

Master School and Fellowship Open Call 2026

Seeking academic
partners to advance
urban mobility
education with a
strong focus on
innovation and
entrepreneurship.

Master
School &
Fellowship
Open Call
2026

OPEN
Calls for proposals

Call Manual

Master School and Fellowship Open Call 2026

Business Plan 2026-2028

Version 2.1 – 3 September 2025

History of changes

Version	Publication Date	Change
1.0	25 June 2025	Initial version
2.0	22 July 2025	Section 2.1 “Who can apply”. New paragraph on the participation of Swiss entities
2.1	3 September 2025	Updated link to NetSuite platform in Section 4.4.

Disclaimers

- This Call may be subject to corrections, modifications and clarifications. Applicants are encouraged to regularly check the call pages of the EIT Urban Mobility website for any updates.
- This Call follows the main rules and principles of openness, transparency, equal treatment and efficacy established by the EU and EIT. All proposals submitted to the EIT Urban Mobility calls are evaluated based on these principles.
- This Call Manual has been drafted in accordance with the applicable rules and provisions established in the Horizon Europe General Model Grant Agreement, with particular reference to the obligations and procedures outlined in Annex 5 of the EIT Urban Mobility Grant Agreement. The content of this Manual is intended to ensure consistency with these frameworks and to provide clear guidance to applicants and beneficiaries regarding the conditions for participation, evaluation, selection, and grant implementation.
- This Call falls under the Business Plan 2026-2028, which remains subject to formal approval by the EIT. Please be advised that the conditions and funding allocation for this Call may be subject to change.

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1. Introduction

Urban mobility is a core element in the functioning of our cities. The urban mobility sector faces numerous challenges but also has the potential to play a key role in making cities more sustainable and liveable. 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 a new vision of what we do and how we achieve it. To manage this transformation, it is vital to close the knowledge gap within the area of urban mobility. We need to ensure that the necessary capabilities and capacity are available to plan and handle the transformation, and to remain relevant in a new technological, social and environmental context and 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 bring about system transformation and change. We are now further developing our portfolio of education and training offerings for master's students and taking the EIT Urban Mobility Master School and Fellowship to the next level. We have identified several well-defined challenges and needs to address. We are therefore looking for proposals to support us in creating new programmes and implementing new formats, in line with EIT Urban Mobility's strategic ambitions and targeted impact. We look forward to receiving your applications for inclusion in our Business Plan 2026-2028.

A full *glossary* of terms used in this Call Manual is published on the Call website.

2. General requirements

Proposals submitted to this Call for Proposals must support EIT Urban Mobility's vision and mission and substantially contribute to tackling our strategic objectives (SOs). Proposals need to demonstrate how the activity will contribute to specific SOs, as stated in the **Strategic Agenda 2021-2027** (SA), specifically to 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. Who can apply

This Call is open to organisations from the Member States of the European Union, and Third Countries associated with Horizon Europe.¹

This Call is open to multi-participant proposals or mono-participant proposals.

In the case of mono-participant proposals, it is considered that the pan-European dimension is achieved through the network and truly international experience required from all our Master School and Fellowship programmes with compulsory mobility requirements embedded in the curriculum. Our programmes bring together students and teaching staff from the whole of Europe and beyond, attracting the best talent globally. In addition to this, universities who become partners in the Master School are required to sign the Master School Agreement, thereby becoming part of the consortium of partners jointly supporting the delivery of the EIT Urban Mobility Master School and offering the programmes. A similar agreement will be in place for the EIT Urban Mobility I&E Fellowship, which universities selected to take part will be required to join.

In case of multi-participant proposals, as a minimum requirement, proposals must be composed of at **least two independent legal entities**² established in two different EU Member States and/or Third countries associated to Horizon Europe.

Special cases

- **Switzerland:** Switzerland will become an associated country to Horizon Europe with retroactive effect as of 1 January 2025, once the Association Agreement between Switzerland and the European Union is signed. Before the signature, expected in November 2025, [transitional arrangements](#) apply (i.e. applicants established in Switzerland can submit applications and will be evaluated, but can be awarded and may receive EIT funding only following the signature of the Association Agreement).
- **Temporary eligibility requirements for Hungarian universities:** Due to Council measures protecting the EU budget (effective December 15, 2022), Hungarian public interest trusts and their affiliated universities may face participation and funding restrictions in any EIT Urban Mobility Calls. For details and affected entities, see the document Eligibility of Expenditure published on the Call webpage

¹ https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/list-3rd-country-participation_horizon-euratom_en.pdf

² Two legal entities shall be regarded as independent of each other where neither is under the direct or indirect control of the other or under the same direct or indirect control as the other. Please refer to the entire definition in Article 8: https://ec.europa.eu/research/participants/data/ref/h2020/legal_basis/rules_participation/h2020-rules-participation_en.pdf

2.2. Exclusion criteria

Entities participating in this Call can be excluded **at any time** (during the evaluation, the onboarding and contracting phase, or the implementation phase) if they:

- Are in one of the following situations:
 - a. Bankrupt, being wound up, having their affairs administered by the courts, entered an arrangement with creditors, suspended business activities or subject to any other similar proceedings or procedures under national law (including persons with unlimited liability for the participant's debts)
 - b. Declared in breach of social security or tax obligations by a final judgment or decision (including persons with unlimited liability for the participant's debts).
- Are found guilty of grave professional misconduct by a final judgment or decision (including persons having powers of representation, decision-making, or control).
- Are subject to an administrative sanction (i.e., exclusion).
- Are convicted of fraud, corruption, involvement in a criminal organisation, money laundering, terrorism-related crimes (including terrorism financing), child labour or human trafficking (including persons having powers of representation, decision-making, or control).
- Show significant deficiencies in complying with main obligations under a procurement contract, grant agreement or grant decision financed by the EU or Euratom budget (including persons having powers of representation, decision-making, or control).
- Have misrepresented information required for participating in the EIT Urban Mobility funding scheme or fail to submit such information.
- Were involved in the preparation of any documentation regarding this call or are involved in the evaluation process of this call and this entails a distortion of competition.
- Are found to be attempting to influence the decision-making process of the call during the process.
- Attempting to obtain confidential information that may confer upon its undue advantages in the call process.

If any consortium entity is excluded at any stage (e.g. evaluation, contracting, implementation), EIT Urban Mobility reserves the right to take appropriate action, such as rejecting or discontinuing the proposal or project.

2.3. Membership

EIT Urban Mobility is Europe's largest community for urban mobility innovation. If an application is selected for funding, then all applicants will be required to **pay the corresponding membership fee** so to become a

member of our community. More details on the membership fees: <https://www.eiturbanmobility.eu/our-community/become-a-partner/>.

Entities who are not yet EIT Urban Mobility members and who have been awarded proposals with a total EIT funding lower than 30,000 EUR may request a membership fee reduction for their first year as a member.

By partnering with EIT Urban Mobility, you will tap into a dynamic network and have the opportunity to collaborate with top innovators, enhance your visibility, access crucial funding opportunities, and test your ideas in real-world environments. Details on available membership categories and annual fees are available on the General Terms and Conditions for Partners for you to select the one that suits you best. Membership conditions and fees may be updated to align with the EIT Urban Mobility 2026-2028 Business Plan and individual project timelines. Any changes will be communicated well in advance.

Some of the exclusive benefits you will receive as a partner of EIT Urban Mobility are:

- Shaping the future of cities: exchange on real-life solutions with city leaders to tackle today's urban mobility challenges.
- Building powerful partnerships: connecting top innovators across public and private sectors to drive systemic change.
- Backing bold innovation: helping you test, launch, and scale new mobility solutions faster than ever.
- Amplifying your impact: getting your projects in front of the right stakeholders—at EU, national, and local levels.
- Growing top talent: offering access to Europe's top urban mobility education and skills programmes.

Our mission is to support partners of EIT Urban Mobility by empowering an ecosystem of front-seat innovators from the public and private sector, driving forward the transition towards sustainable urban mobility.

3. Call specific requirements

3.1. Strategic Focus

The overall purpose of the Academy area 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 in a lifelong learning perspective. There is a constant need to develop new education 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, leveraging new learning formats and modalities that are different to what is already available. It is imperative that EIT Urban Mobility offers high quality education, reaches a large audience and market, and gains recognition with a lasting effect, through the quality and impact of its education and training portfolio.

In addition to this, the Master School must offer students quality programmes that are intersectoral, international, interdisciplinary and challenge-based, contributing in this way to support the creation of a more entrepreneurial mindset and preparedness to cope with technological changes required for the transition to a greener economy and the need for sustainable ways of mobility. Through adding new universities to existing programmes and also new programmes and formats, we expect to reach a growing number of students enrolling in and graduating from the Master School, therefore having a considerable pool of students and graduates who have acquired specific technical and analytical skills in the field of urban mobility, together with entrepreneurial and innovative expertise, supporting our startup creation targets by students and graduates in EIT labelled programmes.

With the I&E Fellowship we build a community of innovation and entrepreneurship master programmes, with the aim to give students a more international experience, enable universities to learn from each other and increase the visibility of this type of programmes to become a platform for future collaboration initiatives. The I&E Fellowship helps to bridge the knowledge gap between traditional academic learning and the skills required in the industry and for the creation of new business. We complement our focus on classical research technical universities with more applied universities and programmes with closer links to industry.

3.2. EIT Urban Mobility Academy

EIT Urban Mobility's Academy is a collaborative arena for lifelong learning, helping to build critical capabilities for innovation and transformation. We are training the next generation of urban mobility practitioners and researchers, needed by the urban mobility ecosystem of the future. Our programmes are intersectoral, interdisciplinary, international, and entrepreneurial.

The webpage of EIT Urban Mobility Academy is <https://www.eiturbanmobility.eu/academy/>

3.3. EIT Urban Mobility Master School

The EIT Urban Mobility Master School (type 1 programmes) is run in cooperation with leading European universities, industry, and cities. Our current Master programmes provide the students with the education urgently needed by industry and cities, whilst also offering a valuable network and a truly international experience.

Our approach:

The Master School's approach is to offer excellent double degree Master programmes based on the [EIT Label Handbook for planning, labelling and reviewing degree programmes](#), that:

- Emphasise a human-centred approach to urban mobility that aims to create liveable urban places.
- Provide students with unique and sought-after portfolios of competencies to address modern urban mobility challenges.
- Nurture new professional identities that integrate different perspectives of currently siloed disciplinary practices.
- Immerse students in cutting-edge science in the different aspects of urban mobility.
- Apply an international, comparative perspective where innovation can benefit from cross-pollination.
- Tightly integrate public- and private-sector actors and practices into the implementation of the education.
- Prepare students to apply innovation and entrepreneurship skills to lead the transformation to sustainable mobility.
- Place students at the centre of their own educational activities by emphasising “learning-by-doing” and engaging them in challenge-driven education.

Programme structure and content:

The two-year double-degree Master programmes, in which students study at two of our partner universities, integrate leading technological knowledge with training and practice in innovation and entrepreneurship. Through coursework at each university, students simultaneously acquire both the essential technical skills to harness the necessary tools to address urban mobility challenges, and the critical transversal competencies required to bring innovations into practice. The programme also includes a two-week summer school between the two years, an internship at a company, city, or research institute, and a master thesis placement, again at a company, city, or research institute. The internship and thesis placement may be combined.

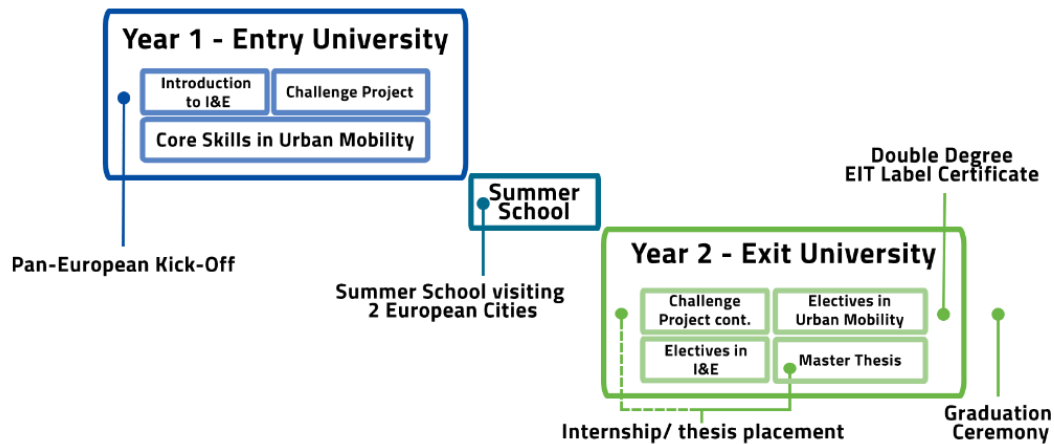


Figure 1: EIT Urban Mobility Master School double-degree two-year programme structure

Our programmes align with the key principles and requirements of the *EIT Label Handbook for planning, labelling and reviewing degree programmes*, therefore, upon completion of their studies, our students graduate with a double degree as well as an *EIT Label Certificate*, certifying the quality education in entrepreneurship and innovation in our programmes.

All new programmes that join the EIT Urban Mobility Master School must have the potential to obtain the EIT Label and therefore must be built respecting both the EIT key principles and the EIT Overarching Learning Outcomes (OLOs) specified in the *EIT Label Handbook for planning, labelling and reviewing degree programmes*.

Key objectives:

We envisage the EIT Urban Mobility Master School to develop in the following way:

- Increasing the number of students enrolled and graduates from the EIT Urban Mobility Master School.
- Increasing the number of universities, industry partners, and cities involved in our programmes.
- Expanding industry and city involvement in the programmes, both in course development and execution, as well as through the creation of a solid pool of companies and other non-academic

organisations that commit to host students for their internship and master thesis placement.

- Strengthening our Master School students' exposure to other opportunities to develop their entrepreneurial competencies and skills through innovation and entrepreneurship ecosystem facilities and resources available at the Master School partners, such as innovation centres and incubators.
- Establishing widely recognised and intensive Summer Schools, across two European cities, focused on addressing critical city-based challenges.
- Expanding the geographical coverage of our students and graduates, including in RIS countries.
- Launching new programmes that obtain the EIT Label and contribute to attracting students from more diversified backgrounds and disciplines, thus directly impacting student volume.
- Achieving the Master School revenue generation targets, based on new programmes being added and student volume. In the long-term, the EIT Urban Mobility Master School should be able to run by covering its own cost.

For more information on the EIT Urban Mobility Master School, please visit <https://www.eiturbanmobility.eu/academy/masterschool/>

3.4. EIT Urban Mobility I&E Fellowship

The EIT Urban Mobility Innovation and Entrepreneurship (I&E) Fellowship (type 2 programmes) is designed as a complement to existing Master Programmes with a focus on Innovation and Entrepreneurship, through applied learning, with students working on cases related to different societal challenges, also possible to include urban mobility project work. The Fellowship aims to advance innovation and entrepreneurship in urban mobility by providing additional activities and resources to students enrolled in these programmes. The Fellowship prepares students to become skilled innovators and entrepreneurs in urban mobility related areas.

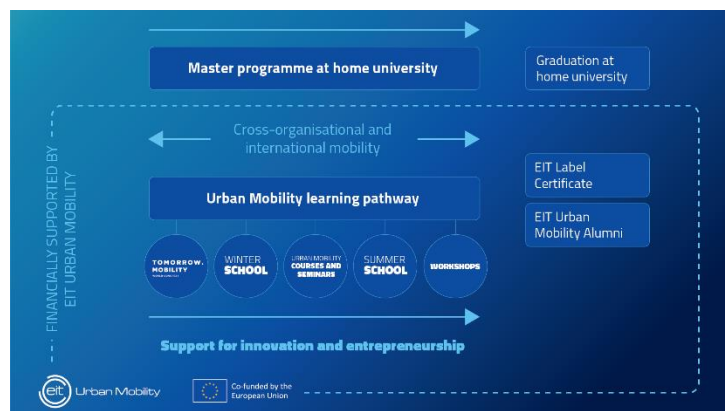


Figure 2: EIT Urban Mobility I&E Fellowship programme structure

Our approach:

The I&E Fellowship's approach aligns with the [EIT Label Handbook for EIT Fellowships](#). The Fellowship programmes must:

- Focus on impact: Designed to address societal challenges.
- Support a learning environment: Emphasizes learning by doing with support from academic and industry partners.
- Integrate ethical foundations: Embeds basics of ethics, values, worldviews, and societal influences in the curriculum.

Programme structure and content:

The programmes must be a minimum of one year and 60 ECTS in length, result in a master's degree, and align with the EIT Label key principles and the EIT Overarching Learning Outcomes. The curriculum should:

- Support learning by doing: Provide students with evidence-based insights about innovation and entrepreneurial practices, offering a supportive ecosystem formed by academic and industry partners. Embed ethics: Ensure students understand and describe their values relevant to innovation processes.
- Be impact-driven: Aim to provide solutions to societal challenges through a curriculum designed to address these challenges.
- Leverage strong networks: Collaborate with academic and industry partners to support program activities and business idea development.
- Promote diversity and gender balance: Attract a diverse student base.
- Programmes can be taught in local languages, but students will need to have a sufficient level of English to participate in EIT Urban Mobility Fellowship activities.

Students who apply to the EIT Urban Mobility I&E Fellowship will get first-hand international exposure and may attend EIT Urban Mobility Summer and Winter Schools, flagship events like the Tomorrow.Mobility World Congress, access student startup support initiatives, access the network of industry leaders, the EIT Urban Mobility Alumni and other relevant education events and activities.

For more information on the EIT Urban Mobility I&E Fellowship, please visit <https://www.eiturbanmobility.eu/what-we-offer/education-and-training/innovation-and-entrepreneurship-fellowship/>

3.5. Scope of Activities

For activities to be implemented as part of BP2026-2028, we are looking for proposals that are aligned and support the key objectives of the EIT Urban Mobility Master School and the EIT Urban Mobility I&E Fellowship. We welcome proposals for the following types of activities:

MSA1: Summer schools for Master students

MSA2: New EIT Urban Mobility Master programmes (type 1: double-degree Master programmes based on the *EIT Label Handbook for planning, labelling and reviewing degree programmes*)

MSA3: New universities joining the existing EIT Urban Mobility Master School programmes (type 1: double-degree Master programmes based on the *EIT Label Handbook for planning, labelling and reviewing degree programmes*)

MSA4: I&E Master programmes that join the EIT Urban Mobility I&E Fellowship (type 2: single degree master programmes based on the *EIT Label Handbook for Fellowships*)

MSA5: EIT Label Accreditation Support for Existing Master Programmes related to Urban Mobility

MSA6: Other educational activities that contributing to achieving KPI EITHE05.1 (startups created by students and graduates from EIT Labelled programmes)

The number of proposals selected will depend on the evaluation and total budget available. We may need to exclude one or various types of activities if there are no proposals deemed good enough or due to portfolio assessment criteria. The scope and requirements of each activity topic are listed below.

3.5.1 Summer schools for Master Students (MSA1)

Scope: This activity topic is open to **multi-participant proposals** only. The Summer school is a combination of a challenge-based course and a study trip, focusing on entrepreneurship and business creation. Over a period of two weeks, the students visit two cities located in two different countries. The first week in one city focuses on problem analysis and the second week in another city focuses on potential solutions that should be possible to develop into a startup and be pitched to an investor jury. The two cities and the travel arrangements should consider the need to minimise air travel for participating students, for example by choosing cities within bus/train travel range of each other. Summer schools are targeted to our own Master School and Fellowship students but will also be open to any paying participants with a background or an interest in urban mobility. The Summer schools should follow the set Summer school model in alignment with the Master School Agreement, Annex B. All participants should produce an output that will be evaluated based on the Summer school intended learning outcomes, found in the Master School Agreement, Annex B.

Each summer school should accommodate a minimum of 30 participants and up to about 45 participants, including around 15-20 Master School and Fellowship students that might be allocated to the Summer School and a minimum of 15 external participants. The number of Master School and Fellowship students will be communicated during the planning phase. Summer schools must be delivered during dates that are

compatible with the Master School partner universities' calendars of ordinary instruction (late June – mid August). Hence, the exact dates of the Summer school(s) will be determined in coordination with the Master School leadership. Proposals must include the ideal dates for their summer school to take place.

Financial Sustainability: Summer Schools must generate a minimum of 8,000 EUR in external participation fees and/or other revenue generation mechanisms (i.e. sponsorships) to be paid to EIT Urban Mobility. 50/50 (EIT Urban Mobility/commercialising partner) revenue sharing model will be applicable on the total revenues generated (excluding VAT) and a Commercial Agreement will be signed with the commercialising partner. Therefore, for the commercialising partner to receive revenue proceeds from the Summer School, it must generate more than 8,000EUR as the minimum amount will be kept by EIT Urban Mobility.

Potential: To include about 45 students per Summer school.

Other:

-Budget should include all costs for EIT Urban Mobility Master School students and Fellows, including travel (from their entry university and to their exit university), accommodation and travel between the Summer school sites. The Summer School organizers will be responsible for booking all the Master School and Fellowship students travels and accommodation.

-A mandatory output for this activity is to have a website up and running by January 31st, 2026, at the latest. The website must include information on the agreed dates, location, a tentative agenda, a short summary of the Summer School topic, and be ready to accept applications from external participants.

-The participation fee for external participants will be determined in coordination with EIT Urban Mobility.

-External participants will be invoiced by EIT Urban Mobility who will then share the revenue proceeds with the commercialising partner based on the 50/50 revenue sharing model.

-External paying participants will cover their own travel and accommodation on top of the Summer school participation fee.

-Budget should include cost of other goods and services related to external participation, such as meals, bike rentals, etc.

-Summer School partners are responsible for the marketing and recruitment activities of the Summer School.

-EIT Urban Mobility has developed a quality control process to assess our courses and trainings 'alignment with the EIT Label quality criteria and the right to give out EIT Label Certificates. The Summer Schools must align with the criteria of the EIT Label. EIT Urban Mobility may request Summer Schools organisers to apply for the EIT Label and will provide guidance and support to the organisers to submit the Summer School to external evaluation.

Mandatory KPIs:

Note: Proposals for Summer Schools should include the KPI EITHE07.1 for EIT labelled programmes. EIT Urban Mobility will provide guidance and support to the organisers to submit the Summer School to

external evaluation to obtain the EIT Label. In case the Summer School is not EIT Labelled, external participants will be counted towards KPI EITHE08.1 (Participants in (non-degree) education and training).

KPI Code	KPI description	Minimum Target expected per year
EITHE07.1	Graduates from EIT labelled programmes Sum of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 15 (on top of the Master School students to be counted under our separate Master School activity)

3.5.2. New EIT Urban Mobility Master programmes (type 1: double-degree Master programmes based on the EIT Label Handbook for planning, labelling and reviewing degree programme (MSA2))

Scope: This activity topic is open to **multi-participant proposals** only. EIT Urban Mobility is looking to support new Master programmes within urban mobility related fields integrating leading technological knowledge with training and practice in innovation and entrepreneurship. These programmes should build capacity and transversal skills of students in urban mobility and have a clear different topic than the existing EIT Urban Mobility Master School programmes. See <https://www.eiturbanmobility.eu/academy/masterschool/> for details on current programmes.

Master programmes must be two years and 120 ECTS in length and must include study periods in two countries (entry year in one academic institution and exit year in another academic institution). The programmes must comply with the pertinent national accreditation boards so that the awarded diplomas are legally recognised across Europe. Upon graduation, students will receive a double degree, as well as an EIT Label Certificate. We will accept proposals for programmes with a major in an urban mobility related field and the possibility to include a minor in innovation and entrepreneurship, as well as programmes with a major in innovation and entrepreneurship and a minor in an urban mobility related field. It is fundamental that the proposed programmes or curricula follow the elements and requirements of the EIT Label, as well as the EIT Overarching Learning Outcomes (see *EIT Label Handbook for planning, labelling and reviewing degree programmes* also in attachment). Thus, the programmes must focus on six key elements:

1. Knowledge Triangle Integration
2. Strong and robust innovation and entrepreneurial education
3. Integrated, innovative 'learning by doing' criteria
4. International engagement and exposure
5. Inter-sectoral and inter-organisational experience
6. Geographic inclusion

Consortia can submit proposals for new EIT Urban Mobility Master programmes based on variations of existing local programmes or new programmes to be developed. All proposals should provide a clear overview of the curricula and structured activities, including a clear description of its alignment with the elements and requirements of the EIT Label, alignment with the required structure of the EIT Urban Mobility Master School and how the proposed programme differentiates from existing ones in the Master School and complements the Master School study offer.

Proposals under this activity type will follow a two-stage approval process. This means that proposals will first be approved for programme development and, second, only after the programme is developed, discussed and agreed with the Master School leadership, the approval will be granted for programme execution/implementation. In this case, execution/implementation budget based on the Master School Agreement in place will be conditional to consortia starting the programme.

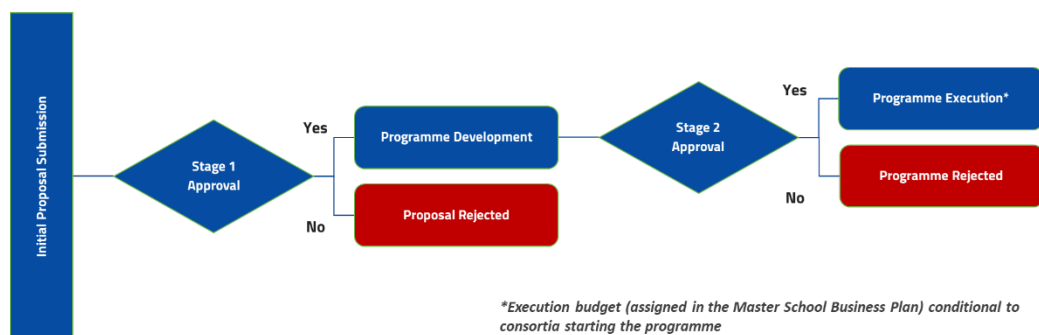


Figure 3: Two-step approval process

Financial Sustainability: The Master School financial sustainability stems from participation fees collected from students, which are collected centrally by EIT Urban Mobility. The EIT Urban Mobility Master School has a common participation fee for all its double degree Master programmes. Participation fees for EIT Urban Mobility Master programmes are set by the KIC and are published on the [EIT Urban Mobility Master School website](#). Partner universities agree not to charge students admitted to the EIT Urban Mobility any local tuition fee, participation fee or application fee, or any other additional cost associated with the participation in EIT Urban Mobility programmes. Partner universities can receive a participation fee reimbursement from EIT Urban Mobility for duly registered students for the time of enrolment with a maximum of two semesters. In addition to this, partner universities may receive financial support for the development, implementation and local management and coordination of EIT Urban Mobility Master programmes. New Master programmes approved under this Call for execution (second level approval) will have to join and adhere to the rights and obligations of the EIT Urban Mobility Master School Agreement.

Potential: To enrol a minimum of 20 students in the first programme cohort (2027) with the potential to increase this number in subsequent cohorts. The programme should have the potential to continue to run independently of EIT Urban Mobility funding after the first four cohorts.

Other:

-The first students are expected to enrol during autumn 2027. Proposals should indicate the expected number of enrolled students in the programme and provide a clear plan to expand student intake in future years, including a marketing and recruitment plan.

-The programme will have to apply to the EIT Label for degree programme once it has its first students enrolled.

-As a key element of the EIT Label, the programme is expected to engage with a variety of public and private stakeholders, including large industries, SMEs, the public sector, as well as research institutes and civil society (e.g., local communities, informal collectives and interest groups).

-Entry requirements for the programme should be clear and possible to attract a high number of applicants.

-New EIT Urban Mobility Master School partners are required to adhere to the rights and obligations of the Master School Agreement by signing this document before they start implementing the programme.

-Proposals can request a duly justified programme development budget of up to 80,000 EUR, equally divided between the participating universities. When the programme is approved for execution/implementation, budgets will be allocated via the EIT Urban Mobility Business Plan. This includes financial support for the local management and coordination of the programme, participation fee reimbursements and innovation and entrepreneurship content and activity development. In addition, EIT Urban Mobility covers the costs of the Summer Schools, the kick-off and graduation events, therefore these costs are not to be included as part of the proposal.

-Consortia must have a minimum of two higher education institutions from two different countries, and this activity must be led by a higher education institution. The consortia can be composed of new and existing EIT Urban Mobility Master School partners, although new partners, especially in countries in which the Master School does not have a partner university, will be prioritised.

Mandatory KPIs during the programme execution (to be achieved provided the programme is approved by EITUM)

KPI Code	KPI description	Minimum target expected in the first iteration of the programme
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes	Minimum 2 <i>(a minimum target of 2 startups created by students and/or</i>

	Number of start-ups established in year N by students enrolled and graduates from EIT labelled MSc and PhD programmes or by learners / participants in other EIT labelled activities. To be eligible, a start-up should be created during an EIT labelled programme (by students, participants) or within 3 years from the graduation (by graduates) or within 1 year in case of other EIT Label activities.	<i>graduates of the programme first cohort)</i>
EITHE07.1	Graduates from EIT labelled programmes Sum of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 20 <i>(a minimum target of 20 students graduating in the first cohort)</i>

3.5.3 New universities joining the existing EIT Urban Mobility Master School programmes (type 1: double-degree Master programmes based on the *EIT Label Handbook for planning, labelling and reviewing degree programmes*) (MSA3)

Scope: This activity topic is open to **mono-participant proposals**. Based on the existing portfolio of EIT-labelled Master Programmes in EIT Urban Mobility Master School, EIT Urban Mobility is looking to expand the number of partner universities in each programme, including in new geographies. All proposals should provide a clear and detailed overview on alignment with the programme they wish to join, clearly indicating their own programme with which they would be participating, including detailed curricula, admission requirements and awarded degree title.

Proposals under this activity type will be approved to start alignment with the existing consortium delivering the EIT Urban Mobility Master School programme, including whether they will be entry or exit university, ECTS and curricula equivalence, programme's schedule, etc. After full alignment is agreed with the Master School leadership, the university will be approved to formally join the programme for execution/ implementation. In this case, execution/ implementation budget based on the Master School

Agreement in place will be conditional to the university starting the programme.

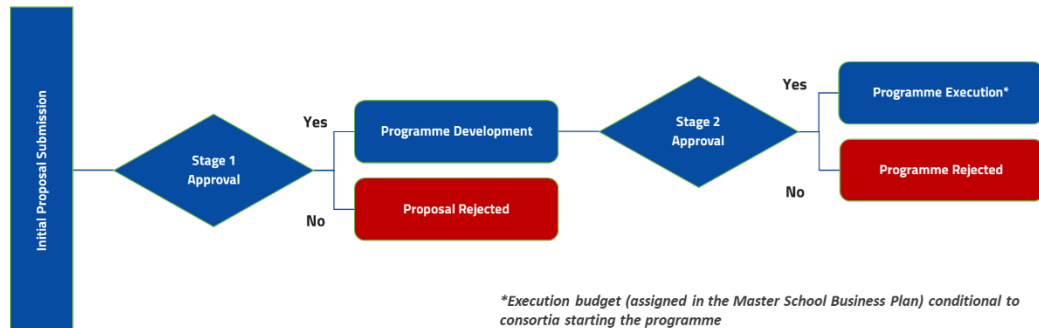


Figure 4: Two-step approval process

All proposals are expected to specify which Master School programme they apply to join, as listed below.

MSc Sustainable Urban Mobility Transitions (MSA3SUMT)

“Sustainable Urban Mobility Transitions” is looking for new university partners running MSc urban mobility related programmes in English to join our EIT labelled double degree Master programme. For detailed information on the SUMT programme, see [the SUMT programme webpage](#). You are encouraged to additionally check each partner university programme website for details on the curricula and checking full alignment.

MSc Smart Mobility Data Science and Analytics (MSA3SMDSA)

“Smart Mobility Data Science & Analytics” is looking for new university partners running MSc urban mobility related programmes in English to join our EIT labelled double degree Master programme. For detailed information on the SMDSA programme, see [the SMDSA programme webpage](#). You are encouraged to additionally check each partner university programme website for details on the curricula and checking full alignment.

MSc Business Engineering in Urban Mobility (MSA3BEUM)

“Business Engineering in Urban Mobility” is looking for new university partners running MSc urban mobility related programmes in English to join our EIT labelled double degree Master programme. The participating partner universities in the programme are TU Braunschweig (entry university), with the Technology-Oriented Management master programme and UPC (exit university), with the Urban Mobility master programme. For detailed information on the BEUM programme, see [the BEUM programme webpage](#). You are encouraged to additionally check each partner university programme website for details on the curricula and checking full alignment.

Financial Sustainability: The Master School financial sustainability stems from participation fees collected from students, which are collected centrally by EIT Urban Mobility. The EIT Urban Mobility Master School has a common participation fee for all its master programmes. Participation fees for EIT Urban Mobility Master programmes are set by the KIC and are published on the [EIT Urban Mobility Master School website](#). Partner universities agree not to charge students admitted to the EIT Urban Mobility any local tuition fee,

participation fee or application fee, or any other additional cost associated with the participation in EIT Urban Mobility programmes. Partner universities can receive a participation fee reimbursement from EIT Urban Mobility for duly registered students for the time of enrolment with a maximum of two semesters. In addition to this, partner universities receive financial support for the development, implementation and local management and coordination of EIT Urban Mobility Master programmes. New universities joining existing Master programmes approved under this Call for execution (second level approval) will have to join and adhere to the rights and obligations of the EIT Urban Mobility Master School Agreement.

Potential: Universities joining existing Master School programmes should be able to start promoting the programme in autumn 2026 and enrol the first students in 2027. Each partner university should enrol a minimum of 10 students per programme cohort.

Other:

-The programmes with which universities apply to join the Master School should have admission requirements that are compatible with the programmes they wish to join. Stricter admission requirements will not be considered.

- New EIT Urban Mobility Master School partners are required to adhere to the rights and obligations of the Master School Agreement by signing this document before they start implementing the programme.

- Proposals can request a duly justified programme development budget of up to 30,000 EUR to cover costs related to programme alignment with the existing consortium of universities delivering the existing EIT Urban Mobility Master programme and administrative costs of joining the EIT Urban Mobility Master School. Universities who then formally join the EIT Urban Mobility Master programme they apply for will be allocated budget via the EIT Urban Mobility Business Plan. This includes financial support for the local management and coordination of the programme, participation fee reimbursements and innovation and entrepreneurship content and activity development. In addition, EIT Urban Mobility covers the costs of the Summer Schools, the kick-off and graduation events, therefore these costs are not to be included as part of the proposal.

Mandatory KPIs during the programme execution (to be achieved provided the programme is approved by EITUM)

KPI Code	KPI description	Minimum target expected in the first iteration of the programme
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes Number of start-ups established in year N by students enrolled and graduates from EIT labelled MSc and PhD programmes or by learners / participants in other EIT labelled activities. To be eligible, a start-up should be created during an EIT labelled programme (by	Minimum 1 <i>(a minimum target of 1 startup created by students and/or graduates per programme cohort, per university)</i>

	students, participants) or within 3 years from the graduation (by graduates) or within 1 year in case of other EIT Label activities	
EITHE07.1	Graduates from EIT labelled programmes Sum of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 10 (a minimum target of 10 students graduating per programme cohort, per university)

3.5.4 I&E programmes, at Master level, that join the EIT Urban Mobility I&E Fellowship (type 2: single degree Master programmes based on the EIT Label Handbook for Fellowships) (MSA4)

Scope: This activity topic is open to **mono-participant proposals**. With the aim of promoting and advancing innovation and entrepreneurship, EIT Urban Mobility is looking to support existing and well-established innovation and entrepreneurship programmes, at Master level, to become part of the dynamic EIT Urban Mobility I&E Fellowship programme. This Fellowship aims to bring together diverse expertise, resources, and ideas to address pressing global challenges, enabling students who sign up to develop their entrepreneurial mindset, problem-solving and innovation skills in an international, intersectoral and interdisciplinary environment. The end goal is that students gain the knowledge and skills to become qualified employees and passionate founders to design innovative solutions and initiate business ventures that improve our business and personal lives.

The programmes must be a minimum of one year and 60 ECTS in length, result in a Master's degree, and be aligned with the elements and requirements of the *EIT Label Handbook for Fellowships*, including the EIT Label key principles and EIT Overarching Learning Outcomes (see in attached documents). It is not required that these programmes are urban mobility focused, as it is expected that students will gain first-hand urban mobility insights while on the EIT Urban Mobility I&E Fellowship. Nonetheless, there are certain aspects of the education that the programme needs to meet, which are:

- Contribute to a diverse and gender balanced student base.
- Learning by doing curriculum where students benefit from evidence-based insights about innovation and entrepreneurial practices to interact with their environment. This provides for individualised study plans and a safe space for experimentation where students feel comfortable and have the tools to develop and validate their business and innovative ideas.
- Ensuring that the basics of ethics (values, worldviews, societal influences) are embedded in the curriculum and that students can describe their own values, relevant for the implementation of their own innovation processes.
- Impact-driven programme that aims to provide solutions to societal challenges.

- Strong networks with academic and industry partners who support in the development and implementation of the programme's activities with the identification and provision of business ideas and who also offer a platform for students to be exposed to and gain first-hand experience on business creation and running a company.

Programmes accepted via this Call are expected to actively promote the I&E Fellowship and encourage their students to sign up to become EIT Urban Mobility Fellows, gaining access to participation in other EIT Urban Mobility education and ecosystem activities, such as the EIT Urban Mobility's Summer and Winter Schools, the flagship event Tomorrow Mobility World Congress, other urban mobility events organised or co-organised by EIT Urban Mobility, be part of the EIT Urban Mobility Alumni, apply for the Student Entrepreneur Grant Scheme, amongst other activities. Students who complete the Fellowship, will be eligible to receive an EIT Label Certificate provided that the key elements of the EIT Label are attained, including cross-organisational and international mobility or other forms of international exposure.

Financial Sustainability: Proposals should provide the estimated income generated per student to the university.

Potential: Programmes applying to become part of the EIT Urban Mobility I&E Fellowship must have the potential to attract a minimum of ten students signing up to the Fellowship and reach a minimum of six students completing the Fellowship programme per cohort.

Other:

-EIT Urban Mobility Fellowship partners will be required to adhere to the rights and obligations of the EIT Urban Mobility I&E Fellowship Agreement.

-Proposals can request a duly justified budget of up to 30,000 EUR to cover administrative costs related to the monitoring and tracking of students enrolled in the Fellowship, alignment with EIT Urban Mobility programme branding requirements, and any other related costs. There's additional funding from EIT Urban Mobility to the Fellowship programmes that is directly channelled to the students to cover costs of their participation in the Fellowship activities.

-After the first year, the budget will be assigned via Business Plan based on the terms and conditions of the EIT Urban Mobility I&E Fellowship Agreement and that may differ from the initial budget of 30,000 EUR granted to join the Fellowship through this Call.

-Higher education institutions whose programmes join the Fellowship may be entitled to receive funding to participate in train-the-trainer activities or any other activities with the purpose of enhancing the skills of the teaching staff, to be decided on a case-by-case basis.

Mandatory KPIs:

KPI Code	KPI description	Minimum target expected in the first iteration of the programme
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes Number of start-ups established in year N by students enrolled and graduates from EIT labelled MSc and PhD programmes or by learners / participants in other EIT labelled activities. To be eligible, a start-up should be created during an EIT labelled programme (by students, participants) or within 3 years from the graduation (by graduates) or within 1 year in case of other EIT Label activities	Minimum 1 (startups created per programme cohort, per university)
EITHE07.1	Graduates from EIT labelled programmes Sum of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 6 (students per programme cohort, per university)

3.5.5 EIT Label Accreditation Support for Existing Master Programmes related to Urban Mobility (MSA5)

Scope: This activity topic is open to **mono-participant and multi-participant proposals**. As part of its commitment to fostering innovation and entrepreneurial education within the field of urban mobility, EIT Urban Mobility is looking to support well established Master programmes focused on urban mobility-related topics and that are interested in enhancing their innovation and entrepreneurial education in achieving the EIT Label certificate of quality for innovation and entrepreneurship education and get EU recognition. The EIT Label is awarded to excellent educational programmes that focus on innovation, entrepreneurship, creativity, and leadership and are based on the knowledge triangle paradigm - the integration of business, education and research.

Master programmes seeking EIT Label accreditation must comply with the requirements of the EIT Label Handbook for Degree Education, building on the components of the EIT Overarching Learning Outcomes and key principles and including specific key characteristics of EIT Labelled programmes:

- Strong integration of innovation and entrepreneurship throughout the curriculum.
- Learning-by-doing approaches, including challenge-based learning, real-world projects, and internships.

- Emphasis on developing entrepreneurial skills such as creativity, problem-solving, teamwork, and communication.
- Close collaboration with industry and research organisations.
- International and interdisciplinary learning environments.

Master programmes must comply with the pertinent national accreditation boards so that the awarded diplomas are legally recognised across Europe, as the reviews for the EIT Label accreditation complement the accreditation processes that are based on national quality assurance systems for higher education.

EIT Urban Mobility will provide guidance and support the applicant with the EIT Label application preparation and submission, following the general rules and timeline defined by EIT. This includes support and attendance to the meetings with the panel of external experts who review the applications and coordination with EIT. Therefore, applicants will get from EIT Urban Mobility:

- **Expert Guidance:** Dedicated support throughout the EIT Label application and accreditation process.
- **Accreditation Process Facilitation:** Assistance with understanding the EIT Label requirements, preparing the application dossier, and navigating the accreditation the application procedure.
- **Funding:** Financial contribution to support directly the accreditation process and potential funding in the following years if the programme obtains the EIT Label.

Financial Sustainability: Nothing additional required as these programmes are already well-established and implemented without EIT funding.

Potential: Proposals under this category must demonstrate that they have the potential to contribute to develop a pipeline of highly skilled graduates who can drive innovation and create entrepreneurial solutions for urban mobility challenges. This must be done in terms of existing and forecasted student cohort volumes.

Other:

- Actively engage in the EIT Label accreditation process with the support of EIT Urban Mobility and provide the documentation necessary and requested for the purposes of this process.
- As a key element of the EIT Label, the programme is expected to engage with a variety of public and private stakeholders, including large industries, SMEs, the public sector, as well as research institutes and civil society (e.g., local communities, informal collectives and interest groups).
- If the programme obtains the EIT Label, it must report their students and graduates (EIT Labelled) to EIT Urban Mobility on an annual basis, based on the structured data required by relevant EIT KPIs, as well as other quantitative and qualitative data that may be requested by EIT as part of the EIT Label continuous monitoring.
- If the programme obtains the EIT Label, it can co-brand in alignment with the EIT Label branding guidelines and be featured on the EIT Campus platform.
- The funding received if the proposal is accepted is a one-time contribution to support the accreditation process and no further core funding is guaranteed upon receiving the EIT Label. Notwithstanding, students from EIT Label awarded programmes will be able to apply to EIT Urban

Mobility student entrepreneurship support activities, such as the Student Entrepreneur Grant Scheme.

Mandatory KPIs:

KPI Code	KPI description	Minimum target expected in the first iteration of the programme
EITHE07.1	Graduates from EIT labelled programmes Sum of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 20 (students per programme cohort)

3.5.6 Other activities that contribute to achieving KPI EITHE05.1 (start-ups created by students and graduates from EIT labelled programmes) (MSA6)

Scope: This activity topic is open to multi-participant and mono-participant proposals. This activity must not fit into any of the other types of activities included in this Call Manual (MSA1-MSA5). We are looking for activities that can demonstrate a measurable impact on our KPI EITHE05.1. We seek initiatives that not only achieve short-term outcomes the long-term viability and effectiveness of these activities and that can generate a pipeline of start-ups created by students and graduates, such as for example student startup incubation programmes to support EIT Urban Mobility students, graduates and fellows who have been working on their business and startup ideas.

The proposals are expected to provide full details of:

- The design of the activity, including the methodology, expected outcomes and a proven link to KPI EITHE05.1.
- The recruitment plan and strategy.
- The potential impact and scalability of the proposed activities.

Financial sustainability: Proposals for activities that contribute to the Master School and/or Fellowship financial sustainability should present a well-defined plan for financial sustainability, including revenue streams. Depending on the characteristics of the project, a minimum revenue to EIT Urban Mobility from participation fees or sponsorships will be positively assessed.

Potential: The activity should have the potential to be repeated and scaled, at a reduced cost, provided its first iteration is proven to contribute to the achievement of KPI EITHE05.1.

Other:

-Depending on the characteristics of the project, consortia or single applicants will be encouraged to apply to the EIT Label.

Mandatory KPIs:

KPI Code	KPI description	Minimum target expected
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes Number of start-ups established in year N by students enrolled and graduates from EIT labelled MSc and PhD programmes or by learners / participants in other EIT labelled activities. To be eligible, a start-up should be created during an EIT labelled programme (by students, participants) or within 3 years from the graduation (by graduates) or within 1 year in case of other EIT Label activities	Minimum 3

3.5.7 Cross-cutting considerations for all Activity topics

Smart objectives: For each proposal, the proposal objectives should be SMART (Specific, Measurable, Achievable, Realistic and Time Bound). The aim and objectives of the proposal should be clearly related to the outcomes and results and demonstrate its need and relevance for society, a specific target group and/or market.

EIT Label: All education degree programmes financed by EIT Urban Mobility, including the Summer Schools, must fit within the EIT Label Quality Framework. It is fundamental that the proposed programmes or curricula follow the key principles of the EIT Label, as well as the EIT Overarching Learning Outcomes. For further information, please see the EIT's information on the [EIT Label Handbooks](#).

Communication and branding: All EIT Urban Mobility education programmes, including the Summer schools, have to be branded and promoted according to the EIT Brand Book and Communication guidelines, and comply with the requirements of promoting the value of the EIT Label.

3.6. Key Performance indicators (KPIs)

All submitted proposals must address **one mandatory KPI of those listed below**, and indicate the expected minimum target value for each selected KPI.

KPI Code	KPI description	Minimum Target expected
EITHE05.1	Startups created by students and/or graduates from EIT labelled programmes Number of start-ups established in year N by students enrolled and graduates from EIT labelled MSc and PhD programmes or by learners / participants in other EIT labelled activities. To be eligible, a start-up should be created during an EIT labelled programme (by students, participants) or within 3 years from the graduation (by graduates) or within 1 year in case of other EIT Label activities	Detailed per Activity in section 3.5
EITHE07.1	Graduates from EIT-labelled programmes Sum of graduates from EIT labelled programmes and courses in a year.	Detailed per Activity in section 3.5

3.7. Mandatory deliverables

Given that EIT Urban Mobility is an economic activity within Pillar 3 of Horizon Europe, the primary objectives are to create sustainable wealth, jobs, and skills. As such, provision of academic deliverables akin to the Horizon Europe research and societal pillars is not an objective. Project Leaders should focus on providing deliverables and outputs linked to the educational content developed within their project.

The deliverables in the table below are applicable to all proposals for all activity types, MSA1-MSA6.

Deliverable	Description
1. Student Recruitment Plan	A clear recruitment plan specifying targeted marketing actions and channels used, including timeframes and expected number of students applying and enrolling. The plan will also include specific measures to promote gender balance and diversity, such as outreach initiatives aimed at women and under-represented groups, inclusive selection criteria, and collaboration with partner institutions and networks that support equity in education.
2. Curriculum/Activity Design and Outline	Detailed outline for the programme. This deliverable must provide the core structure and content of the proposed activity. For MSA1 and MSA6, it should include information about the course structure, methodology and assessment methods. An a correlation between the ILOs and the EIT OLOs. For MSA2, MSA3, MSA4 and MSA5 it should include course titles, descriptions, assessment methods, number of ECTS, schedule for when each course will be offered. ILOs for each course should be provided and aligned with the EIT OLOs. The deliverable must also describe how gender and diversity considerations are reflected in the programme design and curriculum content.
3. Activity report	Report presenting activities implemented. For MSA1, MSA5 and MSA6 it should include information about the activity survey results.

3.8. Project duration

This Call is open to proposals of 9 to 12 months (until December 31st, 2026), depending on the type of planned activities.

Please refer to article 6 of the Implementation Handbook for more information about the duration of the projects and the interim reviews.

3.9. Timeline

The foreseen timeline for this Call is as follows:

Call opening	25 June 2025
Call closure	10 September 2025 at 17:00 CET
Eligibility and admissibility check	October 2025
Stage 1 evaluation	October-November 2025
Stage 2 evaluation	November 2025
Communication of results	December 2025
Tentative start of the projects	1 January 2026

3.10. Financial aspects

3.10.1 EIT funding allocation

The total **indicative EIT funding** allocated to this Call is **1,220.000 EUR**. The amounts will be allocated according to estimations outlined in the table below.

