

FAQ - Open Call for Proposals Innovation Programme - 2025

Version history

Date	Comments
14 May 2024	First release

1. Eligibility and consortium composition

1.1 Can a bike sharing or moto sharing provider with a license to operate in the city be a demo host?

Yes. In line with section 2.2.1 *Who can apply* of the amended Call Manual (26.04.2024), a bike sharing or moto sharing provider falls under the category of demo host c, as long as the company has an existing concession, contract, license or permit to operate their service in a city. Importantly, the contractual agreement must be valid until at least 31 December 2025. A declaration from bike sharing or moto sharing provider must be uploaded together with the application. This declaration should indicate the duration of the concession, contract, license or permit. A template for this declaration ([Declaration of private entity template](#)) is available on the call webpage.

1.2 Can a private logistics provider or delivery service with a license to operate in the city be a demo host?

Yes. In line with section 2.2.1 *Who can apply* of the amended Call Manual (26.04.2024), a private logistics provider or delivery service with a license to operate in the city can be a demo host. A declaration from such logistics or delivery service provider must be uploaded together with the application. This declaration should indicate the duration of the concession, contract, license or permit. A template for this declaration ([Declaration of private entity template](#)) is available on the call webpage.

1.3 Are EV CPOs (Electric Vehicle, Charging ports operators) considered a “mobility service”?

Yes, under this call, EV CPOs are considered a mobility service provider, therefore they can be one of the demo hosts as long as the company has an existing concession, contract, license or permit to operate such service in a city. Importantly, the contractual agreement must be valid until at least 31 December 2025, and a declaration must be uploaded together with the application, as per above.

1.4 Can a private company with a contract between them and a municipality be sufficient to fulfil the demo host eligibility criterion?

Yes, as long as the contract with a municipality is about a mobility service in that city and the contract is valid until at least 31 December 2025. A declaration must be uploaded together with the application, as per above.

1.5 Can provinces (NUTS 3) be considered demo hosts or only municipalities?

If the province has a direct link with cities and can guarantee access to the relevant infrastructure, data, resources needed for the project, then they will be eligible as demo hosts. Importantly, the pilot/demonstration must take place in an urban environment, preferably a middle-sized or large city. In case of entities with direct links with a city/municipality not previously validated in the Plaza online submission tool as an affiliated entity, a declaration from the affiliated entity must be uploaded together with the application. A template for this declaration ([Declaration of affiliation template](#)) is available on the call webpage.

2. Financial aspects

2.1 Is the development of a product an eligible cost?

Yes, the development and/or further enhancement of a product is an activity foreseen within the scope of the project. Any costs related to this activity should fall within one of the budget categories of 'eligible costs', as defined in Art. 6 of the Horizon Europe Model Grant Agreement:

- A. Personnel costs.
- B. Subcontracting.
- C. Purchase costs:
 - C.1 Travel, accommodation, and subsistence costs:
 - C.2 Depreciation for purchase of equipment:
 - C.2 Other goods and services:
- D. Other costs:
 - D.1 Financial support to third parties
 - D.2 Internally invoiced goods and services
- E. Indirect costs (overheads).

For more details, you can check Section 2.1 of the Eligibility of expenditure document.

2.2 The commercial partner can potentially create a start-up for the commercialisation of the solution. In this case, do you expect the startup being created during the project implementation? Costs for this are eligible?

Yes. the startup should be established early in the project and associated costs are eligible as long as they fall within one of the budget categories of 'eligible costs', as defined in Art. 6 of the Horizon Europe Model Grant Agreement (as per answer above). Additionally, costs related to the day-to-day operation of the newly established startup can also be eligible, provided that the new company is included as a partner in the project. To achieve this, the project leader must submit a request for a major change, following the instructions outlined in section 5.2 of the [Project Implementation Handbook](#).

2.3. Is the co-funding rate applicable to all the partners?

In line with section 3.9.2 *Co-funding rate* of the Call Manual, partners can have different co-funding rates as long as the overall project co-fund meets the required 35% minimum. This 35% overall rate may exclude those RIS applicants that are granted RIS funding. Those applicants have a minimum individual co-funding rate of 25% (see section 2.3 of the Call Manual) and this should be specifically outlined.

2.4 How much equity do you take for the innovation call?

EIT Urban Mobility aims to subscribe to the number of shares corresponding to the financial support received, taking into consideration the latest verifiable company valuation in a priced round or under specific conditions as agreed upon in a SPA/SAFE (Simple Agreement for Future Equity) agreement. Shares are subscribed at nominal value by EIT UM.

3. Intellectual Property

3.1 Our company uses different open source technologies that we're combining to a unique functionality. Are we still eligible under these circumstances?

The open source components used in your solution could potentially trigger adherence to open source licensing requirements, and limit your ability to customize or scale your solution. Projects/products based on open-source technologies are acceptable as long as they have a clear IP strategy, measures in place to ensure the main IP assets are protected a clear plan on how it is going to be commercialized. Additionally, IP due diligence that ensure that your product does not infringe on the rights of others could be requested.

4. Integration of RIS applicants

4.1 If my organisation is eligible for RIS funding, should I apply as a RIS partner (e.g. lower co-funding rate)?

Any entity from a RIS country may request to be categorised as a RIS applicant in the proposal submission. However, given the limited RIS budget, the reduced co-funding rate associated to RIS partners cannot be guaranteed. RIS support will be prioritised according to the criteria outlined in Section 2.3 *Integration of RIS applicants* of the Call Manual.

4.2 In the case that a RIS eligible applicant is not selected to be allocated RIS Innovation funding, can the applicant be financed through the regular Innovation funding?

Yes. Any RIS applicant that cannot be funded through the limited RIS budget will still be funded through the main Innovation budget. This will be funded according to the General Call conditions outlined, such as the 35% co-funding rate. If your proposal is selected, you may be asked to raise your co-funding rate. In case this is a problem for your entity, please discuss it with the project coordinator during proposal preparation.

4.3 How is the consortium co-funding rate applied when RIS applicants are involved in a project proposal?

The co-funding rates of the approved RIS partners and non-RIS partners for each innovation project are calculated separately. The eligible co-funding rates are at least 25% for each single RIS partner and 35% for the overall non-RIS partners.

4.4 Is Italy considered a RIS country?

Italy is a [RIS-eligible country](#). However, in line with Section 2.3 *Integration of RIS applicants*, RIS support will be prioritised to other RIS countries currently underrepresented in the EIT Urban Mobility Innovation Portfolio.

5. Key Performance Indicators (KPIs)

5.1 What happens if the project does not deliver on its KPIs by the deadline?

KPIs are used to measure how effective a consortium is in meeting the objectives set by the project. In case the consortium does not deliver on its KPI by the end of the project, the Project Leader may ask EIT Urban Mobility for a no-cost extension. If the extension is approved, the project may continue to enable KPIs to be attained. But if the project does not deliver on the KPIs, even after the extension, this will be considered an underperformance and EIT funding may be reduced. The % of grant reduction will depend on the type and number of project outputs/KPIs that have not been fulfilled. Further details are available in Section 7 *Final reporting* and review of the [Project Implementation Handbook](#).

5.2 Is there a relationship between the KPI Startup Created and the MRE?

The KPI EITHE04.4 *Start-up created* is an output of the project. A project that commits to this KPI would eventually propose as financial sustainability mechanism that gives EIT Urban Mobility equity shares on the newly created company (see option 3 in section 3.9.4 of the Call Manual). However, the KPI fulfilment and the FSM negotiations follow two different routes. To fulfil the KPI, the project will have to create the startup and provide evidence on its legal incorporation and proof of a sales record of at least 10,000 € (see description of KPI in the document [List of KPIs](#) for further details on the evidence required). On the other hand, to fulfil the FSM obligations, the newly created startup will have to undertake the Market Readiness Evaluation (MRE) programme and if it qualifies, an equity share agreement will be negotiated with EIT Urban Mobility. The KPI and the FSM option are connected but the acceptance of the KPI places no obligation on EIT Urban Mobility to accept a revenue or equity agreement with a start-up that fails an MRE.

6. Memberships

6.1 Should all three (or more) independent entities part of a project consortia be members of EIT Urban Mobility at the moment of submission? If not, should they become member once the project is granted?

No. At submission stage, it is not necessary that entities applying to the call are members of EIT Urban Mobility. Only if the project is selected for funding, then all independent entities participating in the project are expected to become part of the EIT Urban Mobility and choose one of the membership categories. Further details on the membership categories and conditions are available here: <https://www.eiturbanmobility.eu/become-a-partner/>

6.2 What's the minimum time a beneficiary must be member of EIT Urban Mobility?

The minimum membership time is one year.