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Co-funded by the European Union
RAPTOR

# Rapid Applications for Transport Open Call 2026


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Calls for proposals

# Call Manual
# RAPTOR Call 2026

Business Plan 2026 – 2028
Version 1 - 16 January 2026

EIT Urban Mobility - Mobility for more liveable urban spaces

EIT Urban Mobility

Barcelona| 16 January 2026

eiturbanmobility.eu

# History of changes

| Version | Publication Date | Change |
|---|---|---|
| 1.0 | 16.01.2026 | Initial version |

Any updates to this Call Manual are detailed in the table above.

Amended versions are published on the EIT Urban Mobility Call website.

### 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 Manual follows the main rules and principles of openness, transparency, equal treatment, non-discrimination, proportionality, 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 the 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.

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# 1. Introduction

EIT Urban Mobility is Europe's largest mobility innovation ecosystem focused on transforming how people and goods move in cities[1]. Our mission is to accelerate the shift towards sustainable, safe, and inclusive urban mobility by connecting municipalities, industry, startups, researchers, and civil society. Cities are central to this mission: they experience mobility challenges most directly and offer the greatest opportunities for rapid, impactful innovation.

The **Rapid Application for Transport (RAPTOR)** programme was created to help cities address concrete mobility challenges through fast-paced collaboration with innovative startups and SMEs. RAPTOR enables cities to work directly with solution providers to co-develop, test, and validate innovative solutions in real urban environments.

RAPTOR is a **mono-beneficiary call** open to small and medium-sized enterprises (SMEs) with solutions capable of addressing one of the specific challenges defined by participating cities. Each city identifies its most pressing mobility issue and invites innovators to propose targeted solutions. With the support of expert advisers, the city then selects the most promising proposal to receive up to €60,000 in financial support and to implement a six-month pilot, including a minimum two-week in-situ demonstration.

RAPTOR promotes rapid experimentation and applied innovation. The goal is to help cities quickly understand the potential of new technologies and approaches, while offering startups and SMEs a pathway to validate, refine and scale their solutions.

By bringing together cities and innovators, RAPTOR accelerates the delivery of practical solutions that can improve urban mobility for citizens in the short term, while creating opportunities for scale-up in the longer term.

All submitted proposals must:

- Align with EIT Urban Mobility's Strategic Agenda 2021-2027, focusing on:
  - SO3/TSO3: Deploying and scaling green, safe, and inclusive mobility solutions for people and goods.
  - SO4/TSO4: Accelerating market opportunities through agile innovation.
- Respond to one of the city-defined challenges described in Annex II

Through this RAPTOR Call, EIT Urban Mobility will select **up to 15 projects** to be implemented in 2026. We look forward to seeing how cities, startups and SMEs and collaborate to deliver rapid, meaningful improvements in urban mobility across Europe.

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

[1] For more information, please visit our website: https://www.eiturbanmobility.eu/who-we-are/about-us/

# 2. About the Call

RAPTOR invites startups and SMEs to propose solutions to specific mobility challenges defined by participating cities. Selected applicants develop and adapt their solution during a six-month pilot, including a minimum two-week in-situ demonstration. RAPTOR's defining strength is its agility: cities and innovators work closely and efficiently to implement and test a new or improved product or service that directly responds to real urban needs.

Each city has issued a City Challenge as described at www.raptorproject.eu and attached as Annex II. These sources outline the cities' specific mobility challenges and provide the necessary context and requirements for applicants.

Applicants should carefully review the requirements in this Call Manual to confirm that the RAPTOR Call is appropriate for their company and product/service.

## 2.1. Who can apply

The RAPTOR Call is open to proposals submitted by a single SME[2]. As a mono-beneficiary scheme, consortia are not allowed.

Additionally:

- The SME must be registered as a legal entity, before the official call deadline, in either an EU member state or a third country associated with Horizon Europe[3] (including Switzerland).
- Applicants previously selected as beneficiaries under the EIT Urban Mobility **RAPTOR Call 2025** or **SME Market Expansion Call 2025** are **not eligible** to apply for this call, to ensure a balanced portfolio of projects.

Applicants must respond to the City Challenges defined for the RAPTOR programme.

Submissions to multiple City Challenges are allowed, but only one award per applicant can be given. Applicants must plan to develop and test their proposed solution with the city corresponding to the City Challenge to which they are applying.

Applicants should pay attention to the requirements outlined in this Call Manual to ensure the RAPTOR Call mechanism is suited for the company and/or product/service/solution.

2 Please refer to SME definition according to the EC: https://single-market-economy.ec.europa.eu/smes/sme-fundamentals/sme-definition_en

3 Third countries associated with Horizon Europe: https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/common/guidance/list-3rd-country-participation_horizon-euratom_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[4]:

- 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 SME is excluded at any stage (e.g. evaluation, contracting, implementation), EIT Urban Mobility reserves the right to take appropriate action, which may include rejecting or discontinuing the proposal or project.

4 See article 57 of Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC and article 80 of Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on procurement by entities operating in the water, energy, transport and postal services sectors and repealing Directive 2004/17/EC (referral to article 57 of Directive 2014/24/EU).

## 2.3. General Call Timeline

| | |
|---|---|
| Call Opening | 16 January 2026 |
| **Call Closing** | **12 March 2026 (05:00 p.m. CET)** |
| Admissibility and eligibility check | March 2026 |
| Evaluation Phase 1: Quality Evaluation | March / April 2026 |
| Evaluation Phase 2: Panel hearings | May 2026 |
| **Communication of results** | **June 2026** |
| Conditions clearance for the pre-selected projects | June 2026 |
| Contracting | June/July 2026 |
| **Tentative start of the projects** | **July 1, 2026** |
| End of the projects | December 31, 2026 |

# 3. Call requirements

This call aims to support startups/SMEs to develop and test a new or significantly improved product, service or solution that addresses one of the 15 RAPTOR 2026 City Challenges, as described in Annex II: City Challenges.

Applicants must carefully review this Call Manual to ensure their proposal fits the call's scope and mechanism

Note: If the proposed product or service has previously received (co)funding from EIT Urban Mobility through any EIT Urban Mobility calls, the applicant must clearly explain how the proposed innovation constitutes a significant advancement over the earlier funded version. EIT Urban Mobility retains the right to exclude such proposals from further evaluation if they do not meet this requirement, in line with the principle of avoiding double funding for the same innovation.

Companies applying to this Call with solutions already (co)funded by EIT Urban Mobility, without substantial new innovation or added value, will be considered out of scope.

## 3.1. Specific requirements

**Proposals submitted to this Call must:**

a) Propose a product, service or solution that addresses one of the City Challenges defined in Annex II of this Call

b) Develop and/or adjust the product/service/solution to the specific City Challenge during the implementation of the project.

c) Propose a realistic and achievable scope within a maximum implementation period of six months, from **July to December 2026.**

d) Conduct an in-situ demonstration of the product/service/solution for a minimum of **two weeks** with(in) **the city** within the project period.

e) Commit to delivering EIT Urban Mobility **KPI and deliverables** by the end of the project (see Section 3.3 and 3.4 for further details).

## 3.2. City Challenges - overview

The RAPTOR programme focuses on addressing concrete mobility challenges defined by participating cities. Applicants must select one challenge and demonstrate how their proposed solution directly addresses the specific problem identified by that city. Each proposal should clearly explain how it responds to the city's needs, the value it brings, and the expected contribution to solving the challenge within the scope of a six-month pilot.

A detailed description of each city challenge is provided in Annex II.

A concise overview of the City Challenges can be found below:

1. **Arteixo** (Spain) – How can Arteixo identify and prioritise optimal charging locations for public and municipal fleets?
2. **Bălți** (Moldova) – How can Bălți improve public transport operations and provide accurate real-time passenger information, encouraging more residents to shift from cars to buses?
3. **Berlin** (Germany) – How can Berlin quickly identify priority school routes to implement targeted road safety measures for children?
4. **Bilbao** (Spain) – How can Bilbao improve the mobility of patients, especially older adults, and people with reduced mobility, when accessing health centres?
5. **Brussels** (Belgium) – How can Brussels enrich EV-charging data to include accessibility and vehicle-size information for more inclusive electric mobility?
6. **Salzburg** (Austria) – How can Salzburg enhance its internal shared mobility system to increase use across departments and support sustainable staff mobility?
7. **Edinburgh** (United Kingdom) – How can Edinburgh use existing vehicle data effectively to implement data-driven and differentiated parking charges based on vehicle attributes?
8. **Guimarães** (Portugal) – How can Guimarães optimise the scheduling, routing, and tracking of deliveries of fresh goods from the municipal market using our e-vehicle micrologistics?
9. **Helsinki** (Finland) – How can Helsinki use professional fleet vehicles as a data collection platform?
10. **London** (Borough of Lambeth) (United Kingdom) – How can London dynamically manage kerbside space to improve accessibility and reduce unnecessary traffic?
11. **Luleå** (Sweden) – How can Luleå promote and increase soft mobility by using winter road-condition data to help citizens choose safe and accessible routes in a subarctic climate?
12. **Lviv** (Ukraine) – How can Lviv develop an accurate digital inventory of traffic signs and road markings to improve road safety and traffic management?

13. **Nitra** (Slovakia) – How can Nitra obtain accurate, anonymised boarding and alighting data across its bus network to improve public transport planning?
14. **Trento** (Italy) – How can Trento help citizens plan better cycling trips and encourage greater use of the existing cycling infrastructure?
15. **Wiesbaden** (Germany) – How can Wiesbaden better monitor and manage its urban loading zones to improve delivery efficiency and reduce congestion?

## 3.3. Key Performance Indicator (KPI)

All submitted proposals **must include the following EIT KPI** with a **minimum target of 1** to be achieved by the end of the project:

- **KPI EITHE02.4 (Marketed Innovations)**: Number of innovations introduced on the market with a documented sales revenue of at least 10 000 EUR. Innovations include new or significantly improved products (goods or services) and processes sold.

Proposals selected for funding will be required to provide the supporting evidence as outlined in Annex I by the end of the project. Annex I also provides information about the link between the KPI and the lump sum payment mechanism and potential grant reductions if KPI is not met.

Full KPI description is available in Annex III.

## 3.4. Deliverables

All submitted proposals are required to reflect commitment to achieving the following mandatory deliverables during the project duration:

- **DEL01 Commercial Agreement:** The commercial agreement signed between EIT Urban Mobility, and the SME will be submitted online.
- **DEL02 Branding and Communications**: Evidence of the correct implementation of brand and communication requirements according to the documents EIT Urban Mobility 2026-2028 Brand Book and EIT Urban Mobility 2026-2028 Communication Guidelines.
- **DEL03 City Acceptance Letter**: Formal confirmation letter signed by the city, verifying that the SMART objectives, planned activities, and demonstration were successfully completed within the project timeline.
- **DEL04 Project Report**: Project report detailing the workplan implementation, achieved results, quantitative impact, IPR and overall project delivery. The deliverable also includes evidence of the demonstration activities carried out (including images)

EIT Urban Mobility will provide templates for all required deliverables, specifying the minimum content and requirements. The template must be completed by the grantee and submitted online by the end of the project.

Annex I provides detailed information about the link between the deliverables and the lump sum payment mechanism and potential grant reductions if deliverables are not met by established deadlines.

## 3.5. Intellectual Property

Protecting intellectual property (IP) is a prerequisite for successful commercialisation. Given the scope of this Call, any solutions put forward should already have in place an associated IP strategy. Furthermore, proposals should demonstrate that it is commercially "safe" to make or sell the proposed solution, without infringing on existing third-party IP rights. The following *EIT Urban Mobility IP Strategy Checklist* provide guidance to applicants on all aspects to consider for a sound IP strategy.

If selected for funding, applicants will be required to complete and sign the Declaration of Background and Foreground Intellectual Property Rights, available on the Call website.

## 3.6. Communication and Dissemination

EIT Urban Mobility will manage the website and social media channels for the RAPTOR programme.

Awarded companies must comply with the EIT Urban Mobility Communication Guidelines and the EIT Urban Mobility Brand Book and place the EIT Urban Mobility logo on their website.

Awarded companies must notify or share in advance with EIT Urban Mobility and the respective city any external communications related to the collaboration within the RAPTOR programme for review and alignment of key messages (this includes press releases, blog posts, media interviews, or public announcements). This ensures consistent, accurate, and coordinated communication across all partners.

Additionally, awarded companies shall upload their solution supported by EIT Urban Mobility as a product to EIT Urban Mobility Innovation Marketplace during the implementation of the project.

## 3.7. Gender and Diversity

Diversity drives better solutions to global challenges and is key to delivering impactful urban mobility innovation. To build more liveable cities that serve all community groups, we must ensure mobility products and services are inclusive by design and developed by diverse teams. Diverse teams bring a broader range of perspectives, enabling a deeper understanding of users' varied needs and leading to more innovative, inclusive, and widely adopted solutions that can reach broader markets.

In line with the *EIT Urban Mobility Gender Equality Policy*, we aim to support organisations that actively promote gender equality and embrace diversity in all forms. Projects applying to this Call should:

- Demonstrate how gender and diversity are integrated into the design, development, and implementation of outputs (e.g. products, services, pilots, marketing), including gender/sex analysis and consideration of the needs of diverse user groups.
- Describe the project team in terms of gender and diversity, highlighting active roles of women and underrepresented groups, especially in leadership and decision-making positions.

# 4. Financial Aspects

## 4.1. Funding allocation

The total indicative EIT funding allocated to this Call is up to €900,000. This call intends to fund **up to 15 projects** and will provide a lump sum with a fixed amount of **€60,000** per selected project (more projects might be funded if additional funding becomes available).

The aim of this lump sum funding is to reduce administration and financial errors, as well as to simplify complex and time-consuming reporting, thus making participation in the EIT Urban Mobility Community more transparent and accessible. More information on the lump sum design and processes can be found in Annex 1 at the end of this document.

For information on the eligibility of costs of your project budget, please refer to the Eligibility of Expenditure document published on the call webpage.

## 4.2. Mandatory contribution to EIT Urban Mobility financial sustainability

A core requirement for all project funded under EIT Urban Mobility innovation programmes is to contribute to the financial sustainability of EIT Urban Mobility. This allows EIT Urban Mobility to generate a return from the financial support provided and ensures it is reinvested into our innovation community. Our financial sustainability model is designed to align our success with that of the commercial partners.

In case a project is pre-selected, EIT Urban Mobility will negotiate the terms of the financial sustainability mechanism. These contributions to EIT Urban Mobility's financial sustainability will be detailed in an additional agreement **- Commercial Agreement** - between EIT Urban Mobility and the relevant company, which is separate from the main grant funding agreements. Dedicated support, including one-to-one meetings, to further understand the proposed financial support options, their obligations, and benefits, is available during the entire call process.

For this Call, the following type of contribution is obligatory:

- **Sales pathway (via Commercial Agreement):** A financial contribution to EIT Urban Mobility is agreed in exchange for support to scale up and potentially grow the sales pipeline.

  This agreement includes:

  - A mandatory **fixed fee of €5,000** payable to EIT Urban Mobility during the project implementation phase, in exchange for an entry **sales support package**[5], and
  - A **5% fee** applicable only to each qualified lead supplied by EIT Urban Mobility's sales advisory team. This fee is only payable if an agreement between the commercial partner and the new paying client (i.e., qualified lead) is signed.

Potential service upgrades can be discussed during the conditions clearing phase and/or project implementation.

In case of further questions, please contact: **fsm@eiturbanmobility.eu**.

## 4.3. Additional call-related funding opportunity: 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 purposes after project completion. This process is regulated by the provisions included in EIT Urban Mobility's guidance on the fast-track mechanism.

# 5. Application Process

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. Applicants are

5 Further details of the services offered, and pricing are available in the document *Financial Sustainability Guidelines* published on the call webpage.

strongly encouraged to read all call materials carefully and ensure that their proposal fully complies with the call requirements before submission.

Please also refer to Section 3 of this Call Manual to make sure your proposal is a good fit for this call.

## 5.1. Proposal preparation - information session

To guarantee maximum support for applicants in the preparation and submission of their proposals, EIT Urban Mobility will host one general information session and two live Q&A sessions online. These online information events will focus on the Call content, the City Challenges, and on the submission and evaluation procedures and financial aspects. Please find the calendar and the links to register in the table below:

| Type of event | Topic covered | Date and time (CET) | Access to platform |
|---|---|---|---|
| Webinar | Call info session: scope, timeline, evaluation, KPIs, application process, EU registration numbers (PIC), NetSuite submission tool, contribution to EIT Urban Mobility financial sustainability, City Challenges, etc. | 21 January 2026<br>10:00 – 11:30 CET | https://eiturbanmobility-eu.zoom.us/webinar/register/WN_ZXuPj-syRIOkxjeydaEYHw |
| Webinar | Live Q&A – City Challenges specific presentations (first half) | 22 January 2026<br>10:00 – 11:30 CET | https://eiturbanmobility-eu.zoom.us/webinar/register/WN_QHARXFyoQlyq2BKVdMO8Kg |
| Webinar | Live Q&A – City Challenges specific presentations (second half) | 23 January 2026<br>10:00 – 11:30 CET | https://eiturbanmobility-eu.zoom.us/webinar/register/WN_kbrAXzYYToecNiYL7JxzKQ |

Additionally, all applicants may contact EIT Urban Mobility to resolve any concerns or questions they may have concerning the content of the call, the rules for participation, the evaluation process, etc.

The key contact for the EIT Urban Mobility team for questions related to this call is: agileinnovationteam@eiturbanmobility.eu

## 5.2. Proposal submission

Before starting to draft a proposal, all applicants must follow the steps outlined below in order to submit their proposal:

- STEP 1: Register your organisation in the EU Funding & Tender Opportunities portal to obtain the nine-digit Participant Identification Code (**PIC number**). If you don't know if your organisation has already 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)[6]. 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
- STEP 3: Access the EIT Urban Mobility NetSuite platform and find open calls at ***Menu --> Call for Proposals --> Open Calls*** and **submit your application form** within the given deadline.

The online application form must be duly filled out in English and submitted by the Project Leader through the NetSuite online submission platform no later than on 12 March 2026 at 5:00 p.m. CET.

IMPORTANT: 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, please ensure that you have correctly registered on the submission tool a few days before the deadline.

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

Any proposals submitted after the deadline of this call - **12 March 2026 at 5:00 p.m. CET** - will be inadmissible.

[6] 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 Urban Mobility Service Desk servicedesk@eiturbanmobility.eu.

### Failed submission of a proposal

If you believe that the submission of your proposal failed due to a technical error exclusively attributable to the EIT Urban Mobility Grant Management Tool (the submission platform), you may submit a complaint by sending an email to the PMO team (pmo@eiturbanmobility.eu). The email must include the proposal ID number and a clear description of the issue, together with objective evidence (screenshots) of the assumed platform malfunction. You may be requested by the PMO team to provide additional information if necessary. The complaint must be submitted **within 3 calendar days after the call deadline**. Complaints submitted after this period and/or without sufficient evidence will not be considered.

EIT Urban Mobility will verify the incident by checking internal IT logs to determine whether a technical malfunction of the EIT Urban Mobility Grant Management Tool occurred during your submission attempt. **Complaints will not be accepted if the issue is related to the applicant's own equipment, internet connection, computer configuration, or any misinterpretation, misunderstanding, or disregard of any rules and/or instructions outlined in the Call Manual and/or in the Guidelines for Applicants**. You will be informed of the outcome as soon as possible. If the complaint is accepted, the PMO team will provide guidance on the next steps and will give you 24 hours to proceed.

# 6. Evaluation and selection process

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

- Check the admissibility and eligibility of the proposals.
- If successful, start to evaluate the content, assisted by independent expert evaluators.

## 6.1. Admissibility and eligibility check

A proposal will be **admissible** if it fulfils the criteria detailed below:

| | |
|---|---|
| **1. Completeness** | • The proposal is submitted before the indicated deadline.<br>• The proposal is submitted via the NetSuite submission tool.<br>• The proposal is complete, all mandatory fields are filled in.<br>• The proposal is written in English. |

If a proposal is not admissible, it will not be checked for eligibility. A proposal will be eligible if it fulfils the following criteria:

| | |
|---|---|
| 2. Applicant eligibility | Applicants respect the requirements established in Section 2.1<br>• Applicants must confirm that they are an **SME under the European Commission's definition of SME**<br>• The legal entity must be **registered in an EU Member State or a Third Country associated with Horizon Europe** before the call deadline |
| 3. Applicant registration | Applicants have fully completed **the Partner Information Form** (PIF) in the NetSuite online submission tool, including their correct PIC number. |

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

### Rectification process

In the case of missing information or obvious clerical errors linked to partner registration, applicants will be given **five calendar days** after receiving the official communication to complete their registration. If the applicant responds positively to this requirement within the time limit, the proposal will progress to the next stage of the evaluation process (See Section 6.2). If the applicant fails to respond or responds after the deadline, the proposal will remain ineligible and will not be further processed.

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

## 6.2. Scoring

The evaluation process consists of two phases: the quality evaluation and the panel hearing.

1. The **quality evaluation** has a maximum of **70 points**.
2. The **panel hearing** has a maximum of **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. |

## 6.3. Phase 1: Quality evaluation

The purpose of the quality evaluation is to determine a proposal's suitability for funding that has passed the admissibility and eligibility check.

The quality evaluation will assess the proposal's strategic fit, as well as its excellence, quality and efficiency of implementation, and impact. It will be carried out by one independent External Expert Evaluator (EEE). The EEE will be invited to evaluate and score each proposal according to the criteria described below.

The phase 1 quality evaluation can yield a total score of 70 points, split across the following sub-criteria:

| Strategic fit | Max. score |
|---|---|
| EIT UM strategic fit<br>• The proposal demonstrates alignment with **EIT Urban Mobility's strategic objectives**:<br>o SO3/TSO3: Deploying and scaling green, safe, and inclusive mobility solutions for people and goods.<br>o SO4/TSO4: Accelerating market opportunities through agile innovation. | 5 points |
| City challenge<br>• The proposal directly addresses one of the RAPTOR 2026 city challenges (defined in Annex II) and has a potential to contribute to solving the challenge | 5 points |

| Excellence | Max. score |
|---|---|
| Product/service | 5 points |

| | |
|---|---|
| • **The product/service proposed is clearly described**, including core elements such as functionalities and components to be developed, and **demonstrates novelty and competitiveness.** | |
| Need and relevance<br>• The proposal clearly **describes the target beneficiary/user of the solution** (e.g., municipality, citizens, mobility providers, etc.)<br>• The proposal **demonstrates the need and relevance for the end users** | 5 points |
| Gender and diversity<br>• The proposal actively considers inclusivity in the solutions' design, development, and implementation, widening its impact across diverse user groups. | 5 points |

| Quality and efficiency of Implementation | Max. score |
|---|---|
| SMART objectives<br>• The proposal **objectives are clearly defined** and are **SMART** (specific, measurable, achievable, realistic and time bound), and connected to the selected city challenge | 5 points |
| Execution and demonstration plan<br>• The proposal presents a **clear, coherent, and realistic workplan** with a feasible timeline and alignment between activities, SMART objectives, and expected outcomes. Risks and appropriate **mitigation measures** are identified.<br>• The proposal describes the timeframe for and scope of **product/service testing and in-situ demonstration**<br>• The proposal identifies **resources and needs for the successful pilot implementation in the city**, such as accessible information, infrastructure access, data, permits, specific software and communication systems, etc. | 5 points x 2<br>(10 points) |
| Budget<br>• The proposed lump sum budget is **realistic, justified, and aligned with the project's activities**, timeline, and expected outcomes. Costs described align with the workplan and demonstrate efficient use of funding (value for money). | 5 points |
| Project team | 5 points |

| | |
|---|---|
| • The proposal identifies and describes the start-up/SME has **technical and business experience** in the relevant field, including **the expertise of key staff members** to effectively manage and deliver the project.<br>• The proposal describes a **mixed project team in terms of gender and diversity** and identifies **active roles of women** in leadership and decision-making positions. | |
| Dissemination<br>• The proposal defines clear plan and activities to **communicate and disseminate project results** to relevant stakeholders (e.g. clients, cities, partners), supporting visibility, replication, and broader adoption of the solution. | 5 points |

| Impact | Max. score |
|---|---|
| Overall impact<br>• The proposal demonstrates **clear, relevant, and measurable social, economic, and/or environmental impacts.** It identifies who benefits, how the impact will be achieved, and provides indicators or methods to assess results | 5 points |
| Commercialisation and replicability<br>• The proposal presents the **existing traction (need) in the market and provides a credible commercialisation and development strategy for scaling** and replication in other European cities, markets, or contexts. | 5 points |
| Intellectual property<br>• The proposal outlines clear and appropriate **measures for the management of intellectual property rights (IPR)**, including ownership, protection measures and strategies for the commercialisation and exploitation of innovative solutions. | 5 points |

The total score of 70 points is distributed as follows:

| | Max. score | Minimum qualifying score |
|---|---|---|
| Strategic fit | 10 points | 5 points |
| Excellence | 15 points | 5 points |
| Implementation | 30 points | 10 points |
| Impact | 15 points | 5 points |
| Total points | 70 points | |

The proposals will be ranked according to their scores. **The top five proposals for each City Challenge ranked at or above the threshold of 40 points** will be invited to the online panel hearing. If two or more proposals receive equal scores in the first phase of the evaluation process, prioritisation will be based on the following criteria in order of importance: Strategic fit, Excellence, Implementation, and Impact. The sixth-ranked proposal may be invited to the online panel hearing in the event of a tie; this decision will be made by the evaluators based on the Strategic fit, Excellence, Implementation, and Impact criteria. Additionally, if a proposal is invited to the panel hearing but declines participation or fails to attend at the last minute, the next-ranked proposal above the thresholds may be invited.

Instructions on how to prepare the panel hearing will be provided via email to the corresponding applicants, together with the invitation to the panel hearing.

**If an applicant submits multiple proposals and these proposals reach the panel hearing phase, only the best-ranked proposal in the portfolio ranking list will be invited to the panel hearing.** In such cases, the other proposal(s) from the same applicant will be disregarded from the ranking list and the next proposal(s) in the portfolio ranking list will be preselected.

## 6.4. Phase 2: Panel hearing

The final project portfolio will be selected through a panel hearing with the EIT Urban Mobility Selection Committee. The Selection Committee will be composed of a city representative, and two members of EIT Urban Mobility, the Innovation Director or their respective representative/deputy, and a business specialist. An additional EIT Urban Mobility business specialist and city representatives may join as observer.

There will be one panel hearing per City Challenge. The panel hearing will take place remotely via video conference and will last **20 minutes each**. Applicants will be asked to prepare a five-minute pitch presentation describing **the solution for the city; how they plan to carry out a live demo of the solution; and the commercial readiness of the solution.** After the pitch presentation, there will be 15 minutes of Q&A in which the applicant will respond to questions from the Selection Committee.

The panel will then have a closed discussion about the proposed solutions and will assess the proposals under the criteria described below (total of 30 points).

| Assessment factor | Description of the assessment | Max score |
|---|---|---|
| **Results of the hearing** | • Clarity, professionalism, and overall quality of the pitch delivery.<br>• Credibility, clarity and relevance of answers to questions from the Selection Committee.<br>• Clarity of the responses to issues and concerns expressed by the External Expert Evaluator in the SER, if applicable. | Up to 10 points (up to 5 points x2) |

| Assessment factor | Description of the assessment | Max score |
|---|---|---|
| Challenge and context fit | • Potential for expansion within the city, considering cost efficiency, resource availability, and integration with existing city systems or infrastructure.<br>• Unique selling proposition of the solution for replicability to other European cities/contexts. | Up to 10 points (up to 5 points x2) |
| Portfolio fit | • Complementarity of the proposal within the current/past portfolio of the Business Area and/or EIT Urban Mobility.<br>• Entities from underrepresented countries within the EIT Urban Mobility portfolio. | Up to 10 points (up to 5 points x2) |

| | Max score |
|---|---|
| Results of the hearing | 10 points |
| City challenge and context fit | 10 points |
| Portfolio fit | 10 points |
| Total points | 30 points |

The score of the panel hearing will be provided to applicants invited to this phase to complement the original first-stage evaluation report.

In the event of a tie, the Innovation Director or their respective representative/deputy will have the deciding vote.

The Selection Committee will also create a reserve list (if applicable) that remains valid in case of sufficient funds and throughout the duration of this Business Plan.

## 6.5. Communication of results to applicants

All applicants will receive a communication from EIT Urban Mobility with the final evaluation results (the Summary Evaluation Report, together with the panel hearing evaluation, if applicable). The communication will also indicate the outcome of the evaluation, such as whether the proposal has been pre-selected, placed on the reserve list, or rejected.

If the proposal is pre-selected, the evaluation results may include a set of recommendations and/or conditions. The email notification will include a defined, non-negotiable deadline. The applicant of a preselected proposal subject to conditions will need to respond and update the proposal according to these conditions within the timeframe outlined in the notification.

If the applicant fails to comply with the conditions provided or does not respond before the deadline, EIT Urban Mobility reserves the right to withdraw the notification of conditions. In such cases, the next proposal on the portfolio ranking list will be contacted following the ranking list defined after the panel hearings.

After this compliance check, the applicant will receive final confirmation of their inclusion in the EIT Urban Mobility portfolio.
Unsuccessful applicants may be contacted by EIT Urban Mobility staff about future opportunities, subject to their consent.

## 6.6. Appealing against evaluation results

If the applicant 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 applicant 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).

## 6.7. 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 from the preselection decision. As outlined in the Project Implementation Handbook, available on the Call webpage, entities receiving EIT Urban Mobility funding become subgrantees committed to our 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[7].

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[8]. 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. In other words, if the

[7] Financial Support Agreement template is available on the Call webpage.
8 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.

assessment results are not satisfactory, EIT Urban Mobility might reject the participation of this entity and will then check whether the proposal is still eligible.

# Annex I: Funding (Lump Sum) – How it works

The lump sum funding model is used to simplify administrative and financial procedures. It reduces reporting burdens, lowers the risk of errors, and makes participation in EIT Urban Mobility projects more accessible, especially for SMEs.

### Proposal budget

All project proposals must provide a detailed cost estimation, which must be an approximation of the actual costs. The estimation provided must be:

- subject to the same eligibility rules as an actual cost grant, i.e. cost estimations can only be included if the same cost item/type would be eligible in an actual cost grant;
- detailed in terms of tasks, i.e. applicants must identify the budget assigned to each task and the expected end date of the task;
- in line with normal practices;
- reasonable / not excessive;
- in line with and necessary for the proposed activities.

The aim of lump sum funding is to reduce administrative and financial errors, and to simplify complex and time-consuming reporting, making it easier to participate in the EIT Urban Mobility community.

## A. Payments

Funding will be disbursed in two instalments:

### First payment (pre-financing)

The first payment will be disbursed following the signing of the Financial Support Agreement (FSA) and submission of the Commercial Agreement (DEL 1) and will represent up to 50% of EIT Urban Mobility's contribution.

### Second payment (payment of the balance)

This concludes the financial aspects of the grant and takes place after the project is officially closed.

The remaining payment of up to 50% of the EIT Urban Mobility contribution will be paid based on the project performance, the total amount of mandatory deliverables and KPIs declared fully completed and approved by EIT Urban Mobility.

If some items are only partially completed or completely rejected, the final payment will be reduced accordingly *(see the table in the Section C of the Annex I).*

## B. Mandatory deliverables and KPIs

To receive the full EIT Urban Mobility contribution, all mandatory deliverables and KPIs listed below must be fully completed, submitted on time, and formally approved by EIT Urban Mobility. These elements are essential to demonstrate that the project was successfully implemented and that the funding conditions have been met.

| Mandatory Deliverables and KPIs: | Expected month of delivery |
|---|---|
| **DEL 1: Commercial Agreement**<br>The commercial agreement signed between EIT Urban Mobility and the grantee. | Month 1-2 |
| **DEL 2: Branding and Communications**<br>Evidence of the correct implementation of brand and communication requirements according to the documents *EIT Urban Mobility 2026-2028 Brand Book* and *EIT Urban Mobility 2026-2028 Communication Guidelines*. | Month 6 |
| **DEL03: City Acceptance Letter**<br>Formal confirmation letter signed by the city, verifying that the SMART objectives, planned activities, and demonstration were successfully completed within the project timeline. | Month 6 |
| **DEL04: Project Report**<br>Project report detailing the workplan implementation, achieved results, quantitative impact, IPR and overall project delivery. The deliverable also includes evidence of the demonstration activities carried out (including images). | Month 6 |
| **KPI EITHE02.4 Marketed Innovations**<br>Number of innovations introduced on the market with a documented sales revenue of at least 10 000 EUR. | Month 6 |

Reporting periods and technical reporting comply with the rules and procedures established in sections 6 and 7 of the Project Implementation Handbook, with a focus on successful completion and approval of the mandatory deliverables submitted and KPIs achieved by the beneficiary.

## C. Reporting and Performance Assessment

EIT Urban Mobility will assess the activity report and the status of the mandatory deliverables and KPIs at the end of the project (final reporting). For each mandatory deliverable submitted and KPI achieved, EIT Urban Mobility will assess and choose between: 'completed', 'partially completed' and 'not completed.'

Where EIT Urban Mobility declares a mandatory deliverable to be 'partially completed', the percentage of completion will be calculated according to the specific grant reduction methodologies established by EIT Urban Mobility:

| DEL/KPIs | Indicator | Weight (%) |
|---|---|---|
| Deliverables | | |
| DEL 1 | Commercial Agreement<br>Projects with the requirement to have a commercial agreement:<br>• Agreement is signed: no reduction.<br>• Agreement not signed: 30% reduction. | Up to 30% |
| DEL 2 | Branding and communications | Up to 5% |
| DEL 3 | City Acceptance Letter | Up to 15% |
| DEL 4 | Project Report | Up to 15% |
| KPIs | | |
| KPI | EITHE02.4 Marketed Innovations (and optionally EITHE04.4 Startup Created):<br>• KPIs achieved: no reduction<br>• No KPIs achieved: 35% reduction<br>• Some EIT KPIs achieved: reduction proportional to underachievement | Up to 35% |

For full details on reporting obligations and timelines, beneficiaries must refer to Sections 6 and 7 of the Project Implementation Handbook, which explain the procedures for submitting technical reports, deliverables, and KPIs, and how they are evaluated. As the project is based on a lump sum funding model, no cost reporting is required.

## D. Incomplete delivery

If mandatory deliverables or KPIs cannot be completed due to valid scientific or technical reasons, the beneficiary must submit an amendment request (project change) to EIT Urban Mobility in advance. This may include changes such as extending the project timeline or adjusting expectations. Any such changes must be formally approved by EIT Urban Mobility before the final report is submitted.

EIT Urban Mobility may reject a deliverable or KPI if a significant or essential part of the required information is missing, incomplete, or unjustified. Before any rejection is confirmed, the beneficiary will be informed and given the opportunity to respond to observations, submit additional information, or justify the current status of the deliverable or KPI.

Based on this exchange, EIT Urban Mobility may either accept the explanation or updated submission or formally reject the item and request resubmission during a subsequent reporting period.

If a deliverable or KPI is rejected or declared incomplete, the portion of the grant linked to it will not be paid at that time. The beneficiary may revise and resubmit the item in the next reporting cycle for a new review and potential payment within EIT Urban Mobility Business Plan 2026-28.

However, if a deliverable is ultimately confirmed as rejected or if a KPI is declared unachieved, the related portion of the EIT Urban Mobility contribution will be definitively withheld (see the table Annex I section C). If funding was already paid, it may be subject to return.

# Annex II – City challenges

## Arteixo, Spain – Smart Charging Data

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| City | Arteixo, Spain |
| Area | The main urban axis connecting the settlements of Arteixo, Vilarrodís, Oseiro, Pastoriza and Meicende, which together concentrate around 80% of the municipality's population. |
| Challenge | How can Arteixo identify and prioritise optimal charging locations for public, and municipal fleets? |
| Situation as-is | Arteixo is a growing industrial and logistics municipality whose daily mobility patterns are dominated by private vehicles and heavy transport. More than 65,000 daily trips occur between Arteixo and A Coruña, mostly by car. Meanwhile, industrial estates such as Sabón and Morás generate intense logistics activity linked to major companies (Inditex, Repsol, Estrella Galicia).<br><br>The municipality has taken significant steps towards sustainable mobility, including the SIMU municipal bus service (+17% ridership in 2024) and the BiciArteixo shared bike system (+700 users in six months). However, fleet electrification remains a major challenge. Both public and private fleets—buses, service vehicles, and logistics operators—depend almost entirely on fossil fuels.<br><br>Currently, no comprehensive charging infrastructure plan exists. A few scattered charging points serve private users, but there is no strategic network supporting electric public transport or freight fleets. This limits the transition to low-emission mobility and the integration of electric modes into a unified urban system.<br><br>Arteixo's next mobility phase requires a smart charging infrastructure plan: mapping needs, identifying priority sites, designing interoperable systems, and enabling efficient energy management to serve municipal fleets, logistics operators, and citizens. The city is therefore looking for innovative, data-driven solutions that can help analyse and identify the optimal locations for future charging points, particularly for the municipal bus network. Additionally, the city is interested in potentially incorporating data from logistics vehicles, and will seek to involve the relevant stakeholders where possible. |

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| | The objective of this city challenge is not to install or test physical charging stations, but to obtain data-driven insights, analyses, and mapping that inform the planning of an integrated smart charging infrastructure for Arteixo.<br><br>Arteixo needs to plan and deploy a smart, citywide charging infrastructure to support the electrification of public and municipal fleets. Existing facilities are limited and lack coordination, hindering the shift to low-emission mobility. Because of this, Arteixo is seeking to identify optimal locations for charging points that serve public and municipal fleets while improving charger availability and grid efficiency. |
| **Expected to-be situation** | To evaluate the impact of the selected solution and the pilot, the following KPIs are proposed:<br>• Data coverage and integration: % of relevant datasets (mobility, grid, land use, fleet operations) collected, harmonised, and used in the analysis.<br>• Prioritisation accuracy: Number and share of proposed charging sites that meet defined suitability criteria (e.g. accessibility, grid capacity, demand density).<br>• Reduction in time or complexity for planning new chargers using the new methodology or tool, compared to baseline manual processes (assess possibility of measurement). |

## Bălți, Moldova – Smart Bus Network

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| **City** | Bălți, Moldova |
| **Area** | The public transport corridor linking Bălți's city centre with the northern and southern residential districts, including major bus and trolleybus routes. |
| **Challenge** | How can Bălți provide accurate real-time passenger information and support data-driven improvements to public transport services? |
| **Situation as-is** | Bălți's public transport system faces declining reliability and ridership. A 2020 EBRD study recommended restructuring routes using detailed demand analyses and integrating them with traffic modelling, but implementation has lagged. Car use remains high, causing congestion and pollution; investments of around €2 million in cycling and pedestrian infrastructure cut car traffic by roughly 10 % and increased pedestrian footfall by 25 %. However, public transport services still operate infrequently on some corridors, and passengers have little confidence in bus arrival times. |

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| | The bus and trolleybus fleet is old and routes have not been updated to reflect current demand. Although the city has begun modernising its trolleybus fleet with GPS monitoring, most vehicles still do not feed into a unified system capable of generating accurate real-time passenger information. As a result, passengers lack reliable updates on arrivals and delays, and confidence in public transport remains low.<br><br>At the same time, Bălți already has 11 functional on-street information panels and a citywide mobility app, "Umnîi Transport," which shows static or limited real-time data. These platforms are underused because the city lacks the digital tools needed to process GPS data into accurate predictions or service alerts.<br><br>Without a system that captures and uses vehicle data to inform passengers, such as real-time arrival predictions or service updates, the city cannot rebuild trust, optimise schedules effectively, or encourage residents to shift from car use to buses.<br><br>The city of Bălți is looking for solutions that can turn operational data into real-time passenger information while also supporting data-driven adjustments to routes and schedules. |
| Expected to-be situation | Within the six months of this project, Bălți aims to use vehicle and service-performance data to provide clear, reliable real-time information to passengers or/and for planning. The pilot should demonstrate that the solution can significantly improve the passenger experience and support better service planning.<br>• Operational pilot: implement at least a two week demonstration of a realtime passengerinformation system on a selected corridor, using existing GPS data and lowcost digital tools. The system should provide accurate arrival predictions for at least 90% of trips and display them via a mobile app and onstreet panels.<br>• Data and analytics: collect ridership and serviceperformance data and produce a report identifying at least two specific route or schedule adjustments supported by the data.<br>• User satisfaction: increase passenger satisfaction with information reliability and overall service by 15% compared with prepilot surveys. |

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| | • Adoption: Reach 70–80% engagement among corridor users (app views or display interactions).<br>• Scalability and cost: demonstrate a clear costbenefit case for scaling the system citywide.<br><br>Longerterm goal: integrate the tested solution into Bălți's Sustainable Public Transport Plan and replicate it on other routes to support network restructuring and encourage modal shift. |

## Berlin, Germany – School Route Safety Boost

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| City | Berlin, Germany |
| Area | The complete city area. |
| Challenge | How can Berlin quickly identify priority school routes to implement targeted road safety measures for children? |
| Situation as-is | Berlin has approximately 900 schools. Until now, traffic safety assessments by road authorities have focused mainly on the immediate surroundings of schools rather than on the routes leading to them. Initial efforts to identify highly frequented school routes have commenced under new legislation but focus on resource-intensive methods like on-site inspections and consultations with individual schools.<br><br>Therefore, the city's goal is now to establish a structured, standardised, and more efficient procedure. This will enable children, parents, police units, and local authorities to make objective and comparable decisions for implementing safety measures.<br><br>The new legislation introduced in Germany about six months ago allows municipalities to impose speed limits (on main and side roads) on heavily frequented school routes, yet no standardised method for applying this rule exists nationwide. However, there is a need to implement a clear, data-driven process to support evidence-based decisions and faster implementation.<br><br>The challenge lies not only in analysing existing data, such as school locations, infrastructure, accident records, and traffic information, but also in defining which data sources should be included. Privacy concerns, particularly regarding personally reported data, mean that some information cannot be shared publicly. Therefore, the model must include mechanisms to simulate or anonymise sensitive information |

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| | while maintaining accuracy. The resulting transparent model will provide a reliable basis for authorities to impose speed limits on the most critical school routes.<br><br>Some early initiatives have already laid the groundwork:<br>• In 2022 and 2025, a planning consultancy digitally recorded school routes for two Berlin districts, but this model applied only locally and preceded the new legislation. Furthermore, only primary school pupils who walk to school were considered here, and not secondary school pupils who cycle on the road.<br>• At state level, a project is under development that should enable students to digitally report traffic and infrastructure problems via an app, supporting planning activities by the traffic authority.<br><br>The City of Berlin is now looking for solution providers through the RAPTOR programme who can build upon and complement these existing efforts. The selected pilot should take advantage of the data, experience, and insights already generated at district and state levels, such as the digital mapping of school routes and the student reporting app, to develop a scalable, data-driven methodology for identifying the most frequently used school routes. The focus is on producing an initial analytical model or simulation that consolidates existing datasets and estimates high-frequency routes possibly for the whole city. The solution should support evidence-based decision-making for future speed-limit implementation (on main and side) roads and be compatible with GIS visualisation tools to assist further analysis by the city's traffic authority.<br>To support this work, several key datasets are already available:<br>• Comprehensive infrastructure and road traffic data<br>• Locations, catchment areas, and sizes of all schools<br>• Recent accident and incident data<br>• Existing speed-limit information<br>• Bicycle lanes, bus lanes, and related infrastructure layers<br><br>Berlin intends to use the new planning possibilities for safe school routes as quickly as possible and aims to be a pioneer in this field. By creating safer school routes, children and parents will be encouraged to walk or cycle to school, fostering sustainable mobility habits from an early age. |

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| Expected to-be situation | Short-term success indicators will demonstrate the pilot's effectiveness in enabling faster and more consistent identification of priority school routes.<br>Proposed metrics include:<br>• Kilometres of high-frequency school routes identified<br>• Kilometres of these routes located along main traffic roads, where new speed limits could be introduced<br>• Number of schools analysed for high-frequency routes during the pilot<br>• Time saved per school compared to manual processing methods used previously. |

## Bilbao, Spain – Smart Access to Health Centres

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| City | Bilbao, Spain |
| Area | Health centres area of Osakidetza within the municipality of Bilbao. |
| Challenge | How can Bilbao improve the mobility of patients, especially older adults and people with reduced mobility, when accessing health centres? |
| Situation as-is | In Bilbao, health centres generate high parking demand during medical appointment hours. Currently, the spaces near these facilities are often occupied by vehicles unrelated to medical appointments, which leads to:<br>• Difficult access for elderly people or people with reduced mobility.<br>• Delays in reaching appointments due to lack of available parking.<br>• Increased traffic from vehicles circulating in search of space, worsening local congestion and emissions.<br>• Conflicts between patients, local residents, and other users.<br><br>The current on-street parking system (regulated by the parking and stopping ordinance) does not prioritise healthcare-related parking and does not include mechanisms to manage or enforce preferential use near health centres.<br><br>Bilbao is currently working on a new regulation of public space in the city centre, which includes time limits, a reservation scheme and promoting rotation for on-street parking near health centres in order to give priority to patients (especially elderly |

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| | people and those with reduced mobility). The updated regulation is expected to be in force by June 2026.<br><br>The city seeks to explore how technology can support these regulatory changes by providing digital solutions for reservations and control points, ensuring smooth access for patients to health centres. Bilbao aims to test software-based solutions that help manage access, support enforcement, improve space turnover, and provide data for decision-making—all with the goal of ensuring smoother and more accessible mobility for patients travelling to health centres. |
| **Expected to-be situation** | Development of a digital management system and automated monitoring of on-street parking near Osakidetza health centres, aimed at:<br>• System usage rate.<br>• Parking compliance with access regulations.<br>• Increased parking rotation.<br>• Reduced illegal parking in restricted areas.<br>• Improved citizen satisfaction regarding access to health centres. |

## Brussels, Belgium – Inclusive EV-Charging Data

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| **City** | Brussels, Belgium |
| **Area** | The whole region of Brussels Capital Region. |
| **Challenge** | How can Brussels enrich EV-charging data to include accessibility and vehicle-size information for more inclusive electric mobility? |
| **Situation as-is** | Brussels Capital Region is rapidly expanding its network of on-street EV charging stations to support the city's low-emission and electrification goals. Private operators are also developing a network of publicly accessible off-street EV charging stations. However, not all drivers can easily and safely use these facilities. Two user groups face recurring barriers:<br>• Drivers of long or high delivery vans and service vehicles, who often cannot access or park in standard-sized charging bays due to limited length, height, or turning radius.<br>• People with reduced mobility (PRM), who may encounter physical obstacles such as high curbs, anti-collision devices, narrow charging spaces, lack of space required for wheelchair users around the charge point. |

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| | Although a network of EV charging stations exists, there is no reliable, standardised data describing their physical accessibility or dimensional characteristics within the OCPI standard or the DATEX standard. Current open datasets list only basic technical details (location, connector type, charging power) and do not indicate whether a specific user can actually reach and use the charger safely and easily. As a result:<br>• Navigation and routing apps cannot guide users to suitable chargers.<br>• Delivery operators waste time and energy searching for compatible spaces.<br>• People with reduced mobility remain excluded from the electric mobility transition.<br>• The city cannot assess where accessibility improvements are needed.<br><br>This data gap limits the effectiveness, inclusiveness, and public acceptance of the region's electrification strategy. The specific physical accessibility and spatial characteristics will be defined jointly with the Brussels Capital Region. |
| Expected to-be situation | After the pilot, Brussels Capital Region expects to have a clear, practical way to make EV charging data inclusive, useful, and usable for all drivers, including those with accessibility or vehicle-size constraints. The desired future situation is that:<br>• ≥200 existing charging points data enriched with new, standardised information describing physical accessibility and spatial characteristics (e.g. parking length and width, overhead clearance, curb access and/or access from the charging point to the street/building, accessibility of the terminal itself, etc.) (with minimum 85% accuracy).<br>• This information is structured in a DATEX-friendly, consistent, open format that can be shared through the regional open-data platform and integrated by charge-point operators and navigation providers.<br>• At least two pilot user groups (van drivers and PRM users) can successfully locate and use appropriate charging infrastructure in the selected pilot zones through applications or tools using the enriched data.<br>• The city gains a tested method (technical, operational, and governance model) to validate, maintain, and scale this data enrichment across the full Brussels network. |

## Edinburgh, United Kingdom – Data-Driven Parking Management

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| City | Edinburgh, United Kingdom |
| Area | Areas of the city that are covered by parking controls (generally around the city centre where demand for parking is highest).<br><br>Pay and Display parking areas: Resident permit zones: |
| Challenge | How can Edinburgh use existing vehicle data effectively to implement data-driven and differentiated parking charges based on vehicle attributes? |
| Situation as-is | Edinburgh's narrow, historic streets face increasing pressure from large and heavy vehicles, which accelerate wear and tear and reduce available street/parking space. Current parking charges do not reflect the environmental or spatial impact of different vehicle types, limiting the city's ability to incentivise smaller, low-emission vehicles. As part of Edinburgh's ambition to achieve net zero by 2030, the City Council has committed to reducing car trips within the city by 30%. Therefore, it is essential to manage car impact through smarter policies.<br><br>The UK's Driver and Vehicle Licensing Agency (DVLA) database contains rich vehicle information (e.g. emissions and weight), which could support better on-street parking management. The data, however, is not readily attainable by parking enforcement, with questions over compatibility with the various systems used to manage parking across the city. As a result, the current management system Pay & Display does not allow automated linking of vehicle attributes. This results in a one-size-fits-all pricing model that fails to reflect the environmental and spatial impact of vehicle types.<br><br>Combining DVLA data with technology-driven back-office processes offers an opportunity to introduce fair, evidence-based parking charges that align with sustainability objectives, protect heritage streets, and optimise limited urban space. |
| Expected to-be situation | By implementing and enforcing differential parking charges, based on vehicle attributes, the project aims to:<br>• Achieve a 5% reduction in large/heavy vehicle parking, within the current controlled parking area, across the lifespan of the project.<br>• Measure the absolute area saved by the reduction in vehicle size, in m2, on a sample street, before and after implementation. |

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| | • Reduction in the number of higher emission vehicles parking in the city centre streets.<br>• Reduce the processing time of parking charge calculations to the point that it is feasible to implement and enforce Pay & Display parking across various vehicle types. |

## Guimarães, Portugal – Optimising Market Deliveries

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| City | Guimarães, Portugal |
| Area | Municipal Market in Bairro C and the city centre. |
| Challenge | How can Guimarães optimise the scheduling, routing, and tracking of deliveries of fresh goods from the municipal market using an e-vehicle micro-logistics service? |
| Situation as-is | Urban logistics in Guimarães faces major challenges, particularly in short-distance distribution linked to the Municipal Market. Deliveries of fresh products are currently organised independently by each vendor or customer, typically using private cars or small vans that are not well suited for short urban trips. This results in a high number of small, uncoordinated journeys, contributing to congestion, noise, and emissions around the market area. Morning peak hours are especially problematic, as restaurant suppliers who need early deliveries coincide with routine commuting traffic.<br><br>The Municipal Market, located in Bairro C, hosts around 180 small-scale farmers and traders and local restaurants rely heavily on daily fresh produce. However, the absence of a consolidated logistics system increases traffic pressure, reduces efficiency for traders, and undermines the city's sustainability objectives.<br><br>Decarbonising logistics linked to this market is essential to improve sustainability, strengthen local supply chains, and support restaurants in sourcing local products.<br><br>The municipality already owns and operates one small electric utility vehicle (Alkè UTV), but it is not yet used as part of a coordinated delivery service. The city aims to dedicate this e-vehicle as a shared logistics service, operated by a municipal driver, to consolidate and deliver goods from the market to local restaurants |

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| | and residents, and is looking for a suitable solution to coordinate this service.<br><br>This initiative complements the city's broader commitments to circular economy, local food systems, and the creation of a climate-neutral Bairro C district. |
| **Expected to-be situation** | The ambition is to pilot a shared municipal micro-logistics service, operated with an existing municipal electric vehicle, to consolidate and deliver goods from the Municipal Market efficiently and sustainably. Vendors will be able to request delivery support through a digital platform, initially focused on restaurant clients but also open to residents. The pilot will demonstrate how a municipal logistics service can improve urban efficiency while supporting local commerce and reducing emissions. Guimarães is looking for a solution that will make this use case effective and replicable.<br><br>Success will be measured using the following indicators:<br>1. Number and percentage of vendors and restaurants using the shared service (adoption rate).<br>2. Volume or weight of goods transported through the e-vehicle (cargo moved).<br>3. Average kilometres per kilogram transported, as a proxy for logistics efficiency.<br>4. Reduction in parking demand and delivery-related traffic near the market during peak hours. |

## Helsinki, Finland – Fleet-Based Urban Data Collection

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| **City** | Helsinki, Finland |
| **Area** | City centre of Helsinki |
| **Challenge** | How can Helsinki use professional fleet vehicles as a data collection platform? |

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| **Situation as-is** | Today, data collection in Helsinki is carried out as separate, stand-alone missions. This approach generates unnecessary traffic, increases operational costs, and typically captures only one type of data at a time. As a result, data collection processes are often inefficient, inflexible, and poorly suited to the complexity of urban environments.<br>The city currently relies on static sensors, manual counting, and occasional large-scale street scanning to obtain information about traffic activity and infrastructure. These methods are slow to implement, expensive to maintain, and unable to adapt easily to changing urban conditions. Scaling static monitoring adds further cost pressures, while manual counts, still used for traffic and parking occupancy, limit the quality and frequency of available data.<br>Helsinki sees potential in using existing professional fleets as mobile sensing platforms. Public transport vehicles, maintenance vehicles, or logistics fleets already circulating in the city could gather multiple types of data simultaneously without generating additional traffic.<br>This would allow Helsinki to build a more dynamic and accurate picture of street-level conditions and improve the city's ability to manage its urban environment. |
| **Expected to-be situation** | Fleet vehicles* equipped with a data collection system move through the city and capture several types of urban data at the same time. Success is defined by the system's ability to deliver the following outcomes:<br>• Successful detection of road users, including both stationary and mobile, cars, LCV, pedestrians, and bicycles. Used for improving VRU safety, estimating traffic density and parking space occupancy.<br>• Successful mapping of infrastructure assets like curb stones, street markings, traffic signs, etc.<br>• Successful change detection in urban street space (e.g. infrastructure changes).<br><br>It is encouraged that the data collection system uses multiple positioning methods, like visual positioning, in addition to GNSS positioning due to GNSS interference in the region.<br><br>*For example, public transport, city maintenance, and/or logistics vehicles. Forum Virium Helsinki is responsible for arranging collaboration with local fleet owners. |

## London, United Kingdom – Digital and Inclusive Kerbside

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| **City** | London |

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| Area | Borough of Lambeth, Clapham, Abbeville Road. |
| Challenge | How can London dynamically manage the kerbside space to improve accessibility and reduce unnecessary traffic? |
| Situation as-is | Abbeville Road is a vibrant local high street in Clapham within the Borough of Lambeth, home to a mix of independent cafés, restaurants, and neighbourhood shops. However, like many high streets, it remains dominated by car use and kerbside parking, creating a congested and vehicle-centred environment. This limits space for pedestrians, cyclists, and people with limited mobility, reducing comfort, safety, and dwell time for visitors and shoppers.<br><br>Traffic counts and observational data collected by Lambeth Council indicate that motor vehicles occupy more than 60% of available street space at peak hours, while pedestrian movement accounts for the majority of users. Collision data from Transport for London shows that Lambeth records an average of 600 road casualties per year, with vulnerable road users (pedestrians, cyclists, and motorcyclists) representing over 70% of those seriously injured, underlining the urgency to manage car trips more effectively.<br><br>Reallocation of parking space on Abbeville Road aligns directly with Lambeth's Transport Strategy and Kerbside Strategy, which commit to reallocating 25% of kerbside space towards more sustainable, inclusive and climate-resilient uses by 2030. It also supports the borough's Climate Action Plan, which targets a 68% reduction in borough-wide emissions by 2030, and the Road Danger Reduction Strategy with the ambition to eliminate all fatal and serious injuries from road collisions. |
| Expected to-be situation | The ambition is to transform Abbeville Road into a more inclusive high street by using data to inform reallocation of parking space to walking, cycling, or greening. The project will test digital tools to map, visualise, and evaluate how rebalancing the kerbside can reduce unnecessary traffic and improve accessibility. The project aims for:<br>• Reduction in non-essential vehicle presence on Abbeville Road.<br>• 5–10% increase in pedestrian footfall and dwell time during the pilot.<br>• Evidence of improved balance between parking, loading, and active modes based on data visualisation outputs.<br>• 5% increase in walking and cycling trips along Abbeville Road. |

## Luleå, Sweden – Winter Road Condition Data for Soft Mobility

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| City | Luleå, Sweden |
| Area | The urban area of Luleå Municipality. |
| Challenge | How can Luleå promote and increase soft mobility by using winter road-condition data to help citizens choose safe and accessible routes in a subarctic climate? |
| Situation as-is | Luleå Municipality is located in a subarctic region, resulting in long, cold winters with heavy snowfall. During periods of intense snowfall or when temperatures fluctuate around the freezing point, a range of mobility problems arise for citizens who want to travel, or are already travelling, using soft mobility options such as walking and cycling.<br><br>Heavy snowfall results in roads being uneven, difficult to pass or covered in deep tracks. Temperature shifts create slippery surfaces as gravel and sand melt into the ice and then re-freeze, losing their anti-slip function. These conditions disproportionately affect pedestrians and cyclists and lead to a significant drop in soft-mobility travel during winter.<br><br>The problems are currently addressed through regular winter road maintenance that is carried out by the municipality and by the state transport authority "Trafikverket". However, it remains hard for citizens to know when, where and by which routes they can travel safely, as the winter maintenance workers are not able to provide constant maintenance on the whole road network continuously. During heavy snowfall, even a newly ploughed road may be deemed hard to navigate for a cyclist.<br><br>To support soft mobility during winter, **reliable and frequently updated information** about current road conditions is essential. At present, this information is scattered across different sources, difficult to access, and not presented in a way that helps citizens make informed travel decisions.<br><br>The municipality is currently working towards multiple goals relating to lowering emissions, maintaining a good level of winter road maintenance and increasing the amount of soft mobility. Addressing the lack of accessible, up-to-date winter road-condition information is a crucial step in achieving these goals. |

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| Expected to-be situation | • The citizens of Luleå Municipality are provided with clear and easy-to-understand information about current weather, maintenance activities, and road conditions that affect their ability to travel by foot or bicycle.<br>• Citizens receive guidance on when, how, and along which routes they should travel to make their winter journeys as safe and convenient as possible.<br>• Citizens' trust in soft mobility during winter increases, making walking and cycling a more viable and attractive option.<br>• The number of accidents and reports related to winter soft-mobility travel decreases in proportion to the number of trips taken.<br>• There is an increased number of trips utilising soft mobility options in relation to motorised trips<br><br>Progress toward Luleå's goal of becoming climate-neutral by 2040 is supported by reducing wintertime emissions through increased soft-mobility travel. |

## Lviv, Ukraine – Traffic Signs Digital Inventory

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| City | Lviv, Ukraine |
| Area | The main urban roads and intersections across its historic centre and expanding suburban districts. |
| Challenge | How can Lviv develop an accurate digital inventory of traffic signs and road markings to improve road safety and traffic management? |
| Situation as-is | Lviv's road traffic infrastructure is planned and modified by various contractors, including municipal and private firms. Each project is approved separately by the police, and records of traffic organisation are kept only on paper and scanned copies. As a result, there is no unified, up-to-date, digital database showing where signs and markings are located, what type they are, or what condition they are in.<br><br>This fragmented record-keeping makes it difficult to carry out safety audits, maintenance planning, or support data-driven traffic management. Missing, damaged or obscured signs often go unnoticed, contributing to safety risks and inefficient traffic flow. |

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| | To address this, the city aims to create a digital inventory that records the type, location, and condition of all relevant traffic signs and markings as well as the database of the approved traffic organisational plans. Such digital inventory and database could enhance road safety by providing accurate information, enabling authorities to identify and address missing or damaged signs promptly, and supporting data-driven decision-making, avoid duplications during the future designs of traffic management on the streets. It would also allow for optimised traffic flow, quicker incident response and reduced congestion, while laying the foundation for connected and autonomous vehicles and other smart city initiatives. A modern, centralised inventory would also help optimise maintenance budgets, reduce unnecessary field inspections, and support long-term planning. |
| Expected to-be situation | The pilot area will encompass streets where traffic signs and road markings are critical for safety and traffic management.<br>Within the pilot period – consisting of preparatory work and at least two weeks of onground operation – the city aims to achieve the following outcomes:<br>• Pilot inventory coverage: Digitally record at least 70 % of traffic signs and road markings within the chosen pilot corridor, capturing type, GPS location, condition and photographic evidence. The aim is to demonstrate the feasibility of rapid data collection rather than complete coverage.<br>• Detection accuracy: Achieve 90 % or higher accuracy in sign and marking detection and classification using costeffective sensing and AI techniques. This includes comparing automated detection results with manual surveys to validate performance.<br>• Responsiveness: Provide nearrealtime alerts for missing or damaged signs during the twoweek operational phase, enabling municipal staff to respond to at least 80 % of identified issues within 24 hours.<br>• Prototype integration: Deliver a prototype GISbased inventory integrated with the city's existing transport management systems and publish anonymised data through a simple API. This will allow authorities to visualise assets and assess potential benefits for wider deployment.<br>• Stakeholder feedback: Collect structured feedback from road safety authorities, maintenance crews and other stakeholders using surveys or workshops. Aim for at |

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| | least 70 % of participants to rate the pilot as useful or very useful and provide insights for improvement.<br>• Database: Collect and include at least 70% existing approved traffic organisational plans. Graphical user interface with search and structure tools.<br><br>Longerterm goals: If the pilot proves successful, Lviv will seek additional funding to expand the digital inventory across the city, refine the technology and integrate it with national transport databases. The pilot is intended as a proof of concept rather than a full implementation. |

## Nitra, Slovakia – Passenger Flow Analytics

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| City | Nitra, Slovakia |
| Area | Selected bus routes within Nitra's urban bus network (focus on highdemand corridors such as lines 4, 8 and 12 connecting the city centre with residential districts). |
| Challenge | How can Nitra obtain accurate, anonymised boarding and alighting data across its bus network to improve public transport planning? |
| Situation as-is | Nitra has invested in comfortable lowfloor buses and introduced a cashless ticketing system, eliminating manual ticket validation that once provided basic passenger counts. Today only 15 out of 80 buses are equipped with automatic passenger counters, leaving the city planners without a complete and reliable picture of where passengers board and alight.<br><br>As a result, public transport planning relies on fragmented information: occasional manual surveys, partial data and assumptions based on historical patterns limit the ability to understand demand on individual routes and adjust service and timetables accordingly.<br><br>All buses already have CCTV camera systems capable of capturing passenger movements; however, broader data and understanding is needed to effectively adjust public transport to the real citizens' needs.<br>Accurate, aggregated boarding/alighting data would help Nitra tailor services to demand, identify overloaded or underused segments, and align public transport with the city's Sustainable Mobility Plan for 2026–2032. |

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| Expected to-be situation | Through this RAPTOR pilot, Nitra aims to test an innovative, lightweight solution to automatically collect anonymised boarding and alighting data on selected bus lines. The pilot should demonstrate a practical and scalable way to understand passenger flows and support data-driven improvements to public transport operations.<br><br>The pilot aims to:<br>• Cover at least 80% of trips on selected bus lines with reliable boarding/alighting data (up from ~19% today).<br>• Generate detailed passenger counts by route, day and time to inform planning.<br>• Identify at least three under or overcapacity segments and enable targeted timetable or stop adjustments.<br>• Reduce time spent on manual data collection by 50%.<br>• Ensure 100% of collected data is aggregated and anonymised to comply with privacy regulations.<br><br>Longerterm, the city aims to integrate the solution into its SUMP implementation framework and scale it across the full bus fleet and potentially to other public spaces. |

