

Regional Innovation Scheme (RIS) Education Open call 2026

Funding for
high-quality, impactful
training activities to
boost knowledge levels
in urban mobility and
innovation and
entrepreneurship in RIS
countries

Regional
Innovation
Scheme (RIS)
Education
Open Call
2026

OPEN
Calls for proposals

Call Manual

RIS Education Open Call 2026

Business Plan 2026-2028

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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 4.2.

Disclaimers

- This Call Manual 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 facing several challenges. We need solutions to accelerate the transformation towards a sustainable mobility ecosystem, with a focus on securing and developing liveable urban spaces. This requires a systemic approach that involves all key stakeholder groups and a shift in what we are doing and how we are doing it.

A key element to manage this transformation is to close the knowledge gap within the area of urban mobility. We need to make sure that the capabilities and capacities required to plan and manage the transformation are available and relevant to this new context: the 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 to transform systems.

We are expanding our education activities within RIS regions as a critical part of the strategy. These should both build upon existing concepts and be tailored to specific needs. We are looking for initiatives and concepts that can contribute to our strategic objectives and that can be replicated and scalable beyond 2026, in terms of both geographical scope and volume.

We look forward to receiving your applications for inclusion in the Business Plan 2026-2028.

2. General requirements

Proposals must support EIT Urban Mobility's vision and mission and substantially contribute to tackling our strategic objectives (SOs). Proposals need to demonstrate how the activity will contribute to specific SOs, as stated in the [EIT Urban Mobility Strategic Agenda 2021-2027](#). Through their alignment with the scope of the activities, as stated in Section 3, proposals submitted in response to this call will also be aligned with SO2- Close the knowledge gap.

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

2.1. Who can apply

EIT Urban Mobility creates ecosystems. KICs are anchored in regional and local communities via their co-location centres (known as Innovation Hubs within EIT Urban Mobility). EIT Urban Mobility constitutes the mechanism to link the knowledge triangle components of education, research and businesses across Europe and into the wider world.

At EIT Urban Mobility, we integrate these knowledge triangle components and have expanded them by adding another group: cities. Accordingly, EIT Urban Mobility currently brings together around 450 partners from 42 countries and four sectors: academia, research, industry and cities.

This Call for proposals is open to all types of legal entities established in European Union (EU) member states and/or in [third countries associated with Horizon Europe](#). These legal entities may be universities, research organisations, small and medium-sized enterprises (SMEs), start-ups or cities, among others, and may or may not be EIT Urban Mobility partners at the time of the proposal submission. Former EIT Urban Mobility RIS Hubs and entities from Outermost Regions¹ are encouraged to apply to this Call by submitting proposals aligned with their preferred activity types. The applicants should have the expertise and previous experience in developing and implementing capacity building projects in urban mobility and/or innovation and entrepreneurship.

This Call is open to both multi-participant and mono-participant proposals from one or more RIS countries. In the case of multi-participant proposals, proposals must, as a minimum requirement, be composed of at least two independent legal entities² from at least one RIS country. In case of mono-beneficiary proposals, the applicant must be from a RIS country.

In the case of multi-participant proposals that involve entities from one country only and mono-participant proposals, the consortia shall explain how they are going to achieve the pan-European dimension in their projects. At the same time, the applying consortia are invited to integrate the knowledge triangle in their activities and should explain how cities, academia and industry partners are involved in the project design, development and implementation.

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.

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:

¹ <https://eit.europa.eu/activities/eit-regional-innovation-scheme-ris-closing-innovation-divide-europe>.

² Two legal entities shall be regarded as independent of each other when 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 full definition in Article 8: https://ec.europa.eu/research/participants/data/ref/h2020/legal_basis/rules_participation/h2020-rules-participation_en.pdf.

- 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

EIT Urban Mobility's RIS is designed as a two-way interaction scheme. By sharing good knowledge triangle integration (KTI) practices and increasing activities in eligible countries, EIT Urban Mobility will gain access to productive inputs, business skills, talent, cooperation opportunities in education, markets and businesses with as yet untapped entrepreneurial potential, customers for innovative ventures, innovation, knowledge, know-how and technology transfer opportunities, additional testbeds for the application of innovative solutions, and access to co-funding options provided by EU, regional and national support schemes.

In the medium term, EIT Urban Mobility's RIS is expected to facilitate the incorporation of relevant players in local innovation ecosystems into EIT Urban Mobility's ecosystems and to foster the KTI approach as a framework for the enhancement of innovation capacity. RIS calls aim to support cooperation with non-RIS areas.

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

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

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

3.2. Scope of the activities

The design of the RIS Education³ open call for proposals is aligned with the provisions of the Business Plan 2026-2028 and is based on the current development and status of the RIS Education portfolio. As a result of the input and analysis, we have chosen to focus this call on the specific activities mentioned in Section 3.2.1.

The EIT Urban Mobility RIS Education objectives are focused on capacity building in innovation and entrepreneurship and urban mobility. These objectives are reflected in the activity types proposed in this call. The activities responding to these objectives should aim to improve transferrable skills that will lead to further innovation and entrepreneurship in urban mobility in RIS countries.

Applicants are strongly encouraged to leverage and/or build on existing, proven activities and to target the knowledge triangle. Aspects that will be evaluated positively include: demonstrated synergies with other EU Initiatives (e.g. ERASMUS+), wider entrepreneurship ecosystems (e.g. Start for Future⁴, Girls Go Circular), relevant pan-European networks and local, regional and national initiatives with the potential for high impact; the scaling up of local, regional and national activities to other geographical contexts and the local adoption of international initiatives; and other options to support interoperability between RIS and non-RIS education systems and the opening up of new possibilities for RIS stakeholders.

We expect the learning activities to have a place-based approach, meaning responding to the needs and challenges of local ecosystems and providing trainings to stakeholders dealing with these challenges. The proposed trainings should be organised in-person and the online component is recommended to be limited as much as possible and if organised, it should be justified (e.g. course introductory webinars). If possible, the use of local language is highly recommended to get meaningful stakeholder participation and engagement. The training activities should use innovative teaching methods supporting the participants in reaching their learning objectives and overall project goals. Apart from KPI monitoring, the projects should have in place an impact monitoring mechanism which assess the qualitative impact of the project during the project duration and after the project end.

Target groups of the RIS education activities include:

1. Students and professionals, including civil servants and industry representatives;
2. Professors, researchers, mentors and trainers;
3. Young people aged between 12 and 19 years.

³ For details about activities related to the EIT Urban Mobility RIS, see: <https://www.eiturbanmobility.eu/ris/>.

⁴ [Girls Go Circular | Digital and Entrepreneurial Skills for the Circular Economy \(eit-girlsgocircular.eu\)](https://girls-gocircular.eu/).

We plan to award up to ten proposals, depending on the evaluation results and total budget available. We may, however, need to exclude one or more activity type if no proposals are deemed good enough or if proposals fail to meet the portfolio assessment criteria.

We welcome proposals for the following types of activities:

3.2.1. RIS Education: Capacity-Building in Innovation and Entrepreneurship (RISE1)

Scope: These activities should support the generation and growth of the entrepreneurial and innovation capacity of RIS countries and regions in the short, medium and long term. The end goal of these activities should be to nurture local, national or regional innovative and entrepreneurial landscapes so that new approaches to urban mobility solutions can flourish. Similarly, the proposed initiatives should act as a funnel for EIT Urban Mobility startup support programmes offered, for example, by EIT Urban Mobility Impact Ventures⁵. The target groups of proposed activities are researchers, university professors, trainers, civil servants, start-ups, youth (12-19 years old). The developed courses should be delivered across at least 3 teaching modules, creating a longitudinal learning experience for the participants and should involve self-study methods in between the modules.

In practice, this may include the following:

- Training aimed at improving innovation and entrepreneurial skills on all sides of the knowledge triangle, including cities, universities/research and industry, with a focus on urban mobility.
- Training activities aimed at improving researchers' innovation and entrepreneurial skills to scale up and commercialise their research outputs.
- Projects focusing on teaching innovation and entrepreneurship skills to young people, especially young girls (aged 12-19 years). This may include the development of new courses and training in collaboration with local schools or local or national educational institutions or synergies with existing local, regional, national or European initiatives such as Girls Go Circular.⁶
- Trainings in innovation and entrepreneurship aimed at professionals who are willing to upskill or reskill and embark on entrepreneurial journey.

The proposed trainings should be organised in-person and the online component is recommended to be limited as much as possible and if organised, it should be justified (e.g. course introductory webinars). If possible, the use of local language is highly recommended to get meaningful stakeholder participation and engagement.

Depending on the characteristics of the project, consortia can apply for the EIT Label, this is a subject to an agreement between EIT Urban Mobility and a consortium.

Expected outcomes and impacts

The selected projects are expected to deliver high-quality training programmes that will result in increased capacity levels among the project target groups.

⁵ [Impact Ventures- EIT Urban Mobility](#).

⁶ [Girls Go Circular | Digital and Entrepreneurial Skills for the Circular Economy \(eit-girlsgocircular.eu\)](#).

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

Mandatory KPIs for proposals covering activity type RISE1:

KPI	Short title	Target (2026)
EITHE08.2 -EITRIS ⁷	Participants in (non-labelled) education and training with citizenship in EIT RIS countries Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.	Minimum 75
KONHE 21	New courses developed Number of new training courses for degree and non-degree education developed.	Minimum 1

Non-mandatory KPIs:

Other relevant KPIs that may be considered, but are not mandatory, are the following (targets to be decided by the consortium):

KPI	Short title
EITHE04.4	Start-ups created Number of start-ups established in year N as a result of or based on the output(s) of KIC added value activities (KAVAs), or start-ups for the purpose of an innovation project to organise and support the development of an asset (but no later than three years after completion of the KAVA) with financial transactions of at least €10,000 for services or products (resulting from the KAVA) sold to customers <u>OR a private investment attracted of at least 200 000 EUR into startup equity.</u>

3.2.2. RIS Education: Education and Training Activities in Urban Mobility (RISE2)

Scope: Education and training activities with a focus on urban mobility. These activities should primarily target RIS regions but may be based on non-RIS concepts and activity partners and should have the potential to reach a wide audience and market and gain recognition efficiently, with a long-lasting, well-defined impact. The activities should be clearly based on a thorough analysis of sectoral and geographical needs and should contribute to a long-term increase in the innovation levels of the countries involved. Education activities that specifically target women are particularly welcome, with a view to raising awareness of the urban mobility industry and careers and learning opportunities amongst young women and increasing their representation in the urban mobility landscape. We welcome training activities in urban mobility that consider innovative teaching methods, hands-on knowledge applications and training courses consisting of

⁷ In case the training obtains the EIT Label, KPI EITHE8.2 will be converted into KPI EITHE7.2.

several modules with a mix of theoretical and practical formats. The developed courses should be delivered across at least 3 teaching modules, creating a longitudinal learning experience for the participants and should involve self-study methods in between the modules.

The proposed trainings should be based on local needs and should be organised in person. The consortia should demonstrate the relevance of the need for the local ecosystem and should thoroughly explain what group of stakeholders has this need and how they will be involved in the project. Consequently, the topics of the trainings can vary depending on the local context. Apart from the more technical subjects in urban mobility, the projects are encouraged to consider trainings around social and regulatory innovations, citizen engagement, behaviour change and stakeholder participation. Trainings aimed at upskilling urban mobility professionals will be also positively assessed.

Depending on the characteristics of the project, consortia can apply for the EIT Label, this is subject to an agreement between EIT Urban Mobility and a consortium.

Expected outcomes and impacts

Selected projects are expected to deliver high-quality training programmes that will result in increased capacity levels among the project target groups.

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

Mandatory KPIs for proposals covering activity type RISE2:

KPI	Short title	Target (2026)
EITHE08.2 -EITRIS ⁸	Participants in (non-labelled) education and training with citizenship in EIT RIS countries Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.	Minimum 75
KONHE21	New courses developed Number of new training courses for degree and non-degree education developed.	Minimum 1

Non-mandatory KPIs:

Other relevant KPIs that may be considered, but are not mandatory, are the following (targets to be decided by the consortium):

⁸ In case the training obtains the EIT Label, KPI EITHE8.2 will be converted into KPI EITHE7.2.

KPI	Short title
EITHE04.4	Start-ups created Number of start-ups established in year N as a result of or based on the output(s) of KAVA(s), or start-ups for the purpose of an innovation project to organise and support the development of an asset (but no later than three years after completion of the KAVA) with financial transactions of at least €10,000 for services or products (resulting from the KAVA) sold to customers.

3.2.3. RIS Education: Organisation of Winter and Summer Schools (RISE3)

Scope: The winter/summer school activity type focuses on innovation and entrepreneurship training in the context of urban mobility. Winter/summer schools are a combination of challenge-based courses and study trips. They should be organised in the winter of 2025-26 or the summer of 2026, respectively, and should target two target groups: (1) bachelor students who have completed at least their second year of an undergraduate degree and (2) youth aged between 12-19 years old. Participants should come from RIS countries. In case the project targets bachelor students, they should ideally have one of the following academic backgrounds: engineering, information science, information technology, computer science, computer engineering statistics, geoinformation technology, urban planning, geography, economics or software engineering.

The consortia can choose if the winter/summer school will be organised either for youth or for bachelor students.

The goal of winter/summer schools is to provide students and youth with basic knowledge of entrepreneurship applied to urban mobility and incentivise them to apply for EIT Urban Mobility Master Programmes by raising awareness about the EIT Urban Mobility Master School. Winter/summer schools should focus on problem analysis and solutions with the potential to become start-ups or pursue future career in urban mobility. Proposals are expected to elaborate on the following points:

- Multistep recruitment strategy for winter/summer schools to ensure that selected candidates have the right background to participate and show high motivation for and interest in urban mobility. The selection procedure should ensure a gender balance and equitable geographic representation of the candidates from RIS countries. The selection procedure is expected to consist of at least two rounds and should lead to the recruitment of 35-40 students to attend the winter/summer schools. The two rounds should consider the following:
 - Round 1. Organisation of a minimum of three webinars for potential students to explain the goal of the winter/summer school and to present the EIT Urban Mobility Academy and its programmes, including the Master School and Competence Hub and Girls go Circular platform (if the project is aimed at youth). This should be followed by an open call for applications based on their CV and a one-page motivation letter and/or quiz to test their knowledge of urban mobility, with a minimum of 100 applications, 50-60 of which should pass to round 2.
 - Round 2. Applicants need to submit an essay on a topic relevant to urban mobility, and this will lead to a final selection of 35-40 students.

- Design of the one-week, challenge-based winter/summer schools, including teaching methods, learning outcomes and a description of the challenges. During winter/summer schools, groups of students (between four and five per group) will work on the innovation and entrepreneurship challenge in the context of urban mobility. Students should be taught innovation and entrepreneurship skills and knowledge in the context of urban mobility and receive continuous coaching while working on their projects. The hosting city (in an RIS country) should play an active role in the organisation of the winter/summer schools, for example by providing the case study for the challenge. Local industry players should also be involved by organising site visits, delivering guest lectures and/or mentoring participants. At the end of winter/summer schools, students will pitch their initial solutions to the investor jury.

Winter/summer schools should be organised in the winter of 2026 or summer of 2026, respectively, with the exact dates chosen by the consortium. The consortium of the selected project will be responsible for recruitment, communication and marketing activities relating to the winter/summer schools to ensure the required number and quality of applicants. The digital marketing and recruitment campaign will be launched as soon as the project is selected. Communication activities, including social media campaigns, should be maintained throughout the entire project term. The project proposal should provide details of the expertise of the consortium in this area and enlist all marketing tools and channels to be used to promote the winter/summer schools and recruit the participants.

In case of organizing the winter/summer school for youth, the consortia are encouraged to use the resources from Girls go Circular platform⁹ as preparation for the training.

The budget should include all costs, including accommodation and food for selected participants and travel to the location of the winter/summer schools. To cover transportation costs, students will receive a lump sum managed and paid for by the project consortium.

Summer and winter schools should collect minimum 4,000 EUR in participation fees. The participation fee is to be agreed and standardised with EIT Urban Mobility at the beginning of the project. A 50/50 (EIT Urban Mobility/commercialising partner) revenue sharing model will be applicable on the total revenues generated by fees from paying participants and other potential revenue generation mechanisms (i.e. financial sponsorships), with an expected minimum of 4,000 EUR in revenues to EIT Urban Mobility. A Commercial Agreement will be signed with the commercialising partner.

Under this activity type, consortia are encouraged to apply for the EIT Label.

Expected outcomes and impacts

Selected projects are expected to deliver a high-quality winter/summer school that will result in applications for EIT Urban Mobility Master Programmes from skilled, motivated candidates.

In terms of the recruitment strategy, the expected targets are as follows:

- **Round 1:** At least 100 applications received, with 50-60 candidates passing to round 2.
- **Round 2:** 35-40 out of 50-60 candidates to be selected to take part in the winter/summer school.

⁹ [Girls Go Circular | Digital and Entrepreneurial Skills for the Circular Economy](#)

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

Mandatory KPIs for proposals covering activity type RISE3:

NOTE: Proposals for Summer and Winter Schools should include the KPI EITHE07.2 for EIT labelled programmes. EIT Urban Mobility will provide guidance and support to the organisers to submit the Summer or Winter School to external evaluation to obtain the EIT Label. In case the Summer or Winter School is not EIT Labelled, external participants will be counted towards KPI EITHE08.2 (Participants in (non-degree) education and training)

KPI	Short title	Target (2026)
EITHE0 7.2	EIT RIS participants in (non-degree) education and training Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.	Minimum 35

Aiming for a higher KPI target than the minimum detailed above will be positively assessed.

3.2.4. RIS Education: Scaling up of Local, Regional and National Initiatives (RISE4)

Scope: The goal of this activity is to identify existing local, regional, national or EU-funded educational initiatives that address the topics of urban mobility and innovation and entrepreneurship and to create synergetic activities with them. This should make it possible to reach a wider audience and to create a broader impact. With respect to this activity, we especially welcome proposals from beneficiaries working in the respective RIS countries and scaling up existing initiatives in those countries. As a result, the projects should aim to create large-scale, impactful training and capacity-building activities in collaboration with local, regional and national stakeholders. Proposed activities can encompass, for example, scaling-up of existing university or professional courses and offering them to a new range of stakeholders and/or expanding the geographical reach of a course. The scaled-up activities should have a duration of minimum 3 teaching modules and provide creating a longitudinal learning experience for the participants and should involve self-study methods in between the modules.

Expected outcomes and impacts

The selected projects are expected to create synergies with existing local, regional and national initiatives to deliver high-quality training programmes that will result in increased capacity levels among the project target groups, thereby reaching a wider audience.

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

Mandatory KPIs for proposals covering activity type RISE4:

KPI	Short title	Target (2026)
EITHE08.2 -EITRIS	Participants in (non-labelled) education and training with citizenship in EIT RIS countries Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.	Minimum 75

Non-mandatory KPIs:

Other relevant KPIs that may be considered, but are not mandatory, are the following (targets to be decided by the consortium):

KPI	Short title
EITHE04.4	Start-ups created Number of start-ups established in year N as a result of or based on the output(s) of KAVA(s), or start-ups created for the purpose of an innovation project to organise and support the development of an asset (but no later than three years after completion of the KAVA) with financial transactions of at least €10,000 for services or products (resulting from the KAVA) sold to customers OR a private investment attracted of at least 200 000 EUR into startup equity.

3.2.5. RIS Education: Network building with educational players (RISE5)

Scope: The aim of this activity is to establish networks with relevant institutions in respective RIS countries which specialise in providing trainings in Innovation and Entrepreneurship or Urban Mobility. The goal is to create networks of collaborations among these stakeholders and generate educational agendas or strategies in Innovation and Entrepreneurship and/or Urban Mobility education for a specific region. Those strategies should be built on existing assets of the consortia partners such as trainings, events, networks or collaborative platforms and should aim at catalysing these resources to create synergies with an end goal to design combined future educational activities which can potentially be funded by EIT Urban Mobility or other funding mechanisms. The projects should aim at bringing together all crucial stakeholders and designing a common educational agenda/strategy based on their existing experiences and resources.

