

Master School & Fellowship Open Call 2027



Call Manual

Master School and Fellowship Open Call 2027

Business Plan 2026-2028

EIT Urban Mobility

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History of changes

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Disclaimers

This Call Manual may be subject to updates, including corrections, modifications, or clarifications. Any changes will be published on the official Call pages of the EIT Urban Mobility website. Applicants are therefore encouraged to regularly consult the Call pages to ensure they are informed of the latest updates

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Abbreviations

EIT	European Institute of Innovation and Technology
KIC	Knowledge and Innovation Community
EIT SIA	EIT Strategic Innovation Agenda
PA	Partnership Agreement
HE MGA	Horizon Europe Model Grant Agreement
KIC SA	KIC Strategic Agenda
BP	Business Plan
EIT KPIs	Set of Key Performance Indicators (KPIs) defined by the EIT that reflect the EIT operational objectives for education, entrepreneurship, and innovation. These KPIs are used to measure how effectively a KIC/project meets the objectives of the EIT.
KAVA	KIC-added value activity
FSTP	Financial support to third parties
OLOs	Overarching Learning Outcomes
ILOs	Intended Learning Outcomes

Definitions

Knowledge Triangle Integration	The EIT is established to complement existing Union and national policies and initiatives by fostering the integration of the knowledge triangle – higher education, research and innovation, and business creation – across the Union.
Horizon Europe Model Grant Agreement	The Horizon Europe Model Grant Agreement (HE MGA) sets out the rights and obligations and the terms and conditions applicable to the implementation of the EIT grant.
Deliverable	Deliverables are tangible or intangible goods or service produced during the project implementation phase. They track the progress made towards a project’s objectives and may take the form of a report, document, software product, course, event or any other building block of a project. The deliverables specified need to fully demonstrate the project’s achievements and the judicious use of public funds.

1. Introduction

1.1. Information on the EIT

European Institute of Innovation and Technology

The European Institute of Innovation and Technology (EIT) is a **European Union body** with a legal personality and a wide legal capacity accorded to legal persons under national law. The EIT was created in 2008 by the European Union (EU) to enhance Europe's global competitiveness by fostering collaboration between businesses, research institutions, and higher education organizations.

The EIT is governed by [Regulation \(EU\) 2021/695](#) (EIT Regulation), which aligns the EIT's mission with the EU's priorities and the objectives of Horizon Europe on evolving research, innovation, economic growth, job creation, global competitiveness, sustainable growth, higher education and entrepreneurship, by means of the Knowledge and Innovation Communities (KICs), which address specific societal challenges and are established and supported by the EIT.

The [EIT Strategic Innovation Agenda \(SIA\) 2021-2027](#) is aligned with Horizon Europe and lays down the priority fields and the strategy of the EIT for future initiatives, capacity to generate the best innovation added-value, objectives, key actions, mode of operation, expected results, impact, as well as an estimate of the resources needed for the duration of Horizon Europe.

Horizon Europe Regulation

The [Horizon Europe Regulation \(EU\) 2021/695](#) foresees that the EIT takes part in the implementation of the Horizon Europe Programme in accordance with its strategic objectives for the period 2021 to 2027, as laid down in the Strategic Innovation Agenda of the EIT, and taking into account the strategic planning of Horizon Europe.

EIT and Knowledge and Innovation Community (KIC) relations

The EIT Regulation defines KICs as large-scale Institutionalised European Partnerships of higher education institutions, research organisations, companies and other stakeholders in the innovation process in the form of a strategic network, regardless of its legal form, based on joint mid- to long-term innovation planning to meet the EIT's challenges and contribute to attaining the objectives established.

According to the EIT Regulation, and without prejudice to the partnership agreements and grant agreements between the EIT and each KIC, the KICs have substantial autonomy to establish their internal organisation and composition, as well as their agenda and working methods, provided that they result in progress towards achieving the objectives of the EIT and the KICs, taking into account the strategic planning of Horizon Europe and the strategic direction of the EIT set out in the SIA and by the Governing Board.

Contractual framework between the EIT and the KICs

The long-term relations between the EIT and each KIC are based on a **seven-year Partnership Agreement (PA)**¹ laying down the general terms and conditions under which the KIC operates as an Institutionalised

¹ Model Partnership Agreement: [Partnership Agreement](#)

European Partnership. Subject to positive performance, interim review and outcome of comprehensive assessment of the KIC, the PA can be extended for another period of a maximum of seven years.

The Partnership Agreement between the EIT and **EIT Urban Mobility** entered into force on **1 January 2021**.

The **Grant Agreement** (GA)² is the contractual instrument laying down the provisions concerning the implementation of the KIC activities (KIC Business Plan, Cross-KIC activities, etc.) through grants, on an annual or multi-annual basis of up to three years with the KICs. Business plans describe the main objectives and expected results and actions taken by the KICs.

The Grant Agreement (2026-2028) between the EIT and EIT Urban Mobility entered into force on **1 January 2026**.

Contractual framework between the KIC and the subgrantees

In accordance with the Grant Agreement (Annex 5), the KIC launches calls (i.e. open calls or KIC partnership calls) in order to select projects or award prizes. The KIC awards a “financial support to third parties” (i.e. the so called “subgrants” and “prizes”) for the implementation of these projects and signs **subgrant agreements** (“Financial Support Agreements”) with the selected entities or consortia.

1.2. Information on EIT Urban Mobility

1.2.1. Vision and mission

EIT Urban Mobility is Europe’s leading innovation community with the vision to accelerate the transition towards sustainable urban mobility that improves quality of life in cities, enabling greener, safer, more inclusive and more liveable urban environments across Europe.

EIT Urban Mobility’s mission is to bring together Europe’s leading actors in mobility, including cities, companies, research institutions and universities, to deliver solutions that are scalable, inclusive and aligned with EU policy priorities. EIT Urban Mobility advances its mission through integrated education, innovation, business creation and ecosystem building activities, strengthening Europe’s competitiveness while contributing to societal and climate objectives. Three overarching societal impact goals guide our ambition:

1. Improving quality of life in cities;
2. Mitigating and adapting to climate change; and
3. Creating jobs and strengthening the European urban mobility sector

Further details on the strategic focus of this Call are given in Section 3.

² Horizon Europe Model Grant Agreement: [general-mga_horizon-euratom_en.pdf](#)

1.2.2. Strategic objectives

Five strategic objectives (SOs), as set out in the Strategic Agenda 2021-2027, steer our activities and ambitions, and will lead us to achieve our mission:

- SO1 - Create liveable urban spaces
- SO2 - Close the knowledge gap
- SO3 - Deploy and scale green, safe, and inclusive mobility solutions for people and goods
- SO4 - Accelerate market opportunities
- SO5 - Promote effective policies and behavioural change.

Proposals submitted to this Call for Proposals must support EIT Urban Mobility’s vision and mission and substantially contribute to tackling our strategic objectives (SOs). Proposals need to demonstrate how the activity will contribute to specific SOs, as stated in the Strategic Agenda 2021-2027 (SA), specifically to SO2 – Close the knowledge gap.

The evaluation and selection of the submitted proposals will be highly dependent on their contribution to the strategic elements as outlined in Section 3 below.

2. Overview of key information on the call

Call reference number, acronym	EIT Urban Mobility/Master School & Fellowship 2nd Open Call BP26-28
Call opening and deadline for applications	Call publication / opening: 27 May 2026 Deadline for applications: 3 September 2026, 17:00 (CEST, Brussels time)
Evaluation and implementation timeline (indicative)	Evaluation of proposals: September-October 2026 Communication of results to applicants: November 2026 Signature of the subgrant agreement: December 2026 Tentative start of the projects: 1 January 2027 Tentative end of the projects: 31 December 2027
Maximum EIT funding allocated to this call	The maximum EIT funding allocated to this Call is up to €1,400,000
List of call documents	<ul style="list-style-type: none"> • Call Manual • Guidelines for applicants • List of KPIs • Financial Support Agreement (FSA) template • Declaration of Honour (DoH) template • EIT Label Handbook for EIT Fellowships • EIT Label Handbook for planning, labelling and reviewing degree programmes

	<ul style="list-style-type: none"> • EIT Label Handbook for Quality system for non-degree education and training and EIT Competence Certification Model • EIT Urban Mobility Master School Agreement – Annex B
List of other reference documents (with links)	<ul style="list-style-type: none"> • Glossary • Appeal procedure • Communication guidelines • Eligibility Expenditure • Horizon Europe Annotated Grant Agreement (AGA) • Project Implementation Handbook • KIC Code of Conduct • EIT Impact Framework (2022-2027) • EIT Urban Mobility Strategic Agenda 2021-2027
Link to the submission portal	<p>Step 1: Register your organisation in the EU Funding & Tender Opportunities Portal to obtain the nine-digit Participant Identification Code (PIC number). If you do not know if your organisation already has a PIC number, you can verify directly on the EU Portal (click here) whether your organisation is already registered.</p> <p>Step 2: Register in the Programmes Portal (NetSuite), the EIT UM application tool.</p> <p>Step 3: Access the EIT Urban Mobility Programmes Portal (NetSuite) and find the calls under > <i>Grant Management</i> > <i>Grant Management</i> > <i>Open Calls</i>.</p> <p>Please follow carefully the steps explained in Section 7: Proposal submission process and in the Guidelines for Applicants.</p>
Topics to be addressed	<p>The activities under the EIT Urban Mobility Master School and Fellowship Call include Summer Schools for master students, the development of new urban mobility related master’s programmes aligned with the requirements of the EIT-label Handbook for planning, labelling and reviewing degree programmes, the inclusion of new universities in existing Master School programmes, the integration of Innovation and Entrepreneurship oriented master’s programmes into the I&E Fellowship, and other educational activities aimed at boosting student ventures.</p>
Contact point Q&A	<p>Academy area for content, topic-related questions: academycall@eiturbanmobility.eu</p>
Further information to interested applicants	<p>To help applicants prepare and submit their proposals, EIT Urban Mobility will host an information session on 17 June 2026, 11:00-13:00 CEST. Please, register here.</p>

3. Description of the subject matter of the call

3.1. Purpose and scope of activities

3.1.1. Introduction

Urban mobility is a core element in the functioning of our cities. The urban mobility sector faces numerous challenges but also has the potential to play a key role in making cities more sustainable and liveable. We need solutions that accelerate the transformation towards a sustainable mobility ecosystem, with a focus on securing and developing liveable urban spaces. This requires a systemic approach involving all key stakeholder groups, and a new vision of what we do and how we achieve it. To manage this transformation, it is vital to close the knowledge gap within the area of urban mobility. We need to ensure that the necessary capabilities and capacity are available to plan and handle the transformation, and to remain relevant in a new technological, social and environmental context and a new urban mobility paradigm.

These education and training needs can be summarised as the ability to implement and leverage new technology, innovation and entrepreneurship, and bring about system transformation and change. We are now further developing our portfolio of education and training offerings for master's students and taking the EIT Urban Mobility Master School and Fellowship to the next level. We have identified several well-defined challenges and needs to address. We are therefore looking for proposals to support us in creating new programmes and implementing new formats, in line with EIT Urban Mobility's strategic ambitions and targeted impact. Strategic focus

The overall purpose of the Academy area is to close the knowledge gap within urban mobility, enabling the development of mobility for liveable urban spaces. This includes fostering innovation and entrepreneurship skills in a lifelong learning perspective. There is a constant need to develop new education methods, content and business models to improve running operations. We need to have an experimental approach and test new ideas, that when shown to work, may be repeated and scaled up. We need to build capabilities to be able to offer and produce relevant content quickly and efficiently, leveraging new learning formats and modalities that are different to what is already available. It is imperative that EIT Urban Mobility offers high quality education, reaches a large audience and market, and gains recognition with a lasting effect, through the quality and impact of its education and training portfolio.

In addition to this, the Master School addresses several clear market needs by integrating innovation and entrepreneurship with technical knowledge in urban mobility and related fields. There is a growing demand for skilled professionals capable of developing and implementing smart, sustainable, and integrated urban mobility systems and solutions and the Master School directly targets this need by offering specialised double degree tracks whilst integrating training and practice in innovation and entrepreneurship. The Master School leverages world-class education offerings, supported by strong partnerships with the universities offering our students quality programmes that are intersectoral, international, interdisciplinary and challenge-based, contributing to create more entrepreneurial mindset and for preparedness to cope with technological changes required for the transition to a greener economy and the need for sustainable ways of mobility.

With the I&E Fellowship we allow master students in innovation and entrepreneurship the opportunity to access different activities and the ecosystem of EIT Urban Mobility, in essence providing them with a form of urban mobility minor. The Fellowship serves as an additional pathway to foster entrepreneurial thinking and to tap into a community of likeminded applied universities, different from the Master School, where we work with more classical and technical universities. The Fellowship bridges the knowledge gap between traditional academic learning and the skills required in the industry and for the creation of new businesses. We build a community of innovation and entrepreneurship master programmes, enable universities to learn from each other and increase the visibility of this type of programmes to become a platform for future collaboration initiatives.

Through adding new universities to the Master School and the Fellowship, and also with new complementary activities and formats that support their overall targets, we expect to reach a growing number of enrolled students and graduates who have acquired key technical and analytical skills in the field of urban mobility, together with entrepreneurial and innovation expertise, supporting our student startup creation goals.

3.1.2. EIT Urban Mobility Academy

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

The webpage of EIT Urban Mobility Academy is <https://www.eiturbanmobility.eu/what-we-offer/education-and-training/>

3.1.3. EIT Urban Mobility Master School

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

Our approach:

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

- Emphasise a human-centred approach to urban mobility that aims to create liveable urban places.
- Provide students with unique and sought-after portfolios of competencies to address modern urban mobility challenges.

- Nurture new professional identities that integrate different perspectives of currently siloed disciplinary practices.
- Immerse students in cutting-edge science in the different aspects of urban mobility.
- Apply an international, comparative perspective where innovation can benefit from cross-pollination.
- Tightly integrate public- and private-sector actors and practices into the implementation of the education.
- Prepare students to apply innovation and entrepreneurship skills to lead the transformation to sustainable mobility.
- Place students at the centre of their own educational activities by emphasising “learning-by-doing” and engaging them in challenge-driven education.

Programme structure and content:

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

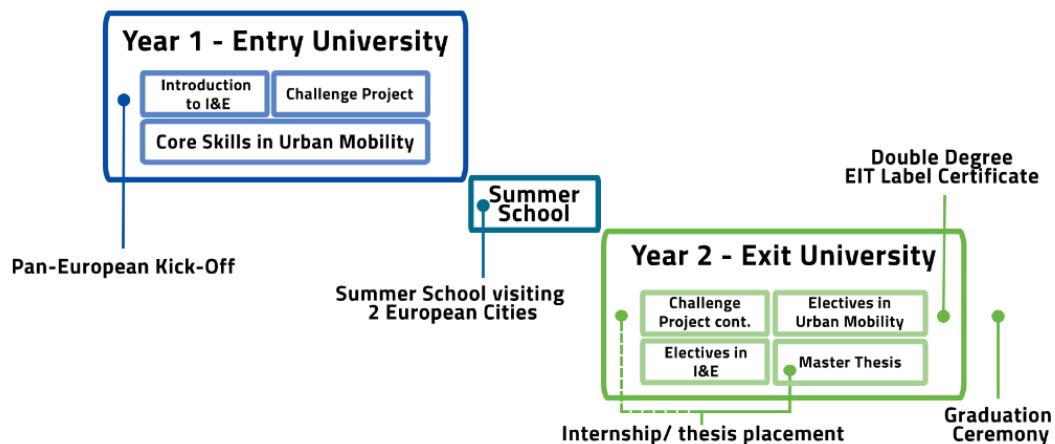


Figure 1: EIT Urban Mobility Master School double-degree two-year programme structure

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

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

Key objectives:

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

- Increasing the number of students enrolled and graduates from the EIT Urban Mobility Master School.
- Increasing the number of universities, industry partners, and cities involved in our programmes.
- Expanding industry and city involvement in the programmes, both in course development and execution, as well as through the creation of a solid pool of companies and other non-academic organisations that commit to host students for their internship and master thesis placement.
- Strengthening our Master School students' exposure to other opportunities to develop their entrepreneurial competencies and skills through innovation and entrepreneurship ecosystem facilities and resources available at the Master School partners, such as innovation centres and incubators.
- Establishing widely recognised and intensive Summer Schools, across two European cities, focused on addressing critical city-based challenges.
- Expanding the geographical coverage of our students and graduates, including in RIS countries.
- Launching new programmes that obtain the EIT Label and contribute to attracting students from more diversified backgrounds and disciplines, thus directly impacting student volume.
- Achieving the Master School revenue generation targets, based on new programmes being added and student volume.

For more information on the EIT Urban Mobility Master School, please visit <https://www.eiturbanmobility.eu/what-we-offer/education-and-training/masters-programmes/>

3.1.4. EIT Urban Mobility I&E Fellowship

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

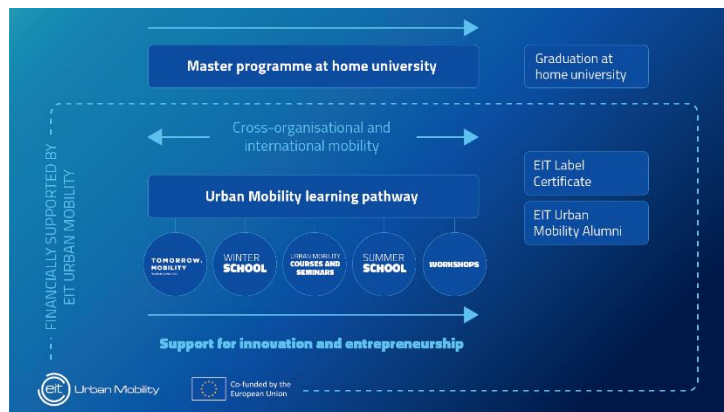


Figure 2: EIT Urban Mobility I&E Fellowship programme structure

Our approach:

The I&E Fellowship’s approach aligns with the *EIT Label Handbook for EIT Fellowships*. The Fellowship programmes must:

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

Programme structure and content:

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

- Support learning by doing: Provide students with evidence-based insights about innovation and entrepreneurial practices, offering a supportive ecosystem formed by academic and industry

partners. Embed ethics: Ensure students understand and describe their values relevant to innovation processes.