Scope of Activities	Maximum EIT funding	Indicative number of projects to be funded ³	Maximum EIT funding per project per year
Summer schools for Master students (MSA1)	570,000 EUR	Up to 3	190,000 EUR
New EIT Urban Mobility Master programmes (type 1: double-degree Master programmes based on the <i>EIT Label Handbook for planning, labelling and reviewing degree programmes</i>) (MSA2)	160,000 EUR	Up to 2	80,000 EUR (if a programme is approved for execution, budgets will be allocated via the EIT Urban Mobility Business Plan, in accordance with the terms and conditions of the Master School Agreement).
New universities joining the existing EIT Urban Mobility Master School programmes (type 1: double-degree Master programmes based on the <i>EIT Label Handbook for planning, labelling and reviewing degree programmes</i>) (MSA3)	120,000 EUR	Up to 4	30,000 EUR (if a university is selected to join the Master School, budgets will be allocated via the EIT Urban Mobility Business Plan, in accordance with the terms and conditions of the Master School Agreement).
I&E programmes (at master level) that join the EIT Urban Mobility I&E Fellowship (MSA4)	150,000 EUR	Up to 5	30,000 EUR (to cover administrative costs related to the monitoring and tracking of students enrolled in the Fellowship, alignment with EIT Urban Mobility programme branding requirements, and any other related costs).
EIT Label Accreditation Support for Existing Master Programmes related to Urban Mobility (MSA5)	80,000 EUR	Up to 2	40,000 EUR (to cover administrative costs related to the EIT Label accreditation process)
Other activities that contribute to achieving KPI EITHE05.1 (start-ups created by students and graduates from EIT labelled programmes) (MSA6)	140,000 EUR	Up to 2	70,000 EUR

³ Some projects selected via this Call might be considered RIS projects.

Notwithstanding the indicative amounts referred to in the table above, the exact number of projects to be funded per type of activity and funding per project will depend on the quality of the proposals received and available budget. Also, EIT Urban Mobility reserves the right to use available amounts across the different types of projects, as necessary.

For more information on the payment scheme, please refer to Article 8 of the Implementation Handbook.

3.10.2 Co-funding rate

All proposals submitted to this Call must have a minimum co-funding rate of 25% for the whole project duration. Co-funding above this rate will be positively assessed during the portfolio selection. The minimum co-funding rate refers to the total project budget. In case of a consortium, each partner may have different co-funding rates, or even not have any co-funding, as long as the overall project co-funding meets the minimum required %.

3.10.3 Eligibility of expenditure

All expenditure must comply with the Horizon Europe rules (see the Annotated Model Grant Agreement). For a summary of the most relevant information on the eligibility of costs, please refer to the *Eligibility of expenditure* document published on the Call webpage.

3.10.4 Financial sustainability

To enable the KIC to gradually become financially independent from EIT funding, EIT Urban Mobility has developed a Financial Sustainability (FS) Strategy.

Please refer to Section 3.5 for the specific financial sustainability requirements per type of activity. Proposals for activities with FS requirements, should present a clear marketing and student recruitment plan addressing how they will be able to achieve the targets and expand the student intake in future years, outlining the expected revenue forecast. Proposals should also address if they benefit from other non-EIT funding, such as national and international public funding, private sponsorship, and/or other grants.

3.11. Project implementation, monitoring and reporting

All projects selected for funding are regularly monitored by EIT Urban Mobility in accordance with the Project Agreement and EIT Urban Mobility Project Implementation Handbook, published on the Call website. All Project Leaders and consortium partners will need to comply with the rules and procedures established in the Horizon Europe MGA during the project implementation, as well as with the branding, communication and dissemination rules outlined in the EIT Urban Mobility Implementation Handbook.

In addition, the EIT Urban Mobility team will continuously monitor the implementation of the projects and establish regular check-in points during the projects' implementation.

Finally, a formal ex-post impact assessment will be conducted within at least 5 years of the end of the project.

3.12. Intellectual property

Protecting intellectual property rights (IPR) when developing capacity building trainings and educational programmes is important. That is why, proposals are expected to explain how IPR will be managed during project implementation but also in the next 5 years after the project end in case of commercial exploitation of project results.

If applicable, the IP strategy should provide a clear and practical overview of how the project's educational and training content- such as courses, materials, tools, and platforms- will be identified, protected, and used. It should outline the types of content developed, ownership, protection measures (e.g., copyright, licensing, brand protection, etc.), and how access and exploitation will be managed. The strategy should also address plans for attribution, third-party content use, and post-project sustainability potential, ensuring alignment with Horizon Europe Regulation obligations for result exploitation and impact reporting. Any proposal must clearly demonstrate the planned measures and actions to protect the project results and to exploit the core IP rights on deliverables (where applicable).

3.13. Gender and diversity

To make our cities more liveable and to address the needs of all community groups, we need to ensure that we have a more diverse and that workforce, gender and diversity are considered when educational activities are organised and delivered.

EIT Urban Mobility aims to support organisations that also value diversity and gender equality. To this end, projects applying to this call should:

- Demonstrate how gender and diversity are considered in the design/development of the project outputs
- Describe the measures in place to promote (1): a mixed team with women and underrepresented groups taking an active role in project implementation and (2) participation of women in developing educational activities.

3.14. Additional funding provisions

The successful execution and completion of the activities financed under the framework of the present call may unlock the possibility of receiving additional EIT Urban Mobility funding for upscaling proposals after project completion. This process is regulated by the provisions included in EIT Urban Mobility's Guidance on the fast-track mechanism.

Projects awarded within the framework of this call may, where duly justified and in accordance with the applicable EIT provisions, be granted an extension and/or additional financial support under the terms of a direct award.

4. Application process

4.1. Guidelines for applicants

EIT Urban Mobility has developed the *Guidelines for applicants* document to assist all potential applicants in preparing and submitting their proposals. This document published on the Call webpage provides comprehensive information and instructions to prepare and submit a proposal to this Call.

4.2. Call information session

To help applicants with the preparation and submission of their proposals, EIT Urban Mobility will host the information session below after the publication of the Call. This online information event will be focused on the Call content, the challenges and requirements, as well as on the general procedures, such as the submission and evaluation process, the financial aspects and the monitoring and reporting activities.

Please find details below. To register for the webinar, please visit this [website](#).

Type of event	Topic covered	Date and time (CET)
Webinar	Launch of the Call info session: scope and challenges of the Call, tips to applicants General procedures: Call calendar, evaluation and selection process, financial aspects and NetSuite submission tool	9 July 2025 12:00 – 13:30 CET

4.3. Call contact points

All applicants may contact EIT Urban Mobility at academyCall@eiturbanmobility.eu to resolve any concerns or doubts on the general/technical procedures and Call content.

4.4. Proposal submission

Before starting to draft a proposal, **all applicants** (Project Leader and consortium partners) must follow the following steps:

- **Step 1:** register your organisation in the [EU Funding & tender opportunities portal](#) to obtain the nine-digit Participant Identification Code (PIC number). If an organisation has already a PIC number, there is no need to register again. If you don't know if your organisation already has a PIC number, you can verify directly on the EU Portal (click [here](#)) whether your organisation is already registered.
- **Step 2:**
 - If you are already registered in the EIT Urban Mobility NetSuite platform (NetSuite), please log in by going to step 3.
 - If you have never registered in NetSuite, please complete the [Partner Information Form \(PIF\)](#).⁴ If the system denies your registration because the PIC number corresponds to an already registered entity, or because your email address is associated with an existing entity, please contact servicedesk@eiturbanmobility.eu

EIT Urban Mobility may take **up to two working days** to process your registration in NetSuite and cannot guarantee last-minute registration requests, especially during peak periods close to the call deadline. Therefore, all project partners are strongly advised to complete their registration several days in advance to ensure successful and timely submission.

⁴ If in a few hours, after submitting the PIF form, you don't receive an automatic e-mail with the log-in credentials, please contact the EIT UM Service Desk servicedesk@eiturbanmobility.eu.

- **Step 3:** access the EIT Urban Mobility NetSuite platform and find the open calls under menu --> Call for Proposals --> Open Calls. **Submit your application form within the given deadline**, including the following documentation:
 - Optional: Annexes to the application form (figures, graphics, photos etc.)

Please read carefully the registration and submission process outlined in the *Guidelines for Applicants* document available on the Call webpage.

Any proposals submitted after the deadline will not be considered.

5. Evaluation and selection process

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

- Check eligibility and admissibility of those proposals and, if successful:
- Evaluate the content of the proposals with the help of independent experts evaluators.

The purpose of the evaluation is to determine the suitability for funding of the proposals that have passed the admissibility and eligibility check.

