



Business Plan 2023- 2025
Second Open Call for Proposals
RIS Education
Call Manual

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

Barcelona | 15 September 2023

eiturbanmobility.eu

History of changes¹

Version	Publication Date	Change
1.0	15.09.2023	Initial version

¹ Any update of the Call Manual will be published on the EIT UM website and will be visible in this history of changes.

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Abbreviations

BP	Business Plan
CfP	Call for Proposals
EEE	External Expert Evaluator
FS	Financial Sustainability
IER	Individual Evaluation Report
KAVAs	KIC Added Value Activities
KIC	Knowledge and Innovation Community
KPI	Key Performance Indicators
MGA	Model Grant Agreement
PMO	Programme Management Office
RIS	Regional Innovation Scheme
SA	Strategic Agenda
SO	Strategic Objective
TA	Thematic Area

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 members (the other partners participating in the project) towards EIT Urban Mobility and also has responsibility for creating and submitting a proposal.</p>
Call for Proposals	<p>The Call for 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 Report	<p>Document prepared by the Call coordinator, summarising the results of the Call and its most important outputs, including the evaluation results list.</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 goods or services 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 reflect 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>
KIC Specific KPIs	<p>Set of indicators defined by EIT Urban Mobility that reflect the societal challenge that the KIC is trying to address.</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 results list	<p>List of proposals in order of scoring, based on the quality evaluation process results.</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>

Horizon Europe Model Grant Agreement	The Horizon Europe Model Grant Agreement (HE MGA) sets out the rights and obligations and terms and conditions applicable to the grant awarded.
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.
Output	Results produced by the KAVA that contribute to the achievement of the overall KAVA outcome.
Selection Committee	The Selection Committee is responsible for the selection of shortlisted proposals and the definition of requirements for the inclusion of the selected proposals in the final EIT Urban Mobility's portfolio of projects. The Selection Committee is composed of the CEO, COO and at least 3 Thematic Leads. In the case of Calls with proposals below 60.000 EUR of EIT funding allocation, the selection and definition of the requirements is done by the Thematic Lead.
Summary Evaluation Report	A single and final Summary Evaluation Report (SER) per proposal is produced by the Rapporteur after the consensus meetings. This document summarises the final score, the strengths, weaknesses, risks, and potential recommendations of a proposal.
Ranking list	Ranking of proposals selected for funding by the EIT Urban Mobility Selection Committee.
RIS Hub	All EIT KICs undertake a "place-based" innovation approach and engage local organisations to serve as EIT Hubs in EIT RIS countries and regions. The primary roles of the EIT RIS Hub are to ensure the visibility of the EIT Community and raise awareness of activities and cooperation opportunities for local players representing education, business, and research areas, as well as attracting and facilitating the engagement of new participants in EIT KIC activities.
Thematic Lead	Director and/or relevant Head of any of the following areas: Academy, Innovation, Business Creation, City Club, Factory and RIS.

Introduction

Urban mobility faces several challenges. We need solutions that accelerate the transformation towards a sustainable mobility ecosystem, with a focus on securing and developing liveable urban spaces. This requires a systemic approach, involving all key stakeholder groups, and calls for change regarding what we do and how it is done.

A key element to manage this transformation is to close the knowledge gap within the area of urban mobility. We need to make sure that the required capabilities and capacity are available to plan for and handle the transformation and to be relevant in a new context, a new urban mobility paradigm. These education and training needs can be summarised as the ability to implement and leverage new technology, innovation and entrepreneurship, and system transformation and change.

As a critical part of the strategy, we are expanding our education activities within RIS regions. These should both build upon existing concepts and be tailored to specific needs. We look for initiatives and concepts that can contribute to our strategic objectives and that can be repeated and scalable beyond 2023, including geographical coverage and volume.

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

Maria Tsavachidis

CEO

EIT Urban Mobility

1. Call summary

Main Features of the Call	
Dates	<ul style="list-style-type: none"> • <i>Call opening:</i> 15 September 2023 • <i>Call closing:</i> 15 November 2023 at 17:00 CET • <i>Eligibility and admissibility check:</i> November 2023 • <i>Evaluation of proposals:</i> November-December 2023 • <i>Communication of results:</i> December 2023
Total budget allocated to this Call	Up to approximately 1,200,000 EUR
Link to the submission portal	The PLAZA platform will be available during the last week of September 2023
List of documents to be submitted	<ul style="list-style-type: none"> • Application form available on the PLAZA platform • Any other supporting files considered relevant
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 • Appeal procedure • Project Implementation Handbook • Financial Support Agreement • Horizon Europe Model Grant Agreement (especially Art. 16 and 17)
Short summary of the activity types to be addressed	<p>RIS Education:</p> <p>A number of specified activity areas to meet the EIT Urban Mobility RIS Education targets, including raising awareness of EIT Urban Mobility education activities and services in RIS countries, capacity-building and education and training with a focus on innovation and entrepreneurship, such as train-the-trainer concepts, online and face-to-face courses. Specific focus area includes training on innovative procurement.</p>
Evaluation criteria	<p>The proposals will be evaluated based on the criteria listed below, as stated in Section 5, Evaluation and selection process:</p> <ul style="list-style-type: none"> • Strategic Fit • Excellence and Novelty • Impact and social, economic, financial, and general sustainability • Quality and efficiency of the implementation

2. General requirements

2.1 EIT Urban Mobility strategic focus and objectives

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

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

2.1.1 Vision and Mission

EIT Urban Mobility encourages the integration of innovative solutions and services at 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, waste collection and transport, that can solve air quality and congestion problems, and create a longstanding impact on 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 well-being 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 RIS Education are given in Section 3.

2.1.2 Strategic Objectives

Five strategic objectives (SOs), as set out in the EIT Urban Mobility Strategic Agenda 2021-2027, 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 Applicants' eligibility and 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 around 300 partners from 33 countries and four sectors: academia, research, industry, and cities.

2.2.1 Who can apply

This Open Call for Proposals (CfP) is open to all types of legal entities established in the Member States (MS) of the European Union (EU), and/or in Third countries associated with Horizon Europe. These legal entities may for example be Universities, research organisations, SMEs, start-ups or cities. They can either be EIT Urban Mobility partners or not.

As a minimum requirement, all proposals must include **at least two** independent legal entities established in two different EU Member States or Third countries associated to Horizon Europe². At least one applicant must be from a RIS country.

Specific cases

Entities established in Switzerland can receive up to 59,999 EUR of EIT funding within the timeframe covered by the EIT UM Business Plan 2023-2025. For projects equal to or above 60,0000 EUR, they can participate in projects at their own costs.³

Temporary eligibility requirements for Hungarian Universities:

Following the Council's Decision on measures for the protection of the Union budget against breaches of the principles of the rule of law in Hungary that entered into force on 15 December 2022, special participation and funding restrictions may affect Hungarian public interest trusts and their linked Universities participating in any EIT UM Calls.

For further information and the list of affected entities, please refer to Annex I of the *Eligibility of expenditure* document published on the Call webpage.

² https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/list-3rd-country-participation_horizon-euratom_en.pdf

³ Swiss entities are encouraged to check national applicable provisions.

2.2.2 Membership

Participating in one of EIT Urban Mobility projects means being part of our community to achieve the strategic objectives listed in section 2.1.2. All partners of selected proposals will be asked 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.

EIT Urban Mobility partners in the Higher Education Institution Initiative (HEI), who are part of a selected proposal, will be asked to pay an annual fee based on their chosen partnership category.

Detailed description of all packages and related benefits, as well as the registration and conditions for membership, is outlined on our website: [Become a partner - EIT Urban mobility](#).

Small organisations in RIS countries (such as SMEs or NGOs) which are granted a yearly budget of less than about 30,000 EUR are eligible to apply for the membership fee waiver. The decision to grant the waiver will be taken on a case-by-case basis.

3. Call specific requirements

3.1 Strategic Focus

EIT Urban Mobility RIS is designed as a two-way interaction scheme. By sharing good practice 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 medium term, EIT Urban Mobility RIS is expected to facilitate the incorporation of relevant players of the local innovation ecosystems into EIT Urban Mobility ecosystems and foster the Knowledge Triangle Integration approach as a framework for the enhancement of innovation capacity. RIS Calls aim to support cooperation with non-RIS areas.

The overall purpose of EIT Urban Mobility's education activities is to close the knowledge gap within urban mobility, enabling the development of mobility for liveable urban spaces. This includes fostering innovation and entrepreneurship skills within a lifelong learning perspective. The education activities focus on three main fields: the Master School, the Doctoral Training Network and the Competence Hub, our professional school targeting lifelong learning.

There is a constant need to develop methods, content and business models to improve running operations. We need to have an experimental approach and test new ideas, that when shown to work, may be repeated and scaled up. We need to build capabilities to be able to offer and produce relevant content quickly and efficiently, that differentiates us from what is already available. It is imperative that EIT Urban Mobility offers high quality education (content and methodology including supporting EIT-labelled programmes), reaches a large audience and market, and gains recognition efficiently with a lasting effect.

Furthermore, activities need to create new additional lasting value, as well as leveraging value catalysed by EIT funding, for the ecosystem and all relevant stakeholders.

3.2 RIS Education Portfolio

The design of the RIS Education⁴ Call for Proposals for the Business Plan 2023-2025 is based on the present development and status of the RIS Education portfolio. As a result of the input and analysis, we have chosen to focus this Call on the specific activities mentioned in 3.2.1.

3.2.1 Scope of the Activities

For activities to be implemented as part of BP2023-2025, we are looking for projects that can support the overall RIS strategy and aims, offer high quality education, reach a large audience and market, and gain recognition efficiently with a lasting effect. New activities can be regarded as pilots for further future expansion, increasing geographical coverage and volume, that may also be possible to repeat and scale up in the coming years. At the end of the project duration, the produced course material will be gathered at the landing page created by EIT Urban Mobility in order to further scale up and commercialise the education activities of the projects.

The EIT Urban Mobility RIS Education objectives are: 1. Education Capacity Building, 2. Raising Awareness of EIT Urban Mobility Education Activities and 3. Education and Training Activities. These objectives are reflected in the proposed activity types in this Call. The activities responding to these objectives should aim at improving transferrable skills that will allow for further innovation and entrepreneurship in UM in RIS countries.

⁴ For details about activities related to the EIT Urban Mobility Regional Innovation Scheme, RIS please see: <https://www.eiturbanmobility.eu/ris/>

The proposed actions should preferably leverage and/or build on existing activities proven to work and also target the Knowledge Triangle Integration. Demonstrated synergies with other EU Initiatives (i.e., ERASMUS+, European Universities Initiatives), wider entrepreneurship ecosystems (e.g. Start for Future, SFF), relevant pan-European networks and national initiatives with the potential of high impact will be evaluated positively. Other options to support interoperability between RIS and non-RIS education systems and opening up new possibilities for RIS stakeholders will also be positively evaluated.

Target groups of the RIS education activities can be:

- 1 Students and professionals, including civil servants
- 2 Professors, mentors, and trainers
- 3 Educational organisations and ecosystems

We plan to award up to about 6 proposals, depending on the evaluation and total budget available. We may however need to exclude one or various activity type(s) if there are no proposals deemed good enough or due to portfolio assessment criteria.

The RIS Education Call for Proposals is exclusively welcoming proposals covering the following activity types

General activity types

There are three general activity types that can be addressed by the proposals, as described below, i.e. RISE 1-3. Applicants should bear in mind that, if general activity types are to be tackled, then **at least two** should be addressed within the same proposal. The activities under general activity types should contribute to KPI EITHE8.2, KONHE02, KONHE6, KONHE13.

RIS Education: Capacity-Building (RISE1)

Scope: These activities should support the generation and growth of the entrepreneurial and innovation capacity in RIS countries and regions in the short, medium and long term. This includes fostering innovation and entrepreneurship skills in a lifelong learning perspective, as well as start-up supporting activities, such as student start-up incubation and coaching. These activities should support the knowledge transfer from Universities to industry and beyond and help Universities leverage relationships to improve knowledge generation, upskilling and financial sustainability goals. The end goal of these activities should be to nurture local/national/regional innovative and entrepreneurial landscapes so that new approaches to urban mobility solutions can flourish.

In practice, this may include, among other things:

- Train the trainer for University academic staff, to help them develop the capacity to support the acquisition of innovation and entrepreneurial skills among their students, including start-up ideation. Non-academic staff can also be considered to support the capacity of Universities as a whole.
- Training aiming at improving innovation and entrepreneurial skills of all sides of knowledge triangle, including cities, Universities/research, industry, with a focus on urban mobility.

- Programmes that bring together all sides of the knowledge triangle to define challenges, learn from each other, and co-create solutions together, with a view to generating long-lasting partnerships. This could include activities bringing together Universities and other sides of the knowledge triangle to accelerate knowledge and tech transfer.

RIS Education: Awareness Raising of EIT Urban Mobility education activities (RISE2)

Scope: Activities that can raise awareness of EIT Urban Mobility education activities and services. The purpose is to generate an interest for all the challenges and opportunities to build sustainable urban mobility solutions and liveable urban spaces. The activities must have the potential to attract a large number of students to the Academy activities, with a focus on the Master School and in this way raising the interest in and attracting participants from RIS countries to EIT Urban Mobility's EIT labelled programmes. Proposals submitted must present clear lead generation strategies from the funded activities to EIT Urban Mobility programmes. The type of activities can include "teach the teacher" concepts to create awareness among university staff about EIT Urban Mobility course offer to promote it among their student population, a student education programme or a course, online or blended, based on the existing EIT Urban Mobility Master School activities and curricula. We welcome ideas with the potential to have a significant impact, and leading to increased number of applications into Master School coming from RIS students. This activity must have the potential to be repeated and scaled after 2024.

In addition to this, we welcome activities that help equip RIS University students to access the Start For Future Initiative (Phase 2 and Phase 3) by supporting the development of their innovation and entrepreneurial skills and their start-up ideation skills.

Start for Future is an open alliance of Universities, start-ups, industry players and public organisations which serves as the leading initiative for systemic innovation in Europe. Today, Start for Future is a community made up of 22 Universities, 20 University incubators and two EIT KICs (EIT Urban Mobility and EIT Manufacturing). The objective of Start For Future is to foster the entrepreneurial mindset of HEIs, their ecosystem stakeholders and finally their core target talent groups, towards development of sustainable and scalable business models and generating impact in Europe. The Start for Future Open Incubation Programme is an 11-month programme aimed at talent groups, project teams and early-stage startups which can bring their ideas to investment readiness level throughout the process with support of the SFF partner network and resources. The Programme consists of three main stages:

1. LEARN: Universities perform a project and team-based entrepreneurship seminar based on a joint topic (urban mobility, manufacturing, health, food or sustainability). Teams of students are formed, and early-stage start-up ideas are developed at this stage. These teams can further develop their idea during the second stage.
2. MATCH & START: International talents and start-ups are matched with EIT experts and mentors for the further development of their start-up ideas. During eight weeks, teams are supported to move from an idea concept into an incubation ready business concept.
3. DEVELOP & CO-CREATE: Selected teams choose and join an incubation programme from one of the Start for Future partner Universities. Teams then get access to regional ecosystems and co-creation partners to expand their business.

In June 2023, the Start for Future Cooperative (SFF Cooperative), a European Cooperative Society / Societas Cooperativa Europaea (SCE) was inaugurated. By fostering collaboration, the SFF Cooperative aims to shape Europe’s innovation landscape, promoting systemic innovation and contributing to economic growth and societal well-being. EIT Urban Mobility is among 17 funding members of the Cooperative.

We look for initiatives that will train and prepare RIS University students to participate in the Start for Future Initiative. The activities should aim at developing students’ skills and competencies in business ideation, innovation and entrepreneurship. We expect the consortium to fully understand the initiative’s entry requirements and build a training programme that will allow the students to access Phase 2 and Phase 3 of the Start for Future Initiative. Regardless of the students’ acceptance into Start for Future, the programme delivered by the consortia needs to have clear independent learning outcomes and assessment criteria as required by KPI EITHE8.2 which is a key KPI for this activity.

RIS Education: Education and training activities (RISE3)

Scope: Education and training activities with a focus on innovation and entrepreneurship, as well as urban mobility. These activities should primarily target the RIS regions but may be based on non-RIS concepts and activity partners and should have the potential to reach a large audience and market, and gain recognition efficiently with a lasting, clearly described impact. Wider impact courses should be run at a low cost per learner or participant. The activities should be clearly based on thorough sectoral and geographical need analysis and should contribute to increased innovation levels in the long-run in the involved countries We welcome proposals with a potential to reach break-even in the long run. This probably calls for blended or online courses and means that larger volumes are needed to cover costs to be able to offer services in line with available budgets. This may also take place through initiatives building on an existing course portfolio, but making it available locally by, for instance, providing translations into local languages and local seminars and workshops. This requires specific skills in terms of handling customisation at a low cost and in understanding how to address specific RIS challenges and sell courses in RIS countries. Education activities that specifically target women are particularly welcome, in order to raise awareness of the urban mobility industry and careers and learning opportunities amongst female young people, to increase their representation in the urban mobility landscape. We welcome activities that consider innovative teaching methods, hands-on knowledge applications, trainings consisting of several modules mixing theoretical and practical training, among others.

Mandatory KPIs for proposals covering general activity types:

All proposals should include the minimum KPI level requirements as stated in the table below. Please note that these are annual targets, therefore referring to 2024 and 2025 (if the project wishes to continue in 2025)

KPI	Short title	Target (2024)	Target (2025)	Supportive Evidence
EITHE08.2 -EITRIS	Participants in (non-labelled) education and training with citizenship in EIT RIS countries	Minimum 40	Minimum 60	Structured data: - Year of reporting

	<p>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. Only participants who successfully finished the programme will be counted. For this KPI, only those education and training activities which have clearly defined learning outcomes, and which carry out a competency assessment method, are applicable.</p>			<ul style="list-style-type: none"> - Title of course/training/education activity delivered. - Type of programme - Key learning outcomes, competencies and results of the programme. - Number of participants enrolled in the reporting year (and breakdown of participants by country of origin) -> TEMPLATE (Excel) - Number of participants who successfully finished the course in the reporting year - Is the training/education delivered through the HEI CBI? <p>No supporting evidence is required.</p>
KONHE02	<p>Participants in all Academy activities Here each individual participant in an education programme counts, whether in the Master School, Doctoral Training Network or Competence Hub.</p>	Minimum 60	Minimum 80	<i>E.g., List with unique personal identifiers, or Deliverable where the number of participants is presented, etc.</i>
KONHE06	<p>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.</p>	Minimum 3	Minimum 5	<i>E.g., Agendas or minutes of meetings, presentations, KAVA Deliverable containing this information, etc.</i>
KONHE13	<p>Annual reach of impressions for EIT Urban Mobility online content Visitors visiting online content sites being EIT Urban Mobility branded count, irrespectively of type of content, being a site regarding innovation projects, web-TV channel, course home page, or MOOC etc.</p>	Minimum 4,000	Minimum 6,000	<i>E.g., Document with information about impressions for online content.</i>

Non-mandatory KPIs:

Other relevant KPIs that can be considered, although not mandatory, are the following:

KPI	Short title	Target (2024)	Target (2025)	Supportive Evidence
EITHE04.4	<p>Start-ups created</p> <p>Number of start-ups established in year N as a result/based on the output(s) of KAVA(s), or start-ups created for the purpose of an innovation project to organise and support the development of an asset (but no later than three years after the completion of KAVA) having financial transactions of at least 10 000 EUR for services/products (result of the KIC KAVA) sold to customers.</p>	1	2	<p>Structured data:</p> <ul style="list-style-type: none"> - Year of reporting. - Company name. - Company registration number. - Country of the company registration. - Gender of the company CEO. - Link to a specific KAVA. - Was the company created through the HEI CB Initiative? - Was the company created through a cross-KIC project? <p>Supporting evidence:</p> <ol style="list-style-type: none"> 1. Registration certificate of a start-up established in year N. 2. Description of the start-up and its core business -> TEMPLATE <p>Document such as an invoice or an online sales record certifying financial transactions of at least 10,000 EURO for services/products (result of the KIC KAVA) sold to a customer.</p>
KONHE03.2	<p>City engagements in the project</p> <p>Number of city engagements per KAVA.</p>	2	4	<p>E.g., <i>Any KAVA-related document that describes the number of cities engaged, etc.</i></p>
KONHE21	<p>New courses developed</p> <p>Number of new courses and trainings for degree and non-degree education developed.</p>	1	2	<p>E.g., <i>List of new courses, KAVA Deliverable containing this information, etc.</i></p>

Specific activity

Instead of addressing general activity types, proposals are also welcome to cover the specific activity focused on developing training on innovative public procurement, i.e. RISIP.

RISIP: Innovative Procurement Training for Civil Servants in RIS countries

The goal is to create a course on innovative public procurement for urban mobility solutions aimed at RIS Cities and targeting civil servants and decision makers. The course should aim at increasing the knowledge base about the implementation of innovative urban mobility solutions in RIS cities and in the long term, should lead to increased uptake of those innovations. The course should be a mix of theoretical modules and practical case studies/discussions and should consist of the following:

1. Online modules (in English):
 - a. Theoretical modules led by international experts in Innovative Public Procurement in UM (2-3 modules, 2-3h each) aimed at civil servants,
 - b. Extra module/workshop for policy makers on how to design and implement new innovative procurement policies.
2. In person in participating RIS countries: practical modules/case studies/discussions (min. 2) led by facilitator with an involvement of national/local experts to discuss local case studies and local policies.
3. Follow up: offering a mentoring service to cities whilst implementing innovative procurement in urban mobility and/or facilitating policy co-creation workshops amongst various stakeholders. The budget for mentoring should be included in the budget proposal.

The theoretical modules should be delivered to all interested RIS cities and practical modules should be arranged separately on a national/local level (on an optional basis) in the countries of choice. The project consortia are encouraged to incorporate Green Public Procurement Initiative launched by DG Environment in the teaching curriculum.

The creation of the modules should be developed by the experts in the field and the project consortium should be responsible for coordinating this process. The in-person modules will vary depending on the country but there should be a template on how to run such workshops. The consortium and the selected expert should prepare this.

The training should have a clear commercialisation and revenue strategy, clearly described in the proposal.

Expected outcomes & impacts

The project is expected to deliver high quality training on innovative procurement that will be scalable and repeatable beyond 2024 in RIS cities and will lead to increased uptake of innovative procurement actions by participating cities.

Mandatory KPIs for proposals covering the specific activity

All proposals should include the minimum KPI level requirements as stated in the table below. Please note that these are annual targets, therefore referring to 2024 and 2025 (if the project wishes to continue in 2025).

KPI	Short title	Target (2024)	Target (2025)	Supportive Evidence
EITHE08.2 -EITRIS	Participants in (non-labelled) education and training with citizenship in EIT RIS countries	Minimum 20	Minimum 30	Structured data: - Year of reporting - Title of course/training/education activity delivered.

	<p>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. Only participants who successfully finished the programme will be counted. For this KPI, only those education and training activities which have clearly defined learning outcomes, and which carry out a competency assessment method, are applicable.</p>			<ul style="list-style-type: none"> - Type of programme - Key learning outcomes, competencies and results of the programme. - Number of participants enrolled in the reporting year (and breakdown of participants by country of origin) -> TEMPLATE (Excel) - Number of participants who successfully finished the course in the reporting year - Is the training/education delivered through the HEI CBI? <p>No supporting evidence is required.</p>
KONHE02	<p>Participants in all Academy activities Here each individual participant in an education programme counts, whether in the Master School, Doctoral Training Network or Competence Hub.</p>	Minimum 50	Minimum 70	<i>E.g., List with unique personal identifiers, or Deliverable where the number of participants is presented, etc.</i>
KONHE06	<p>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.</p>	Minimum 3	Minimum 5	<i>E.g., Agendas or minutes of meetings, presentations, KAVA Deliverable containing this information, etc.</i>
KONHE13	<p>Annual reach of impressions for EIT Urban Mobility online content Visitors visiting online content sites which are EIT</p>	Minimum 4,000	Minimum 6,000	<i>E.g., Document with information about impressions for online content.</i>

	Urban Mobility branded count, irrespective of the type of content, whether a site regarding innovation projects, webTV channel, course home page, or MOOC etc.			
KONHE21	New courses developed Number of new courses and trainings for degree and non-degree education developed.	Minimum 1	Minimum 1	<i>E.g., List of new courses, KAVA Deliverable containing this information, etc.</i>

Non-mandatory KPIs:

Other relevant KPIs that can be considered, although not mandatory, are the following:

KPI	Short title	Target (2024)	Target (2025)	Supportive Evidence
EITHE4.4	Start-ups created Number of start-ups established in year N as a result/based on the output(s) of 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 the completion of KAVA) having financial transactions of at least 10 000 EUR for services/products (result of the KIC KAVA) sold to customers.	1	2	<p>Structured data:</p> <ul style="list-style-type: none"> - Year of reporting. - Company name. - Company registration number. - Country of the company registration. - Gender of the company CEO. - Link to a specific KAVA. - Was the company created through the HEI CB Initiative? - Was the company created through a cross-KIC project? <p>Supporting evidence:</p> <ol style="list-style-type: none"> 3. Registration certificate of a start-up established in year N. 4. Description of the start-up and its core business -> TEMPLATE <p>Document such as an invoice or an online sales record certifying financial transactions of at least 10,000 EURO for services/products (result of the KIC KAVA) sold to a customer.</p>

Cross-cutting considerations to all RIS Education activity types:

- Proposals that include clear and credible plans to generate revenues, and therefore become self-sustaining in the long run, will be positively assessed.
- The concepts and activities should have the potential to be repeated and scaled with a limited budget per participant. In case of continuing projects, the unitary cost per KPI should decrease over the years. The proposal needs to define a credible plan and experience regarding development, marketing and execution of the activities aimed for the RIS countries that are targeted.
- A key component in all our funded activities, not least around recruitment, needs to be how gender mainstreaming is integrated, in balanced participation and the design, development and implementation of the learning activities.
- Support further integration of the Knowledge Triangle in RIS countries is crucial, so that durable, evidence-based solutions can be implemented in a financially sustainable way. KTI can be either local, national, regional, or international.
- Expand networks and communities of practices in RIS countries, so that activities funded by EIT Urban Mobility under the RIS Education Call can widen its reach and, as a result, increase its impact. We expect applying consortia to consider a diverse membership in terms of geography, also including partners from non-RIS countries to translate best practice developed elsewhere into the RIS context.
- The concepts and activities should consider existing good practice already happening in RIS countries and beyond in order to build on those and scale up approaches that work – whether this is education products, or occasions when education can play a part in supporting people to obtain the skills/knowledge that have proved helpful otherwise. We encourage different RIS Hubs and/or RIS Hub partner/stakeholders to come together to form consortia.
- The scope of activities should be specific to the characteristics and landscape of RIS countries, very much linked to their specific needs and with clear impact potential that can be replicated elsewhere.

3.3 Proposal duration

This Call is open to proposals with different durations according to the type of planned activities. While regular, 12-month project proposals are preferred, longer term project proposals (up till December 2025) are also considered. In the case of long-term projects, a high-level plan, detailing activities implemented in each quarter of the year and including a provisional budget until 2025 should be included in the Application form. A yearly review will be carried out by the Academy team to assess the performance and the feasibility of continuation. A meeting with the Project Leader and other members of the consortium (where applicable) will take place in Q4 of 2024 to discuss the continuation and the decision will be made by an Academy panel.

3.4 Financial Aspects

3.4.1 Budget and EIT funding allocation

The total maximum EIT funding allocated to this Call is: 1,200,000 EUR for the period 2024 – 2025.

We expect that proposed activities have a yearly budget of 100,000 EUR on average. Higher budgets can also be considered for the following year, 2025, provided that the unitary cost per participant decreases and/or the quality of the product increases.

If the projects wish to continue beyond 2024, the budget for next year should be included in the high-level plan mentioned in Section 3.3. The continuation of the projects beyond 2024 is conditional upon the availability of funding and it will be decided based on the assessment of project performance in 2024.

Differentiate between general and the specific, explain that for general they need to tackle at least 2.

Indicative budget allocation per activity type:

Activity	Budget allocation 2024-2025
General activities	Max. 800,000 EUR
Specific activity RISIP	Max. 400,000 EUR

The exact number of projects to be funded will depend on the quality of the proposals received and total funding available.

3.4.2 Co-funding rate

All proposals must have a minimum co-funding rate of 20% both in 2024 and 2025. Co-funding above this rate will be positively assessed during the portfolio selection. The minimum co-funding rate refers to the total project budget. By co-funding we mean financial contribution other than EIT Urban Mobility funding allocation or partners own resources.

3.4.3 Eligibility of expenditure

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

3.4.4 Financial sustainability

To enable the KIC to gradually become financially independent from EIT funding, EIT Urban Mobility has developed a Financial Sustainability (FS) plan based on a mix of different mechanisms, such as revenue share and equity stakes.

For RIS Education proposals, a contribution to EIT Urban Mobility's financial sustainability is not mandatory. Revenues are however welcome and with increased revenue potential the proposal will be positively assessed.

The exception to this rule is the **innovative procurement course where the financial sustainability contribution is mandatory**. The recommended FS mechanism is revenue sharing (in exceptional cases other mechanisms can be considered, if relevant). During the period of the KAVA, 100% of the revenues go to EIT Urban Mobility.

When a course or event is repeated after the duration of the KAVA, we prefer a revenue sharing model to be agreed upon with a project consortium.

3.5 Monitoring and Reporting

3.5.1 Project implementation

All Project Leaders and consortium partners will need to comply with the rules and procedures defined in the Horizon Europe MGA⁵ during the project implementation.

In particular, all project activities must comply with the provision of Article 16 (Intellectual Property Rights) and with the branding guidelines and obligations as set out in Article 17 (Communication, Dissemination and Visibility). All communication and dissemination activities funded by this Call must display the logos of EIT Urban Mobility and the EU emblem with the following text: "This project is supported by EIT Urban Mobility, an initiative of the European Institute of Innovation and Technology (EIT), a body of the European Union. EIT Urban Mobility acts to accelerate positive change on mobility to make urban spaces more liveable. Learn more: eiturbanmobility.eu".

3.5.2 Project monitoring

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

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

- 12 months: One Go/No-Go assessment at the mid-point of implementation (known as the "Mid-Term Review").

⁵ https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/agr-contr/general-mga_horizon-euratom_en.pdf

- More than 12 months: One Go/No-Go assessment every 6 months.

Ahead of the Go/No-Go assessment, projects will have to submit a progress report, providing an overview of the project's implementation, covering outputs, deliverables, KPIs, risks, costs, change requests and communication and dissemination activities.

For projects potentially continuing beyond 2024, if the consortium has indicated this willingness in the proposal, a meeting will take place in Q4 2024 between EIT Urban Mobility and the consortium to discuss the high-level plan for continuation, including budget and long-term strategic fit, to carry out a preliminary performance assessment of the activity implementation in 2024 and set the conditions for the activity to continue.

More information on the implementation and monitoring can be found in the *Project Implementation Handbook* document.

3.5.3 Reporting

Once the implementation of the project has finished, Project Leaders will need to report respectively on performance and costs within one month after the end of the project. They will have to submit the following documents:

- Project Final Performance Report explaining the achievements, deviations, and corresponding justifications. The report covers Outputs, KPIs, Deliverables, FSM, etc. All project deliverables, outputs and KPIs are submitted throughout the project implementation in line with the work plan and must be achieved within the project duration.
- Use of Resources Report that provides justifications for cost deviations (overspending or underspending) at project level, also explaining any changes of cost category if applicable.

In addition, each consortium partner will have to submit a final Cost report including all the costs incurred since the last interim report (if applicable) and until the end of the project.

4. General proposal preparation and submission

4.1 Support on proposal preparation

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

4.1.1 Guidelines for Applicants

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

4.1.2 Call information session

To help applicants with the preparation and submission of their proposals, EIT Urban Mobility will carry out the below information sessions after the Call publication to ensure open, free, and fair access to the wider mobility community. The overview is provided in the table below.

Here you can find the calendar of events:

Type	Topic	Date/time (CET)	Platform
Webinar	RIS Education Info Session Guidance, rules, evaluation process and PLAZA training.	27.09.2023, 11:00	Zoom

More events concerning the RIS Education Call will be organised, in cooperation with the RIS Hubs, and will be announced through EIT Urban Mobility and the respective RIS Hubs communication channels.

4.1.3 Call Contact points

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

These are the key contact details of the EIT Urban Mobility team for questions related to the RIS Education Call for Proposals:

Type of contact	Email
Legal, Financial, Administrative and technical procedures	pmo@eiturbanmobility.eu
RIS Education area	academycall@eiturbanmobility.eu

4.2 Proposal submission and Call calendar

4.2.1 How to apply

All proposals must be submitted in the PLAZA submission tool before the indicated deadline.

Before starting a proposal, all applicants (Project Leader and consortium partners) must register (1) on the EU Funding & tender opportunities portal to obtain a 9-digit Participant Identification Code and (2) on the EIT Urban Mobility PLAZA tool. Please carefully read 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 15 November 2023 17:00 CET:

- Application Form
- Optional: any supporting documents considered relevant (figures, graphics, photos etc.)

Any proposals submitted after the set deadline will be ineligible.

The PLAZA platform will be available from the end of September. Guidance on the use of PLAZA can be found in the Guidelines for Applicants. Additionally, EIT Urban Mobility will organise an information session to support applicants during the submission phase (see the previous section).

4.2.2 Call calendar

An indicative timeline is outlined below⁶:

⁶ Please note that this calendar is indicative. Dates may be subject to slight changes.

Activity	Date
<i>Call opening</i>	<i>15 September 2023</i>
<i>Call closing</i>	<i>15 November 2023 at 17:00 CET</i>
<i>Eligibility and admissibility check</i>	<i>November 2023</i>
<i>Evaluation of proposals</i>	<i>November 2023</i>
<i>Communication of results to applicants</i>	<i>Beginning of December 2023</i>
<i>Conditions clearing</i>	<i>December 2023</i>
<i>Compliance check of the fulfilment of conditions</i>	<i>December 2023</i>
<i>Final selection of portfolio</i>	<i>December 2023</i>

5. Evaluation and selection process

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

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

5.1 Eligibility and admissibility check

A proposal will be eligible if:

1. Completeness	The submitted proposal is completed, submitted on time via the PLAZA submission tool, in English with all its mandatory sections.
2. Consortium composition	The consortium is composed of at least two applicants from two different countries from EU MS or Third countries associated to Horizon Europe ⁷ . At least one applicant must be from a RIS country.
3. Co-funding rate	All proposals must have a minimum co-funding rate of 20% both in 2024 and in 2025.
4. KPIs addressed	All proposals must include the minimum required KPIs (see section 3.2.1).

While failing any of these criteria will make the proposal ineligible, failing the following criteria will make the single applicant ineligible⁸:

⁷ https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/list-3rd-country-participation_horizon-euratom_en.pdf

⁸ The results of this criterion might affect the decision on the composition of consortium, or even the eligibility of the whole proposal, depending on the relevance of the role of the applicant being removed (e.g. a Work Package (WP) leader whose activity is central to the achievement of a key objective or KPI). The inadmissibility of the applicant can result in the inadmissibility of the whole proposal.

5. Consortium applicants' eligibility

The consortium applicants are from EU MS or third countries associated to HE and they are fully registered in both the EU Participant Portal and the PLAZA submission tool.

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

In case of missing or incorrect information linked to co-funding, KPI and applicant registration, applicants will be awarded 5 calendar days from the official communication for the completion of the application. If the applicants respond positively to this requirement and within the time limit, the proposals will be sent to the next step of the evaluation (see section 5.2 below). If the applicants fail to respond or respond after the deadline, the proposals will remain ineligible and will not be further processed. The Lead Applicant will be informed accordingly.

The Project Leader 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).

5.2 Evaluation of proposals

The purpose of the evaluation is to assess the Strategic fit, Excellence, Impact, Implementation, and overall quality of each proposal that successfully passes the eligibility and admissibility check.

This Evaluation Process will be carried out by three independent external expert evaluators (EEEs). Final Summary Evaluation Reports (SERs) will be prepared by a Rapporteur based on the consensus between the evaluators.

Each 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

5.2.1 Full Evaluation

The proposal's strategic fit, excellence, impact, implementation and overall quality of the proposal will be assessed and scored against the specific criteria listed below:

Strategic fit	Max. scoring
<ul style="list-style-type: none"> Contribution to the EIT Urban Mobility strategic objectives (as per the EIT Urban Mobility Strategic Agenda) and EU dimension. 	5
<ul style="list-style-type: none"> The proposal is aligned with the specific RIS Education objectives and Call requirements under which the proposal was submitted, including sufficient focus on RIS countries (section 3.2.1). 	5
<ul style="list-style-type: none"> The proposal shows potential of impact in line with or exceeding the minimum level requirement as stated for the respective Call type of activity. 	5

Excellence and novelty	Max. scoring
Coherence of the intervention logic	10
<ul style="list-style-type: none"> The elements of the proposal are coherent and logically linked. 	5
<ul style="list-style-type: none"> The project contributes to Knowledge Triangle Integration by involving academia, research, industry and cities. 	5
Novelty and need	15
<ul style="list-style-type: none"> The proposal addresses a verified unmet need and/or unresolved issue. 	5
<ul style="list-style-type: none"> The proposal addresses specific RIS target group needs. 	5
<ul style="list-style-type: none"> The project is on par with state-of-the-art professional education and training formats and/or content. 	5

Impact: social, economic, financial, and general sustainability	Max. scoring
Ambition of the proposal and contribution to expected impact	10
<ul style="list-style-type: none"> The proposal's expected impacts are measurable and clearly defined. 	5
<ul style="list-style-type: none"> The project or the outcome of the project can be expected to have a significant revenue generation impact or return in relation to the EIT funding required. 	5
Extent to which the proposal strengthens competitiveness and growth	10
<ul style="list-style-type: none"> The proposal is addressed to specific target group/s and/or market sector/s and includes a gender perspective. 	5

<ul style="list-style-type: none"> The proposal defines measures to ensure the durability and transferability of project outcomes and the project has the potential to be repeated (doing the same activity again) and scaled up (repeated without a significant additional development budget). 	5
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
<ul style="list-style-type: none"> The proposal presents a structured dissemination and communication plan which guarantees the communication of the project activities to different target audiences (MGA Art.17). 	5
<ul style="list-style-type: none"> The proposal describes a clear commercialisation and/or exploitation strategy (keeping into consideration measures for IPR management according to MGA Art.16 if necessary), and when applicable a marketing and sales plan. 	5

Implementation: quality and efficiency	Max. scoring
Coherence and effectiveness of the workplan, including appropriateness of the allocation of budget, tasks, and resources	15
<ul style="list-style-type: none"> The workplan is aligned to the achievement of proposal objectives, KPIs and expected results. 	5
<ul style="list-style-type: none"> The proposal properly identifies deliverables and milestones, including their timing and relevance for the overall project. 	5
<ul style="list-style-type: none"> The proposal budget is clearly outlined, justified and represents value for money. 	5
Appropriateness of the management structures and procedures, including quality management and risk management	10
<ul style="list-style-type: none"> The proposal identifies management structures to guarantee an effective management of the proposal resources and applicants. 	5
<ul style="list-style-type: none"> The proposal presents a clear contingency plan. 	5
Relevance of the Consortium	5
<ul style="list-style-type: none"> The applicants represent the right competences and expertise in accordance with the scope of the proposal, have experience with similar projects and have differentiated and clear roles and responsibilities. 	5

The proposal evaluation will consider the external evaluation four criteria scores. The total scoring of 100 points is distributed as follows:

	Max score
Strategic Fit	15 points

Excellence and novelty	25 points
Impact	30 points
Implementation	30 points
Total	100 points
Weight	70%

5.2.2 Portfolio selection

The EIT Urban Mobility Selection Committee will select the portfolio of pre-selected proposals. The EIT Urban Mobility Selection Committee for this Call consists of the CEO, the CFO and the Academy TA Lead, or their delegated representatives, if the case.

This final portfolio pre-selection will be made based on the Call Report, the SERs, and the Evaluation Results list. Only proposals ranked equal or over 60 points in the quality evaluation will be passed to the Selection Committee.

The Selection Committee will consider the portfolio factors outlined in the table below and will add max. 20 points to the final scoring obtained by each proposal in the Quality Evaluation phase. The total weight of the Portfolio Selection process represents 30% of the total scoring that a proposal will receive.

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

- Business Intelligence
- Track record
- KPIs

Assessment factor	Description of the assessment	Scoring methodology (examples)	Max score
Business Intelligence	Duplication of topic/proposal (current or old BP) Relevance of the partner(s) at strategic level by the EIT UM	5: no issues 4: 1-2 minor issues 3: more than 3 minor issues 2: 1 serious issue 1: 2-3 serious issues 0: more than 4 serious issues	10 points

Track Record ⁹	<p>Previous performance of the applicants (project milestones, demonstrations, outputs) in past/present EIT UM projects</p> <p>Track record of entities involved in terms of financial sustainability</p>	<p>5: Excellent track record, all performance indicators were overachieved</p> <p>4: Very good track record, all performance indicators were at least achieved with some overperformance</p> <p>3: Good track record, all performance indicators were achieved</p> <p>2: Fair track record, all performance indicators were achieved with some underperformance</p> <p>1: Poor track record, all performance indicators were underachieved</p> <p>0: Very poor, all performance indicators were underachieved, the entity did not submit the reporting documents.</p>	5 points
KPIs	<p>Number of additional specific and/or mandatory KPIs included at the proposal beyond the minimum KPIs and targets established by the Call Manual</p>	<p>0: only mandatory KPIs with min. target values</p> <p>1: only mandatory KPIs with increased target values for 2-3 KPIs</p> <p>2: only mandatory KPIs with increased target values for all KPIs</p> <p>3: mandatory KPIs with min. target values + one or more optional KPIs</p> <p>4: mandatory KPIs with increased target values for 2-3 KPIs + one or more optional KPIs</p> <p>5: mandatory KPIs with increased target values for all KPIs + all optional KPIs</p>	5 points

If two or more proposals have the same scoring, additional consideration will be given to the following factor: co-funding rate higher than 20%.

The Selection Committee will have the possibility to review the proposals pre-selected and make recommendations and issue a conditional offer. This marks the beginning of the 30-day stand still period. As part of this pre-selection, the EIT Urban Mobility PMO together with the Thematic Area Lead will have the possibility to check those pre-selected proposals and might issue technical conditions that will be included in the conditional offer.

⁹ New partners, with no track record, will be given an average score of 3.

5.3 Communication of results to applicants

The Project Leader will receive an email notification with the evaluation results including (if applicable) a set of recommendations/conditions. The communication will set up a defined and non-negotiable deadline. The Project Leader of a pre-selected project proposal under conditions, will need to respond and update the proposal according to these recommendations/conditions within the given deadline, usually 15 calendar days.

If the Project Leader fails to comply with the provided recommendations/conditions or does not respond by the deadline, the Selection Committee reserves the right to withdraw the conditional offer. In such a case, the next project proposal on the portfolio Reserve List (to be valid for 1 year) will be contacted following the ranking list.

5.4 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 project 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* linked to the Call).