## Salzburg, Austria – Increase municipal bike fleet use

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| City | Salzburg, Austria |
| Area | The complete city area. |
| Challenge | How can Salzburg enhance its internal shared bike mobility system to increase use across departments and support sustainable staff mobility? |
| Situation as-is | The City of Salzburg operates an internal shared mobility system for municipal employees, consisting of approximately 150 bicycles, half electric, and optional 1–2 shared electric cars distributed across eight departments. Currently, the system is decentralised and managed via Outlook calendars, which makes booking and administration inefficient and inconsistent.<br><br>Keys and bikes are stored locally in each department. While some offices enforce basic check-out via Outlook, others allow access without booking, leaving no reliable audit trail of who used which vehicle, when or where, contributing to losses and occasional theft. E-bike charging is likewise ad |

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| | hoc, with no shared visibility of battery status or charger availability, which at times leaves vehicles unready for use.<br><br>Usage data (e.g., trips, distances, or $CO_2$ savings) is not systematically tracked, making it impossible to evaluate system performance or link it to the city's climate and mobility goals. In case of defects or breakdowns—around 40 repairs per year—the designated office representative must manually bring the vehicle to the repair shop. Many employees fail to report damage at all, and there are no preventive maintenance intervals in place.<br><br>The combination of decentralised booking, missing accountability, and the absence of feedback or reporting tools leads to low efficiency, underutilisation, and data loss.<br><br>Overall, the existing system is valuable, but booking, feedback, and maintenance are complex and inconsistently organised. This leads to untapped potential – less usage, more administration, and a lack of data for improvements. With a user-friendly solution, clear responsibilities, and simple feedback/maintenance processes, Salzburg can make internal mobility more convenient, efficient, and measurably more sustainable – and make cycling more attractive.<br><br>The aim of this challenge is to make Salzburg's internal shared mobility system easier, smarter, and more engaging to use – not to introduce a new system, but to enhance what already exists so that more employees use it regularly and responsibly. |
| Expected to-be situation | A successful solution would help simplify booking, increase visibility of available bikes and cars (incl. basic charging status), and enable quick and easy reporting of issues. It should strengthen accountability and reduce administrative work for city departments, while encouraging employees to choose bicycles over cars for short-distance business trips.<br><br>Through better usability, clear responsibilities, and incentives for frequent use, the city expects to see a noticeable rise in usage across all departments and a stronger sense of ownership among employees. Ideally, the system would also generate basic usage data, such as number of trips, kilometres traveled, or $CO_2$ savings, to help integrate the initiative into the city's climate strategy and mobility monitoring.<br><br>A slight gamification element can be used to motivate departments, without shifting focus away from operational improvement. The solution |

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| | should also work with existing charging setups, without requiring new hardware installations.<br><br>While the focus is on improving internal operations, the chosen solution should be future-oriented, meaning it could later connect to or align with Salzburg's public bike-sharing system if it is implemented.<br><br>KPIs:<br>• Data foundation established: Basic usage and $CO_2$ data collected and visualised, establishing the first consistent dataset for internal shared mobility.<br>• Usage coverage: Shared bicycles actively used in ≥70% of departments (baseline: partial use).<br>• Fast booking: Median booking time ≤ 60 seconds (baseline: Outlook process ~1 minute).<br>• Easy reporting: ≥70% of all defects are reported digitally via a simple flow.<br>• User satisfaction: ≥75% of pilot participants rate usability and satisfaction as "good" or better in the feedback. |

## Trento, Italy – Optimised Cycling Navigation

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| City | Trento, Italy |
| Area | City centre, suburbs, and the hillside. |
| Challenge | How can Trento help citizens plan better cycling trips and encourage greater use of the existing cycling infrastructure? |
| Situation as-is | The Municipality of Trento has made significant investments to promote active mobility, developing an extensive network of cycling paths, covered parking, and frame-locking racks. Despite this progress, citizens still face difficulties accessing clear, user-friendly information about cycling routes and facilities.<br><br>Currently, the city's Bicipolitana, a map of existing cycle paths, is available only in GIS format, making it hard for most users to access or interpret. This limits awareness and efficient use of the cycling network, discouraging potential cyclists.<br><br>In addition, several digital tools already exist but are disconnected from one another:<br>• Digital cartography: this includes maps showing both existing and planned cycle paths, bike racks, bike boxes, and bike-sharing stations. |

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| | • App with a map of city parking lots: an application that displays city parking lots (for both cars and bikes) with real-time occupancy information (indicating free and occupied spaces) to help users find available parking.<br><br>These tools operate independently and are not integrated with major navigation systems (e.g. Google Maps), often causing confusion for those wishing to plan bike trips across the city.<br><br>As a result, valuable data and infrastructure remain underused. The city now seeks to improve accessibility and integration of existing cycling information, creating a more seamless and attractive digital experience that supports everyday cycling. |
| Expected to-be situation | The pilot aims to simplify access to Trento's cycling information by connecting existing datasets and digital tools into a single, user-friendly interface. By testing an integrated digital solution, the city expects to improve citizens' ability to plan cycling trips and use available infrastructure more effectively. The pilot is expected to run for at least one month, allowing the city to collect data on usage, usability, and overall impact. Success will be evaluated through both system analytics and user feedback.<br><br>Key performance indicators (KPIs):<br>• Number of users accessing and interacting with the platform<br>• Number of routes or trip plans generated<br>• Accuracy and completeness of integrated cycling data (routes, parking, sharing stations)<br>• User satisfaction and ease of navigation (survey-based)<br>• Recommendations for future integration or citywide deployment<br>• Expected results include a clearer understanding of which datasets and digital connections add the most value for cyclists, and a tested prototype that can serve as the foundation for a permanent, citywide digital cycling service. |

## Wiesbaden, Germany – Loading Zones Monitoring

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| City | Wiesbaden, Germany |
| Area | City centre (35 loading zones). |
| Challenge | How can Wiesbaden better monitor and manage its urban loading zones to improve delivery efficiency and reduce congestion? |

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| Situation as-is | In 2021, the Department of Sustainable City Logistics published a comprehensive, step-by-step concept aimed at significantly reducing air pollution within urban areas. This strategy outlined a variety of targeted measures, including the establishment of 100 strategically located loading zones across the city, the development of micro hubs, and the promotion of more efficient, data-informed delivery practices.<br><br>Since then, the department has successfully constructed over 60 new loading zones across key commercial and residential districts to better serve delivery vehicles while minimizing congestion and emissions. These zones are intended to reduce double parking and inefficient stops, thus improving traffic flow and air quality.<br><br>However, as delivery demands increase, and mobility patterns evolve, the city now faces an important challenge: understanding whether the existing loading zones are being used effectively and as intended. At present, Wiesbaden lacks systematic and reliable insights into:<br>• how often the zones are used,<br>• whether they are being used by the correct types of vehicles,<br>• when peak/high-pressure periods occur,<br>• and whether the current locations contribute to smooth and efficient delivery operations.<br><br>This lack of visibility limits the city's ability to make informed decisions about managing, adapting, or optimising the existing loading zones.<br><br>In addition, Wiesbaden is interested in exploring—as a secondary, optional layer—whether data-driven methods could support the future planning of additional loading zones. However, the primary objective of the RAPTOR pilot is to analyse and monitor the actual usage, performance, and compliance of the existing loading zone network. Any recommendations on new locations would be considered added value, not a core requirement.<br>Further information can be found in the published step-by-step concept. |
| Expected to-be situation | The success of the pilot will be measured through indicators that reflect the solution's ability to reliably monitor and analyse the usage of existing loading zones.<br>• Data completeness on loading zone usage.<br>• Accuracy of detection / classification of users. |

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| | • Temporal usage insights (peak times, dwell time, turnover).<br>• Identification of hotspots and underused zones.<br>• Decision-support readiness: delivery of an analysis dashboard or report providing evidence-based recommendations for the city (e.g., zones to keep, relocate, redesign).<br><br>As an added value, and only if achievable with the collected data, the pilot may also offer initial indications on where new loading zones could be considered. |

# Annexe III – KPI full description

All submitted proposal must include the following EIT KPI **with a minimum target of 1** to be achieved by the end of the project:

- EIT KPI EITHE02.4 Marketed Innovations

Proposals selected for funding will be required to provide the supporting evidence described below by the end of the project.

| KPI Code | KPI Title | Definition | Supporting Document |
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| EITHE02.4 | Marketed Innovations | Number of innovations introduced on the market with a sales revenue of at least 10 000 EUR documented. Innovations include new or significantly improved products (goods or services), and processes sold.<br><br>Innovations introduced on the market must be directly linked with the KAVA and reported in the year when they reached the first revenue. | Structured data:<br>• Year of reporting.<br>• Name of the innovation.<br>• Type of innovation (e.g., new product, new service).<br>• Market (country).<br>• Country of origin of the company commercialising the innovation.<br>• Reference to a specific KIC KAVA.<br>• Was the innovation developed and launched on the market as a result of the capacity building activities delivered as part of the HEI CBI?<br>• Was the innovation launched by learners/graduates from labelled programmes (or with direct link to participating in the labelled activity?<br><br>Supporting evidence: |

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| | | | 1. Declaration of the product owner describing the innovativeness (new or significant improvement in terms of physical of functional parameters) of a product/process, link to the KIC societal challenge and the KAVA, as well as information on the KAVA investment in the innovation development (TEMPLATE will be provided)<br><br>2. Documented proof demonstrating that purchases of at least 10,000 EUR have been made by a customer/s1. It should include:<br>• Official purchase order from the buyer including buyer invoice details (name, VAT, etc.)<br>• Acceptance of invoice by the buyer AND/OR paid confirmation of the invoice (bank note) |