The evaluation consists of two stages. Stage 1 is the quality evaluation conducted by external experts and accounts 70 points. Stage 2 is conducted by the Selection Committee which might add up to 30 points.

Each evaluation phase is comprised of groups of criteria and sub criteria, which will be assessed according to the following scores.

Score	Description	
0	Fail	The proposal fails to address the criterion or cannot be assessed due to missing or incomplete information.
1	Poor	The proposal inadequately addresses the criterion, or there are serious inherent weaknesses.
2	Fair	The proposal broadly addresses the criterion, but there are significant weaknesses.
3	Good	The proposal addresses the criterion well, but a number of shortcomings are present.
4	Very good	The proposal addresses the criterion very well, but a small number of shortcomings are present.
5	Excellent	The proposal fully addresses all relevant aspects of the criterion and is outstanding in every aspect.

5.1. Admissibility and eligibility check

A proposal will be admissible if it fulfils the below criterion:

Completeness	• The proposal is submitted before the indicated deadline. • The proposal is submitted via the NetSuite submission tool. • The proposal is complete, all mandatory fields are filled in, and mandatory supporting documents (if any) are submitted. • The proposal and all its supporting documents are written in English.
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If a proposal is not admissible, it will not go to the eligibility check. A proposal will be eligible if it fulfils the below criteria:

1. Applicants' eligibility	Applicants must be based in either an EU Member State or a Third Country associated with Horizon Europe.
2. Applicants' registration	Applicants must have fully completed the Partner Information Form (PIF) in the NetSuite online submission tool, ensuring that the correct Participant Identification Code (PIC) is provided.
3. Co-funding rate	Proposals must have the minimum co-funding rate established in section 3.10.2
4. Consortium requirements (in case of multi-participant proposals)	The consortium is composed of at least 2 independent legal entities established in two different EU Member States and/or Third countries associated to Horizon Europe.

Proposals failing the admissibility or one or more eligibility criteria will receive an official communication from EIT Urban Mobility, informing the Project Leader of the outcome of the admissibility and eligibility check and explaining why the proposal failed to meet the criteria.

5.2. Rectification process

In the case of missing information or obvious clerical errors linked to the Partner Information Form (PIF), applicants will be given five calendar days⁵ after receiving the official communication to complete or correct the proposal and resubmit it. If the Project Leader responds positively to this requirement within the time limit, the proposal will progress to the next stage of the evaluation process. If the Project Leader fails to respond or respond after the deadline, the proposal will remain ineligible and will not be further processed.

The Project Leader may appeal the decision to reject a proposal on the grounds of inadmissibility or ineligibility. This appeal must be made within seven calendar days⁴ of the official EIT Urban Mobility notification of inadmissibility or ineligibility (see the *Appeal procedure* document published on the call webpage).

5.3. Stage 1 evaluation

This first stage of the evaluation will be carried out by three independent external expert evaluators who will assess the proposal's strategic fit, excellence, impact, and quality and efficiency of the implementation.

These criteria will be assessed according to the following scores:

Strategic fit and EU dimension	Max. scoring
The proposal clearly contributes to the EIT Urban Mobility strategic objectives, the knowledge triangle integration, EU dimension and the principles of financial sustainability of EIT Urban Mobility. The proposal is aligned with the Call specific requirements (as indicated in section 3).	10 points

Excellence	Max. scoring
Excellence	20 points
The proposal demonstrates the integration of the gender dimension in the curriculum development and implementation.	10 points
The applicant(s) involved in the proposal have the experience and expertise in successfully delivering similar programmes, within collaboration frameworks similar to the ones provided by the EIT Urban Mobility Master School or the EIT Urban Mobility I&E Fellowship.	5 points
The proposed programme presents a coherent and high-quality educational model, appropriate for the target audience and the objectives of the activity.	5 points

⁵ A few additional days might be granted according to the circumstances (i.e. public holidays/weekends). In such cases, the Project Leader will be informed by email of the exact period.

Impact: social, economic, financial, and general sustainability	Max. scoring
Ambition of the proposal and contribution to expected impact	20 points
The proposal presents a clear and realistic marketing and recruitment plan that supports measures to attract students, and has the potential to reach a high number of students enrolled.	5 points
The expected impacts are well defined and measurable, and aligned with the relevant KPIs for the selected activity.	5 points
The proposal defines measures to ensure the durability and transferability of the expected outcomes and has the potential to be repeated and scaled.	10 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	5 points
The activities proposed in the workplan are aligned with the proposal's objectives, expected results and KPIs and the proposal presents a well-justified budget that demonstrates value for money.	5 points
Appropriateness of the management structures and procedures, including quality management and risk management	15 points
The proposal presents a clear and appropriate management structure that ensures effective coordination, resource use, and quality assurance, including a contingency plan for potential risks. If applicable, the project foresees appropriate measures for managing intellectual property related to its outcomes.	5 points
The applicant(s) represent the right competences in accordance with the scope of the activity and have complementary and clear roles and responsibilities, attention to gender balance in the team composition.	10 points

The total scoring of 70 points is distributed as follows:

	Max score
Strategic Fit	10 points
Excellence	20 points
Impact	20 points
Implementation	20 points
Total points	70 points

Only proposals ranked **equal or over 40 points** (threshold) will be passed to the next stage (Selection Committee).

If two or more proposals receive the same score, prioritisation will be based on the following criteria in order of importance: excellence, impact, implementation.

5.4. Stage 2 evaluation

The Selection Committee is composed of, at least, two members of the EIT Urban Mobility Executive Management Team (or their deputies).

The Selection Committee will consider the following criteria:

Business intelligence	Max. score
Relevance of the proposal for the Master School and/or Fellowship portfolio, considering geography, sector and programme balance. Particular emphasis is placed on the proposal's potential to strengthen the ecosystem and visibility of EIT Urban Mobility.	15 points (5 points x 3)
Previous experience	Max. score
Applicant's/Consortium's past experience and track record of delivering results aligned with the proposal's objectives (quality of the programme, course completion, etc.). A strong track record in student recruitment is considered highly valuable.	15 points (5 points x 3)

To be considered for funding, proposals must achieve a minimum of 60 points from the combined score of both evaluation stages: the external expert evaluation (Stage 1) and the Selection Committee evaluation (Stage 2). This threshold ensures that only proposals demonstrating sufficient overall quality and alignment with EIT Urban Mobility objectives are eligible for funding.

If two or more proposals have the same scoring, priority will be given to the proposals with a co-funding rate higher than 25%.

The Selection Committee will determine the ranking list, including which projects are selected, placed on the reserve list (if any), or rejected.

6. 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 may include a set of conditions. The communication will set up a defined deadline. The Project Leader of a pre-selected proposal under conditions will need to respond and update the proposal according to these conditions within the timeframe outlined in the communication.

If the Project Leader fails to comply with the provided 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 reserve list (valid for 1 year) will be contacted following the ranking list.

7. Appeal against evaluation results

If the Project Leader of a rejected proposal disagrees with the decision, they may only appeal in the event that a comment in the evaluation report clearly contradicts the information provided in the proposal or during panel hearings (if any). In this case, the Project Leader will have seven calendar days after receiving the final evaluation results to submit an appeal (see the *Appeal procedure* document published on the Call webpage).

8. Onboarding and contracting phase

Should all conditions be met within the indicated timeframe, EIT Urban Mobility will initiate the onboarding and contracting process. The contract will not be signed sooner than 30 days after the preselection decision.

As outlined in the Project Implementation Handbook, entities receiving EIT Urban Mobility funding become subgrantees committed to Business Plan 2026-2028 targets. New entities without validated PICs will undergo validation by the EIT Community Onboarding Service before signing the Financial Support Agreement.⁶

Additionally, EIT Urban Mobility reserves the right to request the EIT Community Onboarding Service to conduct a Financial Assessment Capacity to check the financial capacity of any entity of a selected proposal.⁷ If the Financial Assessment Capacity results are not satisfactory, EIT Urban Mobility might reject the participation of this entity and will then check whether the project is still eligible.

⁶ Financial Support Agreement template is available on the Call webpage.

⁷ In such case, EIT Urban Mobility may require:

- an enhanced financial responsibility regime, i.e. joint and several liability for all subgrantees or joint and several liabilities of Affiliated Entities if any
- prefinancing paid in instalments (multiple/additional prefinancing)
- (one or more) prefinancing guarantees or
- propose no prefinancing or
- request that the entity be replaced or, if needed, might reject the entire proposal