The consortia can consist of beneficiaries coming from one RIS country, however international cooperation is strongly encouraged.

Expected outcomes and impacts

The selected projects are expected to create networks with relevant educational institutions with the aim of future collaborations and call participation.

The table below outlines the minimum contribution to the mandatory KPIs listed for a proposal to be eligible.

Mandatory KPIs for proposals covering activity type RISE5:

KPI	Short title	Target (2026)
EITHE8.2- EITRIS	Participants in (non-labelled) education and training with citizenship in EIT RIS countries Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.	Minimum 20

3.2.6. Cross-cutting considerations for all RIS Education activity types:

- Proposals should consider the value for money of proposed activities and have a reasonable cost per unit (KPI per euro spent) that reflects and benchmarks against market costs.
- Proposals that include clear, credible plans to generate revenue and therefore become self-sustaining in the long run will be positively assessed.
- It is crucial that the proposed trainings are place-based and need-based responding to the needs of local, regional or national ecosystems. To achieve better impact and engagement and build trust and relationships with stakeholders, the trainings should be organised in-person with a limited online component.
- A key component in all our funded activities, not least around recruitment, is the way in which gender mainstreaming is integrated in terms of a balanced participation and the design, development and implementation of the learning activities.
- Support for further KTI in RIS countries is crucial to ensure that durable, evidence-based solutions can be implemented in a financially sustainable way. The KTI can be either local, national, regional or international.
- Expanding networks and communities of practices in RIS countries is vital to ensure that activities funded by EIT Urban Mobility under the RIS Education call widen its reach and, as a result, increase its impact. We expect applicant consortia to consider a diverse membership in terms of geography, including partners from non-RIS countries, to translate best practices developed elsewhere into the RIS context.
- The concepts and activities should consider existing good practices in RIS countries and beyond to build on these and scale up approaches that work, whether in relation to education products or situations in which education can play a role in supporting people to obtain skills and knowledge

that have proved useful. We encourage entities delivering trainings in Urban Mobility and/or Innovation and Entrepreneurship to come together to form consortia.

- The scope of activities should be specific to the characteristics and landscape of RIS countries, should be closely linked to their specific needs and should have clear potential for impact that can be replicated elsewhere.

3.3. Mandatory deliverables

All deliverables listed below represent the minimum requirement for each activity type.

Deliverable	Description
Communication, dissemination and recruitment plan	Clear communication, dissemination and recruitment plan that specifies targeted marketing actions and channels used to recruit participants, including timeframes and the expected number of participants to take part in training. 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.
Course/training outline	Detailed outline of each training course developed or delivered, including titles, descriptions of the modules and key training topics, a description of the training methods and a schedule stating when each course will be delivered.
Activity impact report	Report presenting qualitative and quantitative project impacts at its end together with the methodology that was used to assess the impact.

3.4. Project duration

This call is open to proposals with different durations, depending on the type of activities addressed.

- For RISE1, 2 and 4, the standard duration of the project is 12 months, however if justified, the projects selected in this Call may have a duration of **up to 24 months until 31 December 2027** at the latest. The project duration must be clearly justified based on the scope, complexity, and planned activities. Proposals should not default to the maximum length.
- For RISE3, (Winter and Summer School), the projects can last between 9 to 24 months. In case of projects longer than 12 months, the activity is expected to be repeated in the following year.
- For RISE5 (Network building with educational players), the expected project duration is maximum 12 months.

The tentative starting date of all projects is 1st January 2026 or later.

3.5. 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
Evaluation of proposals (1 st stage)	October-November 2025
Portfolio selection (2 nd stage)	November 2025
Communication of results	December 2025
Tentative start of the projects	1 January 2026

3.6. Financial aspects

3.6.1. Budget and EIT funding allocation

The total indicative EIT funding allocated to this call for 2026 is approximately €1,250,000.

Projects under RISE1, RISE2 and RISE4 categories will be awarded a maximum of €150,000 EIT funding per project, whilst the maximum EIT funding per project under RIS3 will be €85,000. For RISE5, the budget will be €20,000- 50,000.

Indicative budget allocation per activity type:

Activity	Indicative EIT budget allocation	Maximum EIT funding per project per year
RISE1, RISE2, RISE4	About €895,000	About €150,000
RISE3	About €255,000	About €85,000
RISE5	About €100,000	About €20,000-50,000

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.

3.6.2. Co-funding rate

All RISE1, RISE2, RISE3 and RISE5 proposals must have a minimum co-funding rate of 25%, while RISE4 proposals must have a minimum co-funding rate of 50%. Co-funding exceeding these rates will be positively assessed. 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 %.

3.6.3. 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.

3.6.4. Financial sustainability

To gradually become financially independent from EIT funding, EIT Urban Mobility has developed a financial sustainability (FS) strategy. Proposals should present a clear marketing and commercialisation plan in line with the selected FS mechanism.

Proposals should also mention whether they are beneficiaries of other, non-EIT funding, such as national and international public funding, private sponsorship and other grants.

The recommended FS mechanism is revenue sharing. In exceptional cases, other mechanisms may be considered if relevant. During the period of the KAVA, 100% of the revenue will go to EIT Urban Mobility. In the case of RISE3 (summer and winter schools), a 50/50 (EIT Urban Mobility/commercialising partner) revenue sharing model will be applicable on the total revenues generated by fees from paying participants and other potential revenue generation mechanisms (i.e. financial sponsorships), with an expected minimum of 4,000 EUR in revenues to EIT Urban Mobility. A Commercial Agreement will be signed with the commercialising partner.

When a course or event is repeated after the KAVA has ended, a revenue sharing model should be agreed upon with EITUM and the project consortium.

3.7. 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.

3.8. Intellectual Property Strategy

Protecting intellectual property rights (IPR) when developing capacity building training and educational programmes is important. For that reason, proposals are expected to explain how IPR will be managed both during the implementation of the project and in the five years following the project in the event that the project results are commercially exploited. Any proposal must clearly demonstrate the planned measures and actions to protect the project results and to exploit the core IP rights on deliverables.

3.9. 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 workforce, and that gender and diversity are considered when training and capacity building 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 and development of the project outputs;
- describe the measures in place to promote (1): a mixed team with an active role for women and underrepresented groups in project implementation, and (2) participation of women in the training.

3.10. Fast-track 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.

4. Application process

4.1. Proposals preparation

4.1.1. 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.

4.1.2. Call information session

To help applicants prepare and submit their proposals, EIT Urban Mobility will host an information session after the publication of the Call. This online information event will focus 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	Topic	Date/time (CET)	Platform
Webinar	RIS Education open call information session: guidance, rules, evaluation process and training on the submission platform.	9 July 2025 12:00 – 13:30 CET	MS Teams

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

4.1.3. Call contact points

All applicants may contact EIT Urban Mobility RIS Education team to resolve any concerns or doubts about the call: academycall@eiturbanmobility.eu

4.2. Proposal submission

Before starting to draft a proposal, **all applicants** (Project Leader and consortium partners if any) 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 \(PIF\)](#).¹⁰ 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.

Then, **for each proposal**, the Project Leader must complete the following step:

¹⁰ 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:

1. 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:

2. Applicants' eligibility	The applicants are from EU Member States, including the Outermost Regions or third countries associated with Horizon Europe (HE).
3. 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.
4. Consortium composition	In case of multi-beneficiary proposals, the consortium is composed of at least two applicants, one of whom must be from an RIS country. In case of mono-beneficiary proposals, the applicant must be from an RIS country.

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 Partner Information Form (PIF), applicants will be given five calendar days¹¹ 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 days⁵ of the official EIT Urban Mobility notification of inadmissibility or ineligibility (see the *Appeal procedure* document published on the call webpage).

¹¹ 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.

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. score
The proposal is relevant to EIT Urban Mobility mission and fits into the scope of activities and topics proposed in the Call specific requirements (as indicated in section 3), and is compliant with the financial sustainability principles and knowledge triangle integration. The proposal presents the capacity to achieve the pan-European dimension.	5

Excellence	Max. score
Excellence	5
The proposed teaching methods and formats fit the project scope and objectives and guarantee achievement of expected results and impacts.	5
Need and target groups	20
The proposal describes the unmet need of a RIS region(s) where the project will be taking place.	5
The proposal defines the target groups and explains how their needs will be met by project activities and how they will be involved, leveraging on gender dimension, and involving academia, research, industry and cities in the project activities.	5
The proposal builds on previous good practices, complements what already exists on the market and involve RIS and non-RIS partners (where applicable) or considers synergies with other initiatives (EU, local, national, regional).	5
The proposal presents a clear and impactful recruitment and marketing plan to attract sufficient number of participants	5

Impact: social, economic, financial and general sustainability	Max. score
Ambition of the proposal and contribution to expected impact	15
The proposal's expected impacts (environmental, economic and/or social) are measurable and clearly defined.	5
The proposal presents a structured impact monitoring plan that goes beyond KPIs to assess qualitative project impacts during and after the project-end.	5
The proposal defines measures to ensure the durability and transferability of project outcomes and have the potential to be repeated and scaled up (without the need for a significant additional budget for development).	5

Effectiveness of the proposed measures to exploit and disseminate the proposal results (including IPR management Strategy), to communicate the proposal and to manage data, where relevant	5
The proposal presents a structured dissemination and communication plan that guarantees the communication of the project activities to different target audiences (Art. 17 of MGA), along with a sound IP management strategy.	5

Implementation: quality and efficiency	Max. score
Coherence and effectiveness of the workplan, including appropriateness of the allocation of budget, tasks and resources	10
The proposed workplan is coherent (i.e. are the tasks, deliverables, KPIs, partners involved, objectives and expected results logically linked) and deliverables are properly identified.	5
The proposal's budget is clearly outlined and justified and it represents value for money and the plans for achieving financial sustainability are clearly outlined.	5
Appropriateness of the management structures and procedures, including quality management and risk management	5
The proposal identifies management structures to guarantee efficient management of resources and entities involved and it presents clear contingency plans.	5
Relevance of the consortium	5
The entities involved represent the appropriate competences and expertise in accordance with the scope of the proposal, have experience with similar projects and have clear, differentiated roles and responsibilities, with attention to gender balance in the team composition.	5

The proposal evaluation process will consider the four criteria scores awarded by the external evaluation. The total score of 70 points is distributed as follows:

	Max. score
Strategic fit	5 points
Excellence	25 points
Impact	20 points
Implementation	20 points
Total	70 points

Only proposals ranked **equal or over 40 points** (threshold) will qualify for 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 for this Call is composed of at least two members of the Executive Management Team (or their deputies).

The Selection Committee will consider the following criteria:

Business intelligence	Max. score
Relevance of the proposal for the RIS Education 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 (design and implementation of educational programmes, recruitment of participants).	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, preference 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 a communication from EIT Urban Mobility with the results of the evaluation and if applicable, the results of the Selection Committee meeting.

If the proposal is pre-selected for funding, the evaluation results may include a set of conditions to improve the proposal. In addition, EIT Urban Mobility will conduct a screening of the pre-selected proposals intellectual property management strategy. Where necessary, additional IP-related deliverables or KPIs, such as relevant IP applications, registrations, and actions taken to protect the project results and deliverables, along with justifications and references regarding IP status — may be required as a condition for funding.

The Project Leader of a conditionally pre-selected proposal will need to respond and update the proposal according to these conditions within a specific timeframe. If the Project Leader fails to comply with the conditions or does not respond within the time allocated, EIT Urban Mobility reserves the right to withdraw the conditional notification. Should this occur, the next proposal on the ranking list from the reserve list (if any) will be contacted.

Unsuccessful applicants may be contacted by EIT Urban Mobility staff about future opportunities, subject to their consent.

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.¹²

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.¹³ 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.

¹² Financial Support Agreement template is available on the Call webpage.

¹³ 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