- Be impact-driven: Aim to provide solutions to societal challenges through a curriculum designed to address these challenges.
- Leverage strong networks: Collaborate with academic and industry partners to support the programme's activities and business idea development.
- Promote diversity and gender balance: Attract a diverse student base.
- Programmes can be taught in local languages, but students will need to have a sufficient level of English to participate in EIT Urban Mobility Fellowship activities.

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

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

3.1.5. EIT Label

All education programmes financed by this Call must fit within the EIT Label Quality Framework and align with its quality requirements for issuing EIT Label Certificates. It is essential that the proposed programmes or curricula are built on the EIT Overarching Learning Outcomes (EIT OLOs) and the EIT key design principles.

Summer Schools (MSA1) and other educational activities contributing to KPI EITHE05.1 (MSA5) must provide course design information through the EIT Label platform. This is necessary to undergo an external evaluation, which verifies alignment with the EIT Label quality standards. EIT Urban Mobility will support applicants throughout this process, including guidance on refining course design and preparing materials for external evaluation.

The EIT Urban Mobility Master School and the EIT Urban Mobility I&E Fellowship are already granted the EIT Label. New universities joining the existing EIT Urban Mobility Master School programmes (MSA3), and I&E Master programmes that join the EIT Urban Mobility I&E Fellowship (MSA4) must provide any required information and documentation to EIT Urban Mobility to demonstrate to EIT the programmes' alignment with the EIT Label quality standards.

New EIT Urban Mobility Master programmes (MSA2) will be required to apply to the EIT Label. EIT Urban Mobility will coordinate this process and provide full support and guidance. Participating universities in

selected programmes under MSA2 must provide the necessary information and documentation for the EIT Label application to EIT Urban Mobility, evidencing the programmes' alignment with the EIT Label quality standards.

For further details, please refer to the information provided in the relevant EIT Label Handbook.

3.1.6. Scope of Activities

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

MSA1: Summer schools for Master students

MSA2: New EIT Urban Mobility Master programmes

MSA3: New universities joining the existing EIT Urban Mobility Master School programmes

MSA4: I&E Master programmes that join the EIT Urban Mobility I&E Fellowship

MSA5: Other educational activities contributing to KPI EITHE05.1 (startups created by students and graduates from EIT Labelled programmes)

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

Summer schools for Master Students (MSA1)

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

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

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

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

Potential: To include about 45 students per Summer school.

Other:

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

-Travel arrangements between both cities must not involve air travel.

-A mandatory output for this activity is to have a website up and running by January 31st, 2027, at the latest. The website must include information on the agreed dates, location, a tentative agenda, a short summary of the Summer School topic, and be ready to accept applications from external participants.

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

-External participants will be invoiced by Summer School organisers who will then report to and share the revenue proceeds with EIT Urban Mobility based on the revenue sharing model described above.

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

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

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

- Summer Schools must comply with the EIT Label quality standards. Organisers are required to submit the course design information through the EIT Label platform to undergo an external evaluation, which will confirm the programme's alignment with these standards. EIT Urban Mobility will provide support throughout the process, including guidance on refining the course design to improve overall quality and ensure full alignment with the EIT Label requirements.

Mandatory KPIs:

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

New EIT Urban Mobility Master programmes (MSA2)

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

New programmes must be international, challenge-based, and ensure significant industry/city stakeholder involvement in both the curriculum design and implementation, as well as student mobility. These programmes must align with the EIT Label Handbook and Overarching Learning Outcomes (OLOs) (*EIT Label Handbook for planning, labelling and reviewing degree programmes*) and must lead to a degree. The programmes must comply with the pertinent national accreditation boards so that the awarded diploma(s) are legally recognised across Europe.

Thus, the programmes must focus on six key elements:

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

Consortia can submit proposals for new EIT Urban Mobility Master programmes based on variations of existing local programmes or new programmes to be developed. We will accept proposals for programmes with a major in an urban mobility related field and the possibility to include a minor in innovation and entrepreneurship, as well as programmes with a major in innovation and entrepreneurship and a minor in an urban mobility related field. All proposals should provide a clear overview of the curricula and structured activities, including a clear description of its alignment with the elements and requirements of the EIT Label, and how the proposed programme differentiates from existing ones in the Master School and complements the Master School study offer.

While our current Master School programmes are based on the two-year double-degree model, we also accept proposals for programmes based on alternative formats if they align with the EIT Label key principles and OLOs and maintain the commitment to technical excellence and entrepreneurial impact.

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

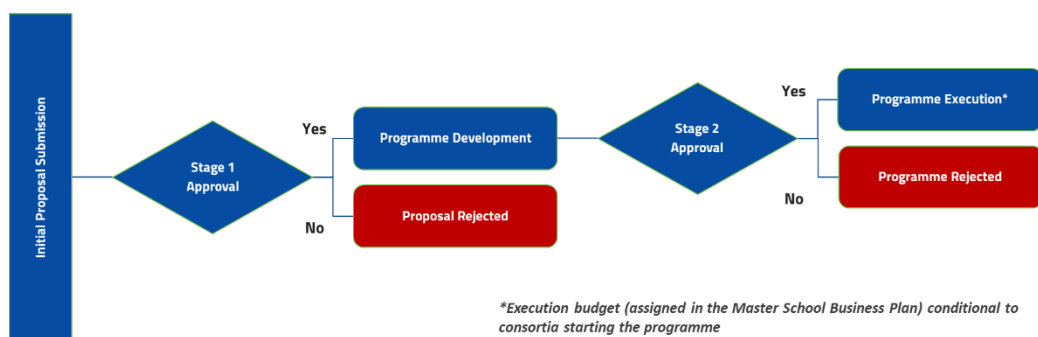


Figure 3: Two-step approval process

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

Potential: To enrol a minimum of 20 students in the first programme cohort (2028) with the potential to increase this number in subsequent cohorts. The programme should have the potential to continue to run independently of EIT Urban Mobility funding after the first four cohorts.

Other:

- The first students are expected to enrol during autumn 2028. Proposals should indicate the expected number of enrolled students in the programme and provide a clear plan to expand student intake in future years, including a marketing and recruitment plan.
- The programme will have to apply to the EIT Label for degree programme once it has its first students enrolled.
- As a key element of the EIT Label, the programme is expected to engage with a variety of public and private stakeholders, including large industries, SMEs, the public sector, as well as research institutes and civil society (e.g., local communities, informal collectives and interest groups).
- Entry requirements for the programme should be clear and possible to attract a high number of applicants.
- Proposals can request a duly justified programme development budget of up to 120,000 EUR. When the programme is approved for execution/implementation, budgets will be allocated via the EIT Urban Mobility Business Plan. This includes financial support for the local management and coordination of the programme, participation fee reimbursements and innovation and entrepreneurship content and activity development.
- Consortia must have a minimum of two partners, and this activity must be led by a higher education institution. Industry partners can also be part of the consortia.
- New EIT Urban Mobility Master programmes must comply with the EIT Label quality standards. Organisers are required to provide to EIT UM all the necessary information and documentation about the programme to prove EIT Label compliance.

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

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

New universities joining the existing EIT Urban Mobility Master School programmes (MSA3)

Scope: This activity topic is open to **mono-participant proposals**. Based on the existing portfolio of EIT-labelled Master Programmes in EIT Urban Mobility Master School, EIT Urban Mobility is looking to expand

the number of partner universities in each programme, including in new geographies. All proposals should provide a clear and detailed overview on alignment with the programme they wish to join, clearly indicating their own programme with which they would be participating, including detailed curricula, admission requirements and awarded degree title.

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

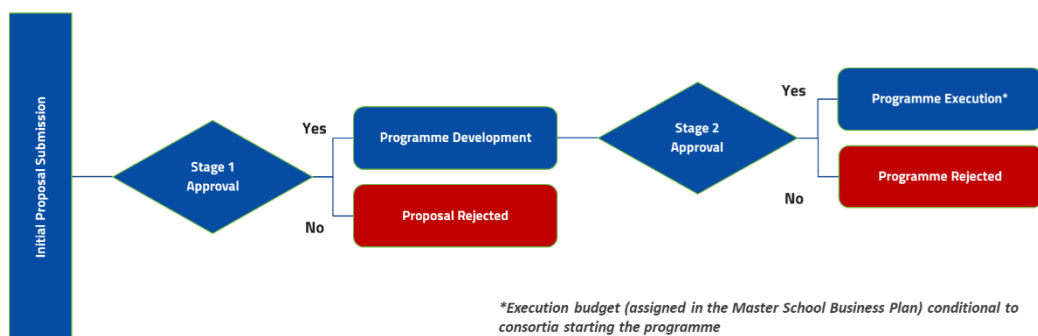


Figure 4: Two-step approval process

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

MSc Sustainable Urban Mobility Transitions (MSA3SUMT)

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

MSc Smart Mobility Data Science and Analytics (MSA3MDSA)

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

MSc Business Engineering in Urban Mobility (MSA3BEUM)

“Business Engineering in Urban Mobility” is looking for new university partners running MSc urban mobility related programmes in English to join our EIT labelled double degree Master programme. For detailed information on the BEUM programme, see [the BEUM programme webpage](#). You are encouraged to

additionally check each partner university programme website for details on the curricula and checking full alignment.

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

Potential: Universities joining existing Master School programmes should be able to start promoting the programme in autumn 2027 and enrol the first students in 2028. Each partner university should enrol a minimum of 10 students per programme cohort.

Other:

- The programmes with which universities apply to join the Master School should have admission requirements that are compatible with the programmes they wish to join. Stricter admission requirements will not be considered.
- New EIT Urban Mobility Master School partners are required to adhere to the rights and obligations of the Master School Agreement by signing this document before they start implementing the programme.
- Proposals can request a duly justified programme development budget of up to 40,000 EUR to cover costs related to programme alignment with the existing consortium of universities delivering the existing EIT Urban Mobility Master programme and administrative costs of joining the EIT Urban Mobility Master School. Universities who then formally join the EIT Urban Mobility Master programme they apply for will be allocated budget via the EIT Urban Mobility Business Plan. This includes financial support for the local management and coordination of the programme, participation fee reimbursements and innovation and entrepreneurship content and activity development. In addition, EIT Urban Mobility covers the costs of the Summer Schools, the kick-off and graduation events, therefore these costs are not to be included as part of the proposal.
- New universities joining the existing EIT Urban Mobility Master School programmes must comply with the EIT Label quality standards. Organisers are required to provide to EIT UM all the necessary information and documentation about the programme to prove EIT Label compliance.

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

KPI Code	KPI description	Minimum target expected in the first iteration of the programme
EITHE07.1	Graduates from EIT labelled programmes Sum of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 10 <i>(a minimum target of 10 students graduating per programme cohort, per university)</i>

I&E programmes, at Master level, that join the EIT Urban Mobility I&E Fellowship (MSA4)

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

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

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

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

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

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

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

Other:

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

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

-After the first year, the budget will be assigned via Business Plan based on the terms and conditions of the EIT Urban Mobility I&E Fellowship Agreement and that may differ from the initial budget of 30,000 EUR granted to join the Fellowship through this Call. - I&E programmes, at Master level, that join the EIT Urban Mobility I&E Fellowship must comply with the EIT Label quality standards. Organisers are required to provide to EIT UM all the necessary information and documentation about the programme to prove EIT Label compliance.

Mandatory KPIs:

KPI Code	KPI description	Minimum target expected in the first iteration of the programme
EITHE07.1	Graduates from EIT labelled programmes Sum of graduates from EIT labelled Masters, PhD programmes and other education activities awarded EIT Label (in year N)	Minimum 6 (students per programme cohort, per university)

Other educational activities contributing to KPI EITHE05.1 (startups created by students and graduates from EIT Labelled programmes) (MSA5)

Scope: This activity topic is open to **multi-participant and mono-participant** proposals. We are looking for activities that go beyond entrepreneurial awareness and move directly into student venture building, effectively bridging the gap between academic learning and market entry. The primary goal is the conversion of student-led innovation into legally incorporated startups. Some examples of activities that could be funded under this category are student venture and incubation programmes, support for market validation and testbeds for student innovations, student co-founder matchmaking, specific training programmes and workshops addressing must-haves for student founders. Other activities can be considered provided they demonstrate a clear path towards achieving KPI EITHE05.1.

The proposals are expected to provide full details of:

- Clear process for selecting student projects and innovations and filtering them towards incorporation.
- Proposed methodology for supporting student founders and training going beyond traditional classroom/lecture type.
- How student founders will connect with other stakeholder groups, such as industry and cities.
- The potential impact and scalability of the proposed activities.
- Specific benefits and potential incentives for students who take part in the activities proposed.

Financial sustainability: Depending on the characteristics of the project, a minimum revenue to EIT Urban Mobility from participation fees or sponsorships will be positively assessed.

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

- Activities that contribute to achieving KPI EITHE05.1 must comply with the EIT Label quality standards. Organisers are required to submit the course design information through the EIT Label platform to undergo an external evaluation, which will confirm the programme’s alignment with these standards. EIT Urban Mobility will provide support throughout the process, including guidance on refining the course design to improve overall quality and ensure full alignment with the EIT Label requirements.

Mandatory KPIs:

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

3.1.7. Cross-cutting considerations for all Activity topics

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

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

3.2. Main requirements for applicants

In addition to the requirements for the admissibility and eligibility check (sections 5.1 and 5.2), applicants must demonstrate:

- Capacity to deliver the proposed activity in line with the objectives of the EIT Urban Mobility Master School and/or the EIT Urban Mobility I&E Fellowship, as applicable.
- Proven academic, technical and organisational capacity to design, implement, monitor and report on the proposed activity.
- A clear understanding of the EIT Urban Mobility education model, including its focus on innovation and entrepreneurship, international collaboration, challenge-based learning and contribution to societal impact.
- Capacity to align the proposed activity with the relevant EIT Label requirements.

- Capacity to contribute to the achievement of the mandatory KPIs set for the relevant activity topic.
- Capacity to ensure adequate project management, internal coordination, quality assurance and risk management throughout the implementation of the activity.
- Capacity to comply with EIT Urban Mobility requirements related to branding, communication, monitoring, reporting and contractual management.
- Where relevant, capacity to contribute to the financial sustainability of the activity, including through student recruitment, revenue generation, participation fees, sponsorships or other justified mechanisms, as described under the corresponding activity topic.
- Where applicable, capacity to engage relevant external stakeholders, such as industry, cities, public authorities, research organisations, civil society actors or other ecosystem partners, in support of the proposed activity.

In addition, the following requirements apply depending on the activity topic:

- For MSA1 and MSA2, proposals must be submitted by a multi-participant consortium.
- For MSA3 and MSA4, proposals must be submitted by a single applicant.
- For MSA5, proposals may be submitted either by a single applicant or by a multi-participant consortium, depending on the nature of the proposed activity.
- Where the activity topic requires or strongly relies on higher education delivery, the applicant(s) must be higher education institution(s). For MSA2, the activity must be led by a higher education institution.
- If applying as a consortium, the roles and responsibilities of each partner must be clearly defined in the proposal. The added value of each partner must be explicit and relevant to the objectives of the proposal.
- Each consortium must appoint a Lead Partner. The Lead Partner shall:
 - act as the single point of contact with EIT Urban Mobility;
 - bear primary responsibility for the overall coordination, implementation and reporting of the project;
 - ensure compliance with the Financial Support Agreement and all applicable contractual obligations;
 - coordinate internal governance, risk management and quality assurance within the consortium;
 - where applicable, coordinate the collection and reporting of revenues and ensure compliance with the financial sustainability requirements set out in this Call.

More details on the evaluation criteria can be found in section 6.2.2. Award criteria.

3.3. Membership

EIT Urban Mobility is Europe's largest community for urban mobility innovation. By partnering with EIT Urban Mobility, you will tap into a dynamic network and have the opportunity to collaborate with top innovators, enhance your visibility, access crucial funding opportunities, and test your ideas in real-world environments.

If an application is selected for funding, all applicants will be required to pay the corresponding membership fee so to become a member of our community. More details on the membership fees: <https://www.eiturbanmobility.eu/our-community/become-a-partner/>.

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

Details on available membership categories and annual fees are available on the [General Terms and Conditions for Partners](#) for you to select the one that suits you best. Membership conditions and fees may be updated. Any changes will be communicated well in advance.

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

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

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

3.4. Main requirements for project implementation

3.4.1. Project duration

This Call is open to proposals of 9 to 12 months (until December 31st, 2027), depending on the type of planned activities.

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

3.4.2. Project implementation

Projects funded under this Call must be implemented in accordance with the requirements set out by EIT Urban Mobility and the conditions of the Financial Support Agreement.

Project implementation must follow the principles of transparency, sound financial management, and responsible use of public funds. Beneficiaries are required to:

- implement their project activities within the maximum duration given by the call
- established compliance with the specific deliverable and KPI requirements
- comply with visibility, communication, dissemination, and IPR obligations defined in the Financial Support Agreement
- ensure that all activities are carried out in line with the principles of gender equality, diversity and inclusion, in line with Annex 5 of the Horizon Europe Model Grant Agreement and with [the EIT Gender Equality Policy and Action Plan 2025-2027](#)

Subgrantees are expected to engage proactively with EIT Urban Mobility during the implementation period, including responding to information requests, participating in follow-up checks, and submitting deliverables and KPIs within the deadlines. Failure to comply with the implementation requirements may result in the withholding of subsequent grant instalments or termination of the support.

3.4.3. Deliverables

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

Proposals should include a list of deliverables that demonstrate the work performed and results achieved. Consortia are encouraged to limit the number of deliverables included in the proposal.

The minimum core deliverables expected from the projects are shown in the table below are applicable to all proposals for all activity types, MSA1-MSA5. This provides the **list of mandatory deliverables** to be submitted during the project implementation.

Deliverable	Description
1. Student Recruitment Plan	A clear recruitment plan specifying targeted marketing actions and channels used, including timeframes and expected number of students applying and enrolling. The plan must include: (1) expected student profile and audience segmentation (academic level, background,

	<p>motivation), (2) outreach strategy, and (3) foreseen barriers to enrolment together with proposed mitigation measures. The plan should also include specific measures to promote gender balance and diversity, such as outreach initiatives aimed at women and under-represented groups, inclusive selection criteria, and collaboration with partner institutions and networks that support equity in education.</p> <p>Deadline: 28th February 2027</p>
<p>2. Curriculum/Activity Design and Outline</p>	<p>Detailed outline of the programme. This deliverable must provide the core structure and content of the proposed activity.</p> <p>For MSA1 and MSA5, this deliverable must include: (1) the programme’s ILOs and their alignment with the EIT OLOs, (2) planned learning activities contributing to the development of these outcomes, and (3) assessment methods used to evaluate the development of the defined skills. Information on the internal approved EIT Label Step 1 must be part of this deliverable.</p> <p>Deadline: 31st May 2027</p> <p>For MSA2, MSA3 and MSA4, the deliverable must include course titles, descriptions, assessment methods, number of ECTS, and the schedule indicating when each course will be offered. Intended ILOs must be defined for each course and aligned with the EIT OLOs.</p> <p>Deadline: 31st August 2027</p>
<p>3. Activity report</p>	<p>Report presenting the activities implemented, including a summary of the main outputs, results achieved and any deviations from the initial plan.</p> <p>Deadline: 31st December 2027</p> <p>For MSA1 and MSA5, the report must also include the results of the activity surveys, including participant feedback and an analysis of the outcomes. Information on the internal approved EIT Label Step 2 must be part of this deliverable.</p>

3.4.4. Key Performance Indicators (KPIs)

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

KPI Code	KPI description	Minimum Target expected
EITHE05.1	<p>Startups created by students and/or graduates from EIT labelled programmes</p> <p>Number of start-ups established in year N by students enrolled and graduates from EIT labelled MSc and PhD programmes or by learners / participants in other EIT labelled activities. To be eligible, a start-up should be created during an EIT labelled programme (by students, participants) or within 3 years from the graduation (by graduates) or within 1 year in case of other EIT Label activities</p>	Detailed per Activity in section 3.1.6
EITHE07.1	<p>Graduates from EIT-labelled programmes</p> <p>Sum of graduates from EIT labelled programmes and courses in a year.</p>	Detailed per Activity in section 3.1.6

3.4.5. Monitoring and reporting

EIT Urban Mobility will monitor the implementation of the selected projects to verify compliance with the Call conditions and the Financial Support Agreement in line with the Project Implementation Handbook. Subgrantees must submit all mandatory deliverables and KPIs within the established deadlines. Payments are released only after approval of the required documentation as specified in the Project Implementation Handbook.

The monitoring will focus on tracking the progress and impact of the projects. This includes:

- Monthly or by-weekly recurrent meeting between the consortia’s lead and EIT Urban Mobility project responsible for checking on the programme’s milestones, development and feedback.

Subgrantees must provide any additional information or documentation requested by EIT Urban Mobility for verification purposes and must promptly report any issue or delay affecting the project’s progress.

A formal ex-post impact assessment might be conducted by EIT Urban Mobility within at least 5 years of the project’s completion.

Detailed monitoring, reporting and documentation requirements are further described in the Project Implementation Handbook.

3.4.6. Fast-tracking of projects

The successful execution and completion of the activities financed under the framework of the present call may unlock the possibility of receiving additional EIT Urban Mobility funding for upscaling proposals after project completion. This process is regulated by the provisions included in EIT Urban Mobility’s Guidance on the fast-track mechanism. Projects awarded within the framework of this call may, where duly justified and in accordance with the applicable EIT provisions, be granted an extension and/or additional financial support under the terms of a direct award.

4. Financial aspects of the call

4.1. KIC funding

The total **indicative EIT funding** allocated to this Call is **1,400,000 EUR**. The amounts will be allocated according to estimations outlined in the table below.

Scope of Activities	Maximum EIT funding	Indicative number of projects to be funded ³	Maximum EIT funding per project per year
Summer schools for Master students (MSA1)	800,000 EUR	4	200,000 EUR
New EIT Urban Mobility Master programmes (MSA2)	120,000 EUR	1	120,000 EUR (if a programme is approved for execution, budgets will be allocated via the EIT Urban Mobility Business Plan, in accordance with the terms and conditions of the Master School Agreement).
New universities joining the existing EIT Urban Mobility Master School (MSA3)	120,000 EUR	3	40,000 EUR (if a university is selected to join the Master School, budgets will be allocated via the EIT Urban Mobility Business Plan, in accordance with the terms and conditions of the Master School Agreement).

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

I&E programmes, at master level, that join the EIT Urban Mobility I&E Fellowship (MSA4)	90,000 EUR	3	30,000 EUR (to cover administrative costs related to the monitoring and tracking of students enrolled in the Fellowship, alignment with EIT Urban Mobility programme branding requirements, and any other related costs).
Other activities that contribute to achieving KPI EITHE05.1 (start-ups created by students and graduates from EIT labelled programmes) (MSA6)	270,000 EUR	3	90,000 EUR

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

4.2. Co-funding rate

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

4.3. Payment arrangements

The details related to the instalments and final payment conditions (payment structure, etc.) are defined in Section 8 of the Project Implementation Handbook. Based on these provisions, different payment percentages are foreseen for partners involved in projects.

4.4. Financial sustainability requirements

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

Please refer to Section 3.1.6 for the specific financial sustainability requirements per type of activity. Proposals for activities with FS requirements, should present a clear marketing and student recruitment plan addressing how they will be able to achieve the targets and expand the student intake in future years, outlining the expected revenue forecast. Proposals should also address if they benefit from other non-EIT funding, such as national and international public funding, private sponsorship, and/or other grants.

4.5. Cost eligibility

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

5. Call criteria

Following the deadline for submission, the admissibility, eligibility, exclusion and selection criteria checks will be performed for each proposal in line with the following criteria.

These checks are carried out by EIT Urban Mobility staff in line with the principles of transparency, equal treatment and non-discrimination.

5.1. Admissibility

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

- Applications must be submitted before the call deadline (see Section 2 above).
- Applications must be submitted using the forms provided inside the EIT Urban Mobility electronic submission system (see Section 2 above).
- Applications must be complete and contain all parts and mandatory annexes and supporting documents. The structure and presentation must correspond to the instructions given in the forms.
- Applications and their supporting documents must be written in English, and must be readable, accessible and printable.
- Applications must respect the characters' limits established in the application form.

Any proposals submitted after the deadline will be inadmissible. Only proposals satisfying all the admissibility criteria shall pass on to the eligibility criteria assessment stage.

5.1.1. Rectification process

In the case of missing information or obvious clerical errors linked to the Partner Information Form (PIF), applicants will be given **five calendar days**⁴ after receiving the official communication to complete or

⁴ A few additional days might be granted according to the circumstances (i.e. public holidays/weekends). In such cases, the Project Leader will be informed by email of the exact period.

correct the PIF and resubmit it. If the Project Leader responds positively to this requirement within the time limit, the proposal will progress to the next stage of the evaluation process. If the Project Leader fails to respond or responds after the deadline, the proposal will remain inadmissible and will not be further processed.

5.2. Eligibility criteria

Following the admissibility check, only proposals complying with the following conditions will be considered eligible for further evaluation.

A proposal will be eligible if it fulfils the following criteria:

- **Applicant Eligibility:** This Call is open to all legal entities established in the Member States of the European Union and/or in Third countries associated with Horizon Europe⁵.
- **Applicant Registration:** All consortium partners must complete the **Partner Information Form (PIF)** in the NetSuite online submission tool, including their **correct PIC number**.
- **Consortium Composition:** Proposals can be mono-beneficiary or multi-participant:
 - **Mono-participant proposals:** Mono-participant proposals must be submitted by legal entities established in one **EU Member States and/or Third countries associated to Horizon Europe**.
 - **Multi-participant proposals:** Must consist of **at least two independent entities from two different eligible countries**.⁶

In the case of multi-participant proposals that involve entities from one country only and mono-participant proposals, the consortia shall explain how they are going to achieve the pan-European dimension in their projects.

⁵ Main office: The primary legal seat of the entity, as stated in the company's or organisation's official registration certificate issued by a competent national authority. The address must be valid and verifiable through public business registers. Permanent branch/office: A formally registered local establishment or branch legally authorised to operate in the host country. A coworking space, representative agent, or remote employee presence does not qualify as an office for this requirement. The branch must have a valid registration number issued by a competent authority in the host country (e.g. national business register). The office must be operational at the time of proposal submission and throughout the project implementation.

⁶ In the event that a single consortium partner is ineligible, this partner must withdraw. EIT Urban Mobility will then check whether the proposal is still eligible. The Project Leader will be informed accordingly.

5.2.1. EU restrictions on participation

- **EU restrictive measures** — Entities subject to EU restrictive measures under Article 29 of the Treaty on the European Union (TEU) and Article 215 of the Treaty on the Functioning of the EU (TFEU)⁷ as well as Article 75 TFEU⁸, are not eligible to participate in any capacity, including as beneficiaries, affiliated entities, associated partners, third parties giving in-kind contributions, subcontractors or recipients of financial support to third parties (if any).

Special rules also apply to entities covered by Commission Guidelines No 2013/C 205/0522⁹.

- **Legal entities established in Russia, Belarus, or in non-government-controlled territories of Ukraine** — Given the illegal invasion of Ukraine by Russia and the involvement of Belarus, there is currently no appropriate context allowing the implementation of the actions foreseen in this programme with legal entities established in Russia, Belarus, or in non-government-controlled territories of Ukraine. Therefore, even where such entities are not subject to EU restrictive measures, such legal entities are not eligible to participate in any capacity. This includes participation as beneficiaries, affiliated entities, associated partners, third parties giving in-kind contributions, subcontractors or recipients of financial support to third parties (if any). Exceptions may be granted on a case-by-case basis for justified reasons.

With specific regard to measures addressed to Russia, following the adoption of the Council Regulation (EU) 2024/1745 of 24 June 2024¹⁰ (amending Council Regulation (EU) No 833/2014 of 31 July 2014) concerning restrictive measures in view of Russia's actions destabilising the situation in Ukraine, legal entities established outside Russia but whose proprietary rights are directly or indirectly owned for more than 50% by a legal person, entity or body established in Russia are also not eligible to participate in any capacity.

- **Measures for the protection of the Union budget against breaches of the principles of the rule of law in Hungary** — Following the Council Implementing Decision (EU) 2022/2506, as of 15 December 2022, no legal commitments can be entered into with Hungarian public interest trusts established under the Hungarian Act IX of 2021 or any entity they maintain. Affected entities may continue to apply to calls for proposals and can participate without receiving EU funding, as associated partners, if allowed by the call conditions. However, as long as the Council measures are not lifted, such entities are not eligible to participate in any funded role (beneficiaries, affiliated entities, subcontractors, recipients of financial support to third parties, etc.). In case of multi-beneficiary grant calls, applicants will be invited to remove

⁷ Please note that the EU Official Journal contains the official list and, in case of conflict, its content prevails over that of the [EU Sanctions Map](#)

⁸ Please note that the EU Official Journal contains the official list and, in case of conflict, its content prevails over that of the [EU Sanctions Map](#)

⁹ Commission guidelines No [2013/C 205/05](#) on the eligibility of Israeli entities and their activities in the territories occupied by Israel since June 1967 for grants, prizes and financial instruments funded by the EU from 2014 onwards (OJEU C 205 of 19.07.2013, pp. 9-11)

¹⁰ OJ L 229, 31.7.2014, p. 1–11

or replace that entity in any funded role and/or to change its status into associated partner. Tasks and budget may be redistributed accordingly.

- **Restrictions for the protection of European communication networks** — The protection of European communication networks has been identified as an important security interest of the Union and its Member States¹¹. For further information, please refer to the Horizon Europe, Work Programme 2025, General Annexes, B – Eligibility on page 14¹².

5.3. 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:¹³

- 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).

¹¹ European Council conclusions of 1 and 2 October 2020 (EUCO 13/20), point 11; Council Conclusions on the significance of 5G to the European Economy and the need to mitigate security risks linked to 5G, 14517/19.

¹² https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/horizon/wp-call/2025/wp-14-general-annexes_horizon-2025_en.pdf

¹³ 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).

- Have misrepresented information required for participating in the EIT Urban Mobility funding scheme or fail to submit such information.
- Were involved in the preparation of any documentation regarding this call or are involved in the evaluation process of this call, and this entails a distortion of competition.
- Are found to be attempting to influence the decision-making process of the call during the process.
- Attempting to obtain confidential information that may confer upon its undue advantages in the call process.

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

5.4. Selection criteria

The selection criteria applied to this call are limited to the criteria described in **Section 6. Evaluation procedure**.

5.4.1. Financial capacity criteria

Applicants must have stable and sufficient resources to successfully implement the projects and contribute their share. In accordance with Article 27 of the Horizon Europe Regulation, the financial capacity shall be verified for the coordinator if the requested funding is equal or greater than EUR 500 000. If there are grounds to doubt the financial capacity of an applicant, the KIC shall also verify the financial capacity of the applicant, or of the coordinator even where the requested funding is below the threshold referred to above.

If requested by the KIC, successful applicants will go through the financial capacity check process of the Partners Validation Service of the KICs (i.e. a shared service led by EIT Urban Mobility KIC).

By submitting the proposals, the applicants confirm that they have stable and sufficient financial resources to successfully implement the proposals in which they participate.

If an applicant is participating in several projects, it must have sufficient financial capacity to implement them in parallel.

At the proposal submission stage, the coordinator will be asked to confirm that the organisation has carried out a self-check of the financial capacity of the organisation through the financial self-check tool¹⁴ or has been covered by a financial viability check for an EU project for the last closed financial year.

¹⁴Regulation (EU) 2021/819

If, after the financial capacity check, a coordinator's/applicant's financial capacity is considered not satisfactory, further information may be required and further measure(s) may be applied by the KIC:

- an enhanced financial responsibility regime, i.e. joint and several responsibility for all beneficiaries or joint and several liability of affiliated entities;
- the financial capacity of the applicant may be structurally guaranteed by another legal entity/ies;
- prefinancing paid in instalments;
- the KIC may propose no prefinancing;
- the activities may be subject to additional monitoring and reporting based on an action plan;
- the KIC may request that the applicant is replaced or, if needed, reject the entire proposal.
- the KIC may request that the applicant is replaced or, if needed, reject the entire proposal.

5.4.2. Operational capacity criteria

Applicants must have the experience, the know-how, qualifications and resources to successfully implement their tasks in the project and contribute their share.

The operational capacity assessment is based on the competence and experience of the applicants and their project teams, including their operational resources (human, technical, and other), as further described in Section 6 under Award Criteria.

The requirements set out in Section 3.2 form the basis for the assessment of operational capacity. Applicants must demonstrate:

- Relevant experience in activities similar to the proposed action.
- Adequate human resources and organisational capacity.
- Capacity to manage and implement the proposed activity, including coordination and quality assurance.
- For consortia, a clear allocation of roles and responsibilities.

By submitting the proposal, the applicant(s) confirm that they have the experience, know-how, qualifications and operational resources (human, technical and other) to successfully implement the proposals.

If an applicant is participating in several projects, it must have sufficient operational capacity to implement them in parallel.

If needed, EIT Urban Mobility may request additional documents to confirm the operational capacity of the applicants, such as:

- information on the staffing situation of the applicant;

- profiles (qualifications and experiences) of the staff responsible for managing and implementing the activities,
- description of the participants in project;
- activity reports of last year(s);
- information and list of other projects implemented.

EIT Urban Mobility may request additional documentation where necessary.

6. Evaluation procedure

6.1. Admissibility and eligibility, exclusion and selection stages

All proposals received are first checked against the Admissibility, Eligibility, Exclusion and Selection criteria (Section 5). These checks are carried out by EIT Urban Mobility staff in line with the principles of transparency, equal treatment and non-discrimination. Only proposals that successfully pass these checks proceed to the evaluation stage.

6.2. Evaluation of proposals

The purpose of this evaluation is to determine a proposal's suitability for funding that has passed all previous checks.

6.2.1. Assessment methodology

The evaluation process is conducted in accordance with the principles of transparency, equal treatment, confidentiality, and the absence of conflicts of interest. All evaluators are required to complete and sign a declaration of confidentiality and non-conflict of interest prior to participating in the process.

The evaluation is structured in two stages:

Stage 1: External experts evaluation

Stage 2: Selection Committee evaluation

Proposals are assessed in accordance with the following scoring system:

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

Scores for each criterion range from 0 to 5. In cases where a criterion carries additional weight, this score is multiplied by the assigned weighting factor. For example, a criterion with a weight of 2 will have a maximum possible score of 10 points (5 points × 2).

6.2.2. Award criteria

Stage 1 evaluation

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

These criteria will be assessed according to the following scores:

A) Excellence	Maximum score
Clarity and relevance of the proposal, and quality of the proposed approach	25 points
The proposal clearly defines its objectives and addresses a relevant need. It specifies the target audience and explains how the activity differs from existing offers.	5 points
The learning and teaching activities support active and authentic learning experiences (i.e. learning by doing, hands-on approach) and are appropriate for the activity goals and target audience. The assessment methods are aligned with the intended learning outcomes and are suitable to measure the targeted skills and knowledge.	10 points (5 points x 2)

The proposal contributes to building a highly skilled European workforce, with innovation and entrepreneurial capacity that reflect societal needs.	5 points
The proposal demonstrates the integration of the gender and diversity dimension.	5 points
B) Impact	Maximum score
Ambition of the proposal and contribution to expected impact	15 points
The proposal presents a clear and realistic approach to attracting students. It defines the marketing and recruitment channels to be used and demonstrates the potential to reach and enrol a high number of students. The approach is supported by relevant previous experience or results.	5 points
The proposal defines its expected impacts in a clear and measurable way. It explains how impact will be monitored during and after the activity. It includes a plan to collect and use participant feedback. It outlines how results will be communicated to maximise their reach.	5 points
The proposal expected outcomes allow for future replication, scalability and transferability. It demonstrates the potential for long-term continuation beyond the initial funding period and shows how student demand can be sustained or increased over time.	5 points
C) Quality and efficiency of the implementation	Maximum score
Coherence and effectiveness of the workplan	5 points
The activities proposed in the workplan are aligned with the proposal's objectives, expected results and KPIs. The allocation of tasks, resources and budget is appropriate and demonstrates value for money.	5 points
Appropriateness of the management structures and procedures	15 points
The proposal presents a clear and appropriate management structure. It ensures effective coordination, use of resources, and quality assurance. It includes a contingency plan for potential risks. Where applicable, the project foresees appropriate measures for managing intellectual property related to its outcomes.	5 points
The applicant(s) have the necessary competences to implement the activity. Roles and responsibilities are clearly defined. For consortia, the partners are complementary. Attention is given to gender balance in the team composition.	10 points (5 points x 2)

D) Strategic fit and EU dimension	Maximum score
Alignment with EIT Urban Mobility strategic agenda and priorities	10 points
The proposal clearly contributes to the EIT Urban Mobility strategic objectives. It reflects knowledge triangle integration and demonstrates an appropriate EU dimension.	5 points
The proposal is aligned with the Call specific requirements (Section 3.1). It demonstrates a credible approach to financial sustainability, including realistic assumptions on student demand, revenue generation or cost-efficiency, and contribution to the achievement of the relevant KPIs.	5 points

The total scoring of 70 points is distributed as follows:

	Maximum score	Minimum qualifying score
Excellence	25 points	13 points
Impact	15 points	8 points
Implementation	20 points	10 points
Strategic Fit and EU dimension	10 points	5 points
Total points	70 points	

Only proposals ranked **equal or over 40 points** (threshold) will be passed to the next stage (Selection Committee). In addition to the overall threshold of 40 points required to proceed to Stage 2, proposals must achieve the minimum qualifying score for each evaluation criterion as specified above.¹⁵ Proposals failing to meet any of these minimum scores will not be considered for further evaluation, regardless of their total score.

Stage 2 evaluation

The second stage of the evaluation will be carried out by the Selection Committee which is composed of at least two members of the EIT Urban Mobility Executive Management Team (or their deputies). The Selection Committee will consider the following criteria:

¹⁵ The minimum qualifying scores per criterion are set to ensure a balanced level of quality across all aspects of the proposal.

Business intelligence	Maximum score
Relevance of the proposal for the Master School and/or Fellowship portfolio	15 points
Relevance of the proposal for the Master School and/or Fellowship portfolio. It considers programme balance and complements existing offers.	5 points
Contribution to geographic and sectoral coverage. It addresses gaps in the current portfolio.	5 points
Potential to strengthen the EIT Urban Mobility ecosystem and visibility.	5 points
Previous experience	Maximum score
Applicant's or consortium's track record in delivering activities aligned with the proposal	15 points
The applicant or consortium has a track record of delivering activities aligned with the proposal. It shows quality of implementation and results achieved.	5 points
The applicant or consortium has experience in student recruitment and programme delivery. It provides evidence of enrolment and completion rates.	5 points
The applicant or consortium has a track record of delivering activities aligned with the proposal. This is supported by previous projects or similar activities.	5 points

To be considered for funding, proposals must achieve a **minimum of 70 points from the combined score of both evaluation stages**: the external expert evaluation (Stage 1) and the Selection Committee evaluation (Stage 2). This threshold ensures that only proposals demonstrating sufficient overall quality and alignment with EIT Urban Mobility objectives are eligible for funding.

If two or more proposals receive the same score, priority will be given to proposals with a co-funding rate higher than 25%. If they have the same co-funding rate, prioritisation will be based on the following criteria, in order of importance: excellence, implementation and impact.

6.2.3. Results of the evaluation: award, reserve list

Based on the outcomes of the external experts and the Selection Committee, a ranking list will be determined.

If the number of eligible, high-quality proposals exceeds the available budget, a reserve list may be established. Proposals on the reserve list may be selected for funding if:

- additional budget becomes available, or
- an awarded applicant withdraws or is unable to complete the validation and contracting process.

EIT Urban Mobility retains the right to reach out to proposals listed on the reserve list within a year of selection.

6.3. Communication of evaluation results to applicants

6.3.1. Communication of evaluation results

Following the award decision, all applicants will be informed of the result in writing via email. All applicants will receive their assessment, including their score.

In case an applicant requests further clarification regarding the evaluation result, it may contact the KIC by email. Such requests will be replied to within 15 days (this deadline may be extended by the KIC with due justification).

Successful proposals will be invited to the financial support agreement preparation/validation stage; the other proposals will be put on the reserve list or rejected.

If the proposal is pre-selected, the evaluation results may include a set of conditions to improve the proposals, within a defined non-negotiable period. The Project leader of a conditionally preselected proposal must respond and update the proposal according to these conditions within this timeframe. If the Lead Applicant fails to comply with the conditions or does not respond before the deadline, EIT Urban Mobility reserves the right to withdraw the conditional notification. Should this occur, the applicant of the next proposal on the ranking list will be contacted.

6.3.2. Requirements for selected proposals

If the proposal is selected, the communication on the evaluation results may include a set of conditions as a result of the outcome of the evaluation. These requirements may not entail a substantial modification of the proposal.

The communication will establish a clear and non-negotiable deadline for the submission of the adjusted proposals.

Should all conditions be met within the established deadline, EIT Urban Mobility will initiate the validation process of each entity (e.g. legal entity validation, signature of Declaration of honour, if not yet provided, financial capacity check, if relevant) and then continue with the preparation of the Financial Support Agreements (FSAs).

If the applicant fails to comply with the provided conditions or does not respond within the time allocated, EIT Urban Mobility reserves the right to withdraw the conditional notification. Should this occur, the next proposal will be contacted following the ranking list.

6.4. Standstill period

A mandatory standstill period of at least 30 days shall apply between the communication of the evaluation results to applicants and the signature of the Financial Support Agreements (FSAs). This period is counted from the day after the dispatch of the communication of results.

6.5. Appeal process

Applicants wishing to contest the outcome of the admissibility, eligibility, evaluation or selection process may do so in accordance with the EIT Urban Mobility Appeal Procedure, available in the list of reference documents for this Call.

7. Proposal submission process

Before starting to draft a proposal, **all applicants** must follow the following steps:

Step 1: Obtain a Participant Identification Code (PIC)

All applicants submitting to this Call must register themselves in the [EU Funding & tender opportunities portal](#) to obtain a valid **nine digit PIC number**.

If the applicant already has a PIC, no new registration is required.

If you do not know if you already has a PIC number, you can verify directly on the EU Portal (click [here](#)).

Step 2: Register or access the EIT Urban Mobility Programmes Portal (NetSuite)

- If you are already registered in the EIT Urban Mobility Programmes Portal ([NetSuite](#)), please log in by going to step 3.
- If you have never registered in the system, please go to the [Programmes Portal](#) and click on “Register”. Then select **Option 1: “I am an organisation/individual or an existing EITUM Academy student applying for EITM Calls”** and complete the **Partner Information Form (PIF)** with the required details.

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: Submit the application in NetSuite

Once registered and logged in, applicants must:

1. Access the EIT Urban Mobility **NetSuite** platform.
2. Navigate to: *Call for Proposals > Open Calls*.
3. Select the call **Master School and Fellowship Open Call 2027**
4. Complete all mandatory fields of the online **application form**.
5. Submit the complete proposal **before the relevant** deadline indicated in Section 2.

Applications submitted after the deadline will not be considered.

7.1. 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.

8. Other terms and conditions

8.1. Acceptance of the call conditions

EIT Urban Mobility reserves the right to make reasonable amendments and additions to the call conditions. Amendments and additions to the call conditions shall be valid only before the submission deadline, and if made available to all potential applicants at the same time on the call page.

EIT Urban Mobility may declare the call unsuccessful in case no applications are received, if the applications do not meet the admissibility, eligibility, exclusion and selection criteria, or if none of the applications reach the thresholds laid down in this call text.

By submitting the application form, the applicant agrees to the present call conditions. Applicants agree that they have no legal entitlement to funding.

8.2. Cancellation of the call

EIT Urban Mobility reserves the right to cancel the call at any time before the signature of the Financial Support Agreement(s) without the obligation to compensate applicants, in particular where its objectives can no longer be met, provided that the applicants are informed in a transparent manner in writing as follows:

- if the cancellation takes place before that award: on the call page of EIT Urban Mobility,
- if the cancellation takes place following the communication of the results to the applicants, during the standstill period, or anytime before the signature of the Financial Support Agreement: in writing directly to the selected applicants.

8.3. Data protection

EIT Urban Mobility ensures that any processing of personal data during the application and evaluation process shall be performed in accordance with Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016, on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and in accordance with Directive 95/46/EC (General Data Protection Regulation). As a data subject, you have the right of access, the right to rectification, the right to erasure, the right to restrict processing, the right to data portability, the right to object, and the right not to be subject to a decision based solely on automated processing. If you have a question about personal data processing or want to exercise your data subject rights, you can contact EIT UM at info@eiturbanmobility.eu.

The collected personal data will be used for the evaluation of the applications and the conduct of the call process. Subject to the applicant's consent, it may also be used to send newsletters, updates, and information about related initiatives, opportunities, or upcoming projects. Proposal information may be shared internally and, where necessary, with authorised evaluators and partners involved in the assessment and call process, subject to confidentiality obligations. EIT Urban Mobility may also retain and review your submitted proposal for the purpose of contacting you about future collaboration opportunities or programmes, regardless of the outcome of the specific call. The data controller is EIT Urban Mobility according to [Privacy Policy - EIT Urban Mobility](#).

Personal data will be deleted 5 years after the announcement of the results of the call in case of unsuccessful applications and 7 years for successful applicants.

By submitting your application to this call, you consent that EIT Urban Mobility will collect, transfer, process, store, and delete your data in accordance with the aforementioned conditions.

For more information on the processing of your personal data, please consult the privacy statement of EIT Urban Mobility at: [Privacy Policy - EIT Urban Mobility](#).

8.4. Confidentiality

EIT Urban Mobility undertakes to use any confidential information shared by the applicants solely for the purposes of the evaluation process.

Confidential information shall mean data and/or information (in any form) that is proprietary to, or possessed by, the applicants and not generally known to the public, or that has not yet been revealed whether in tangible or intangible form, that is identified as confidential in writing or when disclosed orally.

Confidential information included in the application form must be expressly labelled by the applicant as such in the form. As regards confidential information expressly labelled as such in the call process, EIT Urban Mobility undertakes to (i) not disclose them in any way and any form, without the prior written authorization of the applicant; and (ii) not to use them for purposes other than those strictly necessary for participation in the call.

Confidential information may be shared among EIT Urban Mobility and its subsidiaries (e.g. KIC Co-Location Centres) solely for the purposes of the call process. EIT Urban Mobility undertakes to impose this confidentiality obligation on its employees and the employees of its subsidiaries and its collaborators, as well as on independent experts and all subjects who, by virtue of participating in the conduct of the call, including as members of the Evaluation Committee, and EIT may have access to such confidential data and information.

The applicants agree that data and information regarding the selected projects' implementation (e.g. success stories) not labelled as confidential may be disclosed in connection with the activities of EIT Urban Mobility.

8.5. Avoidance of conflict of interest

EIT Urban Mobility is committed to ensure the avoidance of conflict of interest (regarding all actors) and comply with the principles of transparency, non-discrimination and sound financial management.

Measures to avoid potential Conflict of Interest or unequal treatment of applicants are ensured including through appropriate conflict of interest declaration and assessment process, established written communication channels and independent and fair complaints/redress procedures.

In case an applicant becomes aware of a potential conflict of interest affecting the conduct of the call process, it shall notify the EIT Urban Mobility of the conflict of interest without any delay.

8.6. Ethics and values

The proposal must comply with:

- ethical principles (including the highest standards of research integrity) and
- applicable EU, international and national law, including the Charter of Fundamental Rights of the European Union and the European Convention for the Protection of Human Rights and Fundamental Freedoms and its Supplementary Protocols.

No financial support/EIT funding can be granted, within or outside the EU, for activities that are prohibited in all Member States. No financial support/EIT funding can be granted in a Member State for an activity which is forbidden in that Member State.

Please refer to the financial support agreement for further requirements.

8.7. Intellectual property Strategy

“Intellectual Property Rights” or “IP” shall mean patents, utility certificates, utility models, (industrial) design rights, copyrights, database rights, trademarks, trade names and trade secrets, including moral rights and any applications, renewals, extensions, combinations, divisions, discontinuations or reissues of the foregoing, as defined in this Call and Annotated Grant Agreement.

Intellectual Property Rights owned or controlled by the applicants prior to the project (“Background IP”) shall remain the property of the applicants. Each Applicant and Beneficiary of the Call hereby represents and warrants that it owns, or has valid and enforceable rights to use, all intellectual property rights, know-how, data, and other materials (“Background IP”) necessary for the implementation of the project and for the creation of the Results and deliverables.

Each Applicant and Beneficiary further confirms that all required licenses, permissions, and approvals concerning such Background IP have been duly obtained and are sufficient to allow for its use, integration, and incorporation into the Results, as well as for the subsequent exploitation and dissemination of those Results in accordance with the applicable project agreements. The Applicant and Beneficiary shall be solely responsible for ensuring that the use of such Background IP does not infringe any third-party rights.

Each Applicant and Beneficiary agrees to indemnify, defend, and hold harmless EIT Urban Mobility, its governing bodies, employees, and representatives from and against any and all claims, liabilities, damages, losses, or expenses (including reasonable legal fees) arising from or in connection with: any breach of the above representations and warranties; any infringement or alleged infringement of third-party intellectual property rights related to the Background IP or its use within the project, in the Results and deliverables; any failure to secure the necessary rights, licenses, or permissions. The applicants and beneficiaries warrant that the deliverables do not infringe any third-party Intellectual Property Rights and shall indemnify and hold harmless EIT UM against any claims, damages, costs and expenses arising out of any alleged infringement resulting from EIT UM’s use of the deliverables.

To the extent that any Background IP is incorporated in or necessary for the use of the Deliverables, the applicants and beneficiaries grant to EIT UM a non-exclusive, royalty free, perpetual, worldwide and irrevocable licence, with the right to sublicense, to use such Background IP in connection with the Deliverables. -

Intellectual Property Rights in deliverables submitted by the applicants shall vest in EIT UM upon submission, due to the need of further implementation and execution of the project.

All applicants and beneficiaries shall fulfil their obligations under Horizon Europe, including obligations relating to ownership, protection, access rights, dissemination, exploitation, confidentiality, visibility, open science, and management of Results and deliverables, as set out in the Horizon Europe Model Grant Agreement, Financial Support Agreement, Consortium Agreement and provisions and EIT UM IP Policy.

Beneficiaries are responsible for protecting project results appropriately and must ensure that any exploitation or dissemination activities do not compromise with the protection or potential commercial use of such results. The granting authority and EIT UM shall not be held liable for any use that may be made of the results contained herein.

8.8. Withdrawal of the funding – Recovery of undue amounts

EIT Urban Mobility may withdraw the funding after its award and recover all payments made in line with the provisions of the Financial Support Agreement (Article 7.4.), including in the following cases:

- in case the applicant committed substantial errors, irregularities or fraud;
- in case the applicant committed serious breach of obligations under the Financial Support Agreement or during its award (including non-compliance with the call conditions, submission of false information, failure to provide required information, etc.)
- it is established that the awarded applicants were not eligible or should have been excluded.

8.9. Checks, reviews, audits and investigations

EIT Urban Mobility retains the right to initiate checks, reviews and audit on an applicant that has been awarded funding, in order to verify compliance with the requirements of the call conditions and of the legal and contractual framework referred to above.

EIT Urban Mobility may request any information and data from applicants that have been awarded funding for 5 years after completion for these purposes, as well as in relation to monitoring by the EIT.

In accordance with the Grant Agreement between the EIT and the KIC as well as the Financial Support Agreement, the EIT and/or the Commission, the European Anti-Fraud Office (OLAF), the European Public Prosecutor's Office (EPPO) and the Court of Auditors may carry out checks, reviews, audits and investigations in relation to the call and the implementation of the projects.

In addition, **according to our Project Implementation Handbook**, partners reaching a cumulative EIT funding level above the applicable threshold (€ 430,000) may be required to provide a **Certificate on Financial Statements (CFS)**.

Further details on the CFS obligations and procedures can be found in the **Project Implementation Handbook (Section 9)**.

8.10. Applicable law

The present call is governed by the applicable European Union legal framework (i.e. in particular the [EIT Regulation](#)¹⁶, the [EU Financial Regulation](#)¹⁷, the [Horizon Europe Regulation](#)¹⁸), supplemented if necessary by the national law of Belgium.

The applicants agree to observe the obligations outlined in the [Partnership Agreement](#) and the [Grant Agreement](#) signed between the EIT and EIT Urban Mobility. Applicants agree to comply with the terms of the Model Financial Support Agreement between successful applicants and EIT Urban Mobility, available at the Call webpage.

8.11. Settlement of disputes

All disputes arising out of or in connection with this Agreement, which cannot be solved amicably, shall be finally settled before the courts of Brussels.

¹⁶ Regulation (EU) 2021/819

¹⁷ Regulation (EU, Euratom) 2024/2509

¹⁸ Regulation (EU) 2021/695