 000.

Topic 2

The awarded project will receive a **maximum EIT funding of €250 000**, for a minimum total project budget of €332 500.

1.3.2 Financial Sustainability

To enable the KIC to gradually become financially independent from EIT funding, EIT Urban Mobility has developed a Financial Sustainability (FS) Strategy. This FS strategy is based on a mix of both active earned income and passive investment revenue. These revenue streams will be complemented by financial contributions coming from activities funded by EIT Urban Mobility.

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

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

- Equity shares in existing start-ups or start-ups created as a result of the project implementation (prior EIT UM assessment), or
- Revenue share, or product and service fees

All proposals must:

- Specify the subject of the FSM (product, service, patent, solution etc),
- Specify the FSM type (equity, revenue share, transaction fees, services),
- Provide a named commercial lead partner, and
- Outline a provisional financial revenue forecast.

This initial proposed FSM will be revised during the project implementation and a Commercial Agreement will be signed with EIT Urban Mobility before the end of the project. All proposals must have a formal Milestone for the signature of a Commercial Agreement in their workplans. Such a Commercial Agreement will be monitored for a minimum of five years after the finalisation of the project. This is to enable evaluation of the impact generated by the project's outputs, including the FSM.

1.4 Reporting and monitoring

For information on your project's execution (implementation, monitoring and reporting phases), please refer to the Project Implementation Handbook 2023 published on the [Call Webpage](#).

Since this project has a duration of only up to nine months, no periodic monitoring assessment step will be made according to the traditional reporting model.

However, given the targeted projects programme is a pilot mechanism, awardees will be monitored on a monthly basis throughout the implementation until successful closure of their project.

All project outputs, including KPIs, must be achieved within the project lifecycle. Once the implementation of the project has finished, a final performance report and cost report will have to be provided.

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

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

In relation to site visits, the thematic area innovation representative may be accompanied by representatives from *Market Development* and *Impact Ventures* areas. An open invite is extended to EIT Urban Mobility Supervisory Board members to attend at least one site visit per year.

NB: In case project results (outputs, KPIs, deliverables) cannot be achieved, the consortia can request a project extension. If an extension is approved, the project may continue without any additional EIT funding until the KPIs are attained. Any extension may not exceed 3 months from the original project close date of **29 February 2024**.

2 Proposal submission

2.1 Proposal preparation support

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

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

To help applicants with the preparation and submission of their proposals, EIT Urban Mobility will host one information session in February 2023.

Type of event	Topic covered	Date and time (CET)	Access platform to
Webinar info session	Explanation of call content, financial aspects, submission and evaluation procedures.	07 March 2023	Zoom

In parallel to the call information sessions, all applicants may contact EIT Urban Mobility to resolve any concerns or doubts on the general/technical procedures and call content via the below channels:

Type of contact	Email
Legal, Financial, Administrative and general procedures	pmo@eiturbanmobility.eu
Innovation area	Judith.schuermans@eiturbanmobility.eu

2.2 How to apply

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

- [The EU Funding & tender opportunities portal](#) to obtain a 9-digit Participant Identification Code (PIC number) and
- The [EIT Urban Mobility PLAZA tool](#).

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

The following documentation must be submitted by the Project Leaders through the [PLAZA e-submission platform](#) no later than **27 April 2022 at 17:00 CET**:

- Application Form

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

Any proposals submitted after the set deadline will be ineligible.

3 Evaluation process

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

- Check specific call eligibility criteria of those proposals and, if successful:
- Initiate the evaluation of the content by external experts.

3.1 Eligibility and admissibility check

A proposal will be eligible if:

1. Completeness	The submitted proposal is completed, submitted in time by the applicant via the PLAZA submission tool, in English with all its mandatory sections.									
2. Applicant eligibility	Applicants respect the requirements defined in Section 2.1 and are fully registered in both the EU Participant Portal (PIC number) and PLAZA (PIF).									
3. Co-funding rate	All proposals must have a minimum co-funding rate of 33%.									
4. Deliverables and outputs	Applicants respect the requirements defined in Section 2.2.4									
5. KPIs addressed	<p>All proposals must identify and address the mandatory KPI.</p> <table border="1"> <thead> <tr> <th style="background-color: #0056b3; color: white;">KPI Code</th> <th style="background-color: #0056b3; color: white;">KPI Name</th> <th style="background-color: #0056b3; color: white;">Target</th> </tr> </thead> <tbody> <tr> <td>EITHE02.4</td> <td>Marketed innovation</td> <td>1</td> </tr> <tr> <td>KSN02</td> <td>Demonstrations/pilots/living labs</td> <td>1</td> </tr> </tbody> </table>	KPI Code	KPI Name	Target	EITHE02.4	Marketed innovation	1	KSN02	Demonstrations/pilots/living labs	1
KPI Code	KPI Name	Target								
EITHE02.4	Marketed innovation	1								
KSN02	Demonstrations/pilots/living labs	1								

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

In case of missing or incorrect information linked to co-funding and KPIs, applicants will be awarded five calendar days from the official communication for the completion of the application. If the applicants respond positively to this requirement and within the time limit, the proposals will be sent to the next step of the evaluation process (see section 5.2 below).

The applicant of any proposal deemed inadmissible/ineligible who disputes the ineligibility decision, may appeal. This appeal must be made within 5 calendar days of the official EIT Urban Mobility notification of ineligibility (see document *Appeal procedure* published on the Call webpage).

3.2 Evaluation of proposals

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

For this open call, the strategic fit evaluation and full evaluation is carried out by three independent external evaluators and an internal evaluator assigned by the EIT Urban Mobility innovation director.

The evaluation criteria and sub-criteria will be assessed according to the following scores:

Score	Description	
0	<i>None</i>	The information requested is missing or incomplete
1	<i>Very poor</i>	The information provided is considered irrelevant or inadequate 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 unclearly or insufficiently detailed, compared to the specific call provisions
4	<i>Good</i>	The information provided is adequate with sufficiently outlined details, compared to the specific call provisions
5	<i>Excellent</i>	The information provided is outstanding in its details, clarity and coherence, compared to the specific call provisions

3.2.1 Strategic Fit Evaluation

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

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

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

Strategic fit evaluation criteria	Max. scoring
<ul style="list-style-type: none"> The proposal contributes to the EIT Urban Mobility Strategic Objectives and addresses the KTI 	5 points
<ul style="list-style-type: none"> The proposal addresses the portfolio gap defined in the call-specific requirements 	5 points
<ul style="list-style-type: none"> The proposal shows potential to achieve the Call's expected outcomes and impacts 	5 points

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

- If a proposal receives a lower score than 3 points in any of the three strategic fit evaluation criteria, the proposal will not be further evaluated within the sections integrating the full proposal evaluation (Excellence, Impact and Implementation).
- If a proposal receives at least 3 points in all the strategic fit evaluation, then it will pass to the full proposal evaluation.

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

3.2.2 Full Evaluation

The full evaluation consists of assessing the excellence, impact, implementation, and overall quality of the proposals.

Three External Expert Evaluators (EEEs) will be invited to evaluate the proposals together with the internal evaluator and produce a Summary Evaluation Report (SER) per proposal assessed. The result of each SER will be sent to the Selection Committee.

The proposals are evaluated and scored against the criteria listed below:

Excellence: novelty and innovation	Max. scoring
Coherence of the intervention logic	10 points
<ul style="list-style-type: none"> The proposal objectives are SMART (Specific, Measurable, Achievable, Realistic and Time Bound) 	5 points
<ul style="list-style-type: none"> The aim and the objectives of the proposals are clearly related to outcomes and results. The proposal outcomes/outputs have been specified in relation to the expected product/service/ solution. 	5 points
Innovation potential/Thought leadership and results-focus	15 points
<ul style="list-style-type: none"> The proposal represents a step forward regarding current state-of-the-art innovation. 	5 points
<ul style="list-style-type: none"> The proposal demonstrates its need and relevance for society, target group or market 	5 points
<ul style="list-style-type: none"> The product/service/solution and their sub elements are defined and are realistic according to timeframe and budget of the proposal. 	5 points

Impact: social, economic, financial, and general sustainability	Max. scoring
Ambition of the proposal and contribution to expected impact	10 points
<ul style="list-style-type: none"> The proposal’s expected impacts are measurable at a quantitative and a qualitative level. The impact on key outcomes of the proposal is clearly defined. Social, economic and innovation impacts of the proposal are covered. 	5 points
<ul style="list-style-type: none"> The proposal provides a credible and realistic strategy for financial sustainability. 	5 points
Extent to which the proposal strengthens competitiveness and growth	10 points
<ul style="list-style-type: none"> The proposal is addressed to specific target group/s and/or market sector/s. The city demonstrations or living labs are evidenced 	5 points
<ul style="list-style-type: none"> The proposal defines measures to ensure the durability and transferability of proposal outcomes. 	5 points
Effectiveness of the proposed measures to exploit and disseminate the proposal results (including IPR management), to communicate the proposal and to manage data, where relevant	10 points

Impact: social, economic, financial, and general sustainability	Max. scoring
<ul style="list-style-type: none"> The proposal presents a dissemination and communication plan to specific target audiences and aligned to the challenge area (MGA Article 17). 	5 points
<ul style="list-style-type: none"> The proposal defines clear measures for IPR management (MGA Article 16). The proposal defines clear measures to manage commercialisation and exploitation of proposal results. 	5 points

Implementation: planning and sound financial management	Max. scoring
Coherence and effectiveness of the workplan, including appropriateness of the allocation of budget, tasks, and resources	15 points
<ul style="list-style-type: none"> The workplan is aligned to the achievement of proposal objectives, KPIs and expected results. The activities are aligned to proposal outcomes/outputs and expected results. The workplan of the proposal integrates societal inclusion actions. 	5 points
<ul style="list-style-type: none"> The proposal properly identifies deliverables, milestones, timeline and risks and mitigation relevant for the overall project's activities. 	5 points
<ul style="list-style-type: none"> The proposal budget is clearly outlined and justified. The proposal budget reflects value for money. 	5 points
Appropriateness of the management structures and procedures, including quality management and risk management	10 points
<ul style="list-style-type: none"> The proposal identifies management structures to guarantee an effective management of the proposal resources and partners. 	5 points
<ul style="list-style-type: none"> The proposal presents a clear contingency plan. 	5 points
Relevance of the Consortium	5 points
<ul style="list-style-type: none"> All the partners have the right skills and expertise to carry out the workplan. The partners have differentiated, clear and specific roles. 	5 points

The total scoring of 100 points is distributed as follows:

	Max score
Excellence	<i>30 points</i>
Impact	<i>35 points</i>
Implementation	<i>35 points</i>
Total points	<i>100 points</i>
Total weight	<i>80%</i>

In case two or more proposal have the same final score, prioritisation will be based on the order of the highest scores following the order: impact, implementation, excellence. This will be specifically brought to the attention of the EIT Urban Mobility Selection Committee.

Once the full evaluation is finalised, a set of documents, including all the SERs, are provided to the EIT Urban Mobility Selection Committee.

The total weight of the full evaluation process represents 80% of the total scoring of the proposal.

3.2.3 Portfolio selection

The EIT Urban Mobility Selection Committee will select the portfolio of pre-selected proposals. The EIT Urban Mobility Selection Committee is composed of the Innovation director and two Thematic Leads nominated by the Innovation director.

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

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

Assessment factor	Description of the assessment	Scoring methodology (examples)	Max score
Business Intelligence	<p>Issues and concerns expressed by the expert evaluators or by the selection committee members within the following aspects:</p> <p>Duplication of topic/proposal (current or old BP)</p> <p>Documented track record of entities involved in terms of performance</p> <p>Documented track record of entities involved in terms of financial sustainability</p> <p>Relevance of the partnership at strategic level by the EIT UM</p>	<p>5: no issues</p> <p>4: 1-2 minor issues</p> <p>3: more than 3 minor issues</p> <p>2: 1 serious issue</p> <p>1: 2-3 serious issues</p> <p>0: more than 4 serious issues</p>	<p>10 points</p> <p>Total score received x 2 (max 5 points x 2)</p>
EU dimension	<p>Number of EU Member States or Third Associated Countries represented in the consortium of the proposal</p> <p>Number of entities from new EU or Third associated countries (not being part of the current or the past BP) represented in the consortium of the proposal</p>	<p><i>5: 3 or more countries included in the consortium of the proposal + relevant EU dimension of Impact (New entity included as Project Leader)</i></p> <p><i>4: 3 or more countries included in the consortium of the proposal + relevant EU dimension of Impact (2 or more new entities included as beneficiaries)</i></p> <p><i>3: 2 countries included in the consortium of the proposal + relevant EU dimension of Impact (New entity included as Project Leader)</i></p> <p><i>2: 2 countries included in the consortium of the proposal + relevant EU dimension of Impact (2 or more new entities included as beneficiaries)</i></p> <p><i>1: 2 countries included in the consortium of the proposal + relevant EU dimension of Impact (1 new entity included as beneficiary)</i></p> <p><i>0: 2 or more countries included in the partnership + limited EU dimension of impact (not adding new entities as part of the consortium of the proposal)</i></p>	<p>5 points</p>

Assessment factor	Description of the assessment	Scoring methodology (examples)	Max score
KPIs	Number of additional specific and/or mandatory KPIs included at the proposal beyond the minimum KPIs and targets established by the Call Manual	5: additional target of optional EIT Core KPI EITHE04.4 4: additional unit target of all mandatory KPIs (EITHE02.4 + KNS02) 3: additional unit target of mandatory EIT core KPI (EITHE02.4) 2: additional optional KPIs (KONHE20 and KONHE03.2) 1: 1 additional optional KIC-specific KPI (KONHE20 and KONHE03.2) 0: only mandatory KPI	5 points

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

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

The Selection Committee can review the pre-selected proposals, make recommendations and establish condition to improve the proposal based on the shortcomings defined by the external evaluators at the quality evaluation phase. As part of this process, EIT Urban Mobility may also issue technical conditions that will be included in the conditional offer.

4.1 Communication of results to applicants

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

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

The evaluation results are sent after the selection, so that in case they are pre-selected they can improve the proposal accordingly.

4.2 Appeal on Evaluation Results

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