

Master School & Fellowship Open Call 2027



Call Manual

RIS Education Open Call 2027

(under KIC Business Plan 2026-2028)

EIT URBAN MOBILITY

Barcelona | 15 July 2026

<https://www.eiturbanmobility.eu/>

History of changes

Version	Publication Date	Change	Page
1.0	01/06/2026	Initial version	
2.0	15/07/2026	Footnote 6 updated with right link about Third countries associated with Horizon Europe; Rectification period moved from section 5.1.1 to section 5.2.1	

Disclaimer

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.
FSTP	Financial support to third parties
RIS	Regional Innovation Scheme

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 services 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.

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:

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

- 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.

The submitted proposals must be aligned with SO2 - Close the knowledge gap and SO5 – Promote effective policies and behaviour change as well as fit the scope set out in section 3 below.

2. Overview of key information on the call

Call reference number, acronym	EIT Urban Mobility/RIS Education 2nd Open Call BP26-28
Call opening and deadline for applications	Call publication / opening: 1 June 2026 Deadline for applications: 8 September 2026, 17:00 (CEST, Brussels time)
Evaluation and implementation timeline (indicative)	Evaluation of proposals: September-October 2026 Communication of results to applicants: November - December 2026 Signature of the subgrant agreement: December 2026-January 2027 Tentative start of the projects: 1 January 2027 Tentative end of the projects: 30 November 2028
Maximum EIT funding allocated to this call	The maximum EIT funding allocated to this Call is up to €2,600,000.
List of call documents	• Call Manual • Guidelines for applicants • List of KPIs • Financial Support Agreement (FSA) template • Declaration of Honour (DoH) template •
List of other reference documents (with links)	• Appeal procedure • Communication guidelines • Glossary • Eligibility Expenditure • Horizon Europe Annotated Grant Agreement (AGA) • Project Implementation Handbook • IP Policy EIT UM • KIC Code of Conduct • EIT Impact Framework (2022-2027) • EIT Urban Mobility Strategic Agenda 2021-2027
Link to the submission portal	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. Step 2: Register in the Programmes Portal (NetSuite), the EIT UM application tool. 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>. Please follow carefully the steps explained in Section 7: Proposal submission process and in the Guidelines for Applicants.
Topics to be addressed	This call aims at funding projects that can support the overall RIS strategy and aims, offer high-quality education, reach a large audience and market, and gain recognition efficiently with a lasting effect. The EIT Urban Mobility RIS Education objectives are focused on capacity building in innovation and entrepreneurship and urban mobility. These objectives are reflected in the activity types proposed in this call. The activities responding to these objectives should aim to improve transferrable skills that will lead to further innovation and entrepreneurship in urban mobility in RIS countries. There are five general topics (RISE 1-5) that can be addressed by the proposals: RISE 1: Capacity-building (e.g. train the trainer, trainings aimed at improving innovation and entrepreneurial skills with a focus on urban mobility, programmes aimed at defining challenges, facilitating mutual learning, co-creating solutions) RISE 2: Education and training activities with a focus on innovation and entrepreneurship as well as urban mobility with a potential to reach a large audience and market, and gain recognition efficiently with a lasting impact RISE 3: Organisation of summer and winter schools for bachelor students in domain of area of innovation and entrepreneurship. RISE4: Scaling-up of local existing activities to reach wider audience and wider impact. RISE5: Network building with educational players
Contact point Q&A	Academy area for content, topic-related questions: academycall@eiturbanmobility.eu
Further information to interested applicants	To help applicants prepare and submit their proposals, EIT Urban Mobility will host an information session on 17 June 2026, 11:30-12:30 CEST. Please, register here.

3. Description of the call

3.1. Purpose and scope of activities

Background and context

EIT Urban Mobility's RIS is designed as a two-way interaction scheme. By sharing good knowledge triangle integration (KTI) practices and increasing activities in eligible countries, EIT Urban Mobility will gain access to productive inputs, business skills, talent, cooperation opportunities in education, markets and businesses with as yet untapped entrepreneurial potential, customers for innovative ventures, innovation, knowledge, know-how and technology transfer opportunities, additional testbeds for the application of innovative solutions, and access to co-funding options provided by EU, regional and national support schemes. In the medium term, EIT Urban Mobility's RIS is expected to facilitate the incorporation of relevant players in local innovation ecosystems into EIT Urban Mobility's ecosystems and to foster the KTI approach as a framework for the enhancement of innovation capacity. RIS calls aim to support cooperation with non-RIS areas. The overall purpose of EIT Urban Mobility's education activities is to close the knowledge gap within urban mobility, thereby enabling the development of mobility for liveable urban spaces. This includes fostering innovation and entrepreneurship skills within a lifelong learning perspective. Education activities focus on three main fields: the Master School, the Doctoral Training Network and the Urban Mobility Explained, our professional school that targets lifelong learning.

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

Scope of activities

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

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

Applicants are strongly encouraged to leverage and/or build on existing, proven activities and to target the knowledge triangle. Aspects that will be evaluated positively include: demonstrated synergies with other EU Initiatives, , wider entrepreneurship ecosystems (e.g. Start for Future⁵, Girls Go STEM), relevant pan-European networks and local, regional and national initiatives with the potential for high impact; the scaling up of local, regional and national activities to other geographical contexts and the local adoption

of international initiatives; and other options to support interoperability between RIS and non-RIS education systems and the opening up of new possibilities for RIS stakeholders.

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

Target groups of the RIS education activities include:

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

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

We welcome proposals for the following types of activities:

1. Capacity-Building in Innovation and Entrepreneurship (RISE1)

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

In practice, this may include the following:

- Training aimed at improving innovation and entrepreneurial skills on all sides of the knowledge triangle, including cities, universities/research and industry, with a focus on urban mobility.
- Training activities aimed at improving researchers' innovation and entrepreneurial skills to scale up and commercialise their research outputs.
- Projects focusing on teaching innovation and entrepreneurship skills to young people, especially young girls (aged 12-19 years). This may include the development of new courses and training in

collaboration with local schools or local or national educational institutions or synergies with existing local, regional, national or European initiatives such as Girls Go STEM.⁶

- Trainings in innovation and entrepreneurship aimed at professionals who are willing to upskill or reskill and embark on entrepreneurial journey.

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

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

Expected outcomes and impacts

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

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

Mandatory KPIs for proposals covering activity type RISE1:

KPI	Short title	Target per year
EITHE08.2 -EITRIS ⁷	Participants in (non-labelled) education and training with citizenship in EIT RIS countries Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.	Minimum 50
KONHE 21	New courses developed Number of new training courses for degree and non-degree education developed.	Minimum 1

Non-mandatory KPIs:

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

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

the KAVA) sold to customers OR a private investment attracted of at least 200 000 EUR into startup equity.

2. Education and Training Activities in Urban Mobility (RISE2)

Scope: Education and training activities with a focus on urban mobility. These activities should primarily target RIS regions but may be based on non-RIS concepts and activity partners and should have the potential to reach a wide audience and market and gain recognition efficiently, with a long-lasting, well-defined impact. The activities should be clearly based on a thorough analysis of sectoral and geographical needs and should contribute to a long-term increase in the innovation levels of the countries involved. Education activities that specifically target women are particularly welcome, with a view to raising awareness of the urban mobility industry and careers and learning opportunities amongst young women and increasing their representation in the urban mobility landscape. We welcome training activities in urban mobility that consider innovative teaching methods, hands-on knowledge applications and training courses consisting of several modules with a mix of theoretical and practical formats. The developed courses should be delivered across at least 3 teaching modules, creating a longitudinal learning experience for the participants and should involve self-study methods in between the modules.

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

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

Expected outcomes and impacts

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

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

Mandatory KPIs for proposals covering activity type RISE2:

KPI	Short title	Target per year
EITHE08.2 -EITRIS ⁸	Participants in (non-labelled) education and training with citizenship in EIT RIS countries Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT	Minimum 50

	RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.	
KONHE21	New courses developed Number of new training courses for degree and non-degree education developed.	Minimum 1

Non-mandatory KPIs:

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

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

3. Organisation of Winter and Summer Schools (RISE3)

Scope: The winter/summer school activity type focuses on innovation and entrepreneurship training in the context of urban mobility. Winter/summer schools are a combination of challenge-based courses and study trips. They should be organised in the winter of 2026-27 or the summer of 2027, respectively, and should target two target groups: (1) bachelor students who have completed at least their second year of an undergraduate degree or (2) youth aged between 12-19 years old. Participants should come from RIS countries. In case the project targets bachelor students, they should ideally have one of the following academic backgrounds: engineering, information science, information technology, computer science, computer engineering statistics, geoinformation technology, urban planning, geography, economics or software engineering.

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

The goal of winter/summer schools is to provide students and youth with basic knowledge of entrepreneurship applied to urban mobility and incentivise them to apply for EIT Urban Mobility Master School Programmes by raising awareness about the EIT Urban Mobility Master School. It is crucial that proposals demonstrate how this objective will be operationalised through a clear progression pathway towards EIT Urban Mobility educational offerings, particularly the EIT Urban Mobility Master School. This should include measures to raise awareness, maintain engagement, and encourage participants to

continue their educational journey within the EIT Urban Mobility ecosystem before, during, and after the activity.

Winter/summer schools should focus on problem analysis and solutions with the potential to become start-ups or pursue future career in urban mobility. Proposals are expected to elaborate on the following points:

- Multistep recruitment strategy for winter/summer schools to ensure that selected candidates have the right background to participate and show high motivation for and interest in urban mobility. The selection procedure should ensure a gender balance and equitable geographic representation of the candidates from RIS countries. The selection procedure is expected to consist of at least two rounds and should lead to the recruitment of 35-40 students to attend the winter/summer schools. The two rounds should consider the following:
 - Round 1. Organisation of a minimum of three webinars for potential students to explain the goal of the winter/summer school and to present the EIT Urban Mobility Academy and its programmes, including the Master School, Urban Mobility Explained and Girls go Circular platform (if the project is aimed at youth). This should be followed by an open call for applications based on their CV and a one-page motivation letter and/or quiz to test their knowledge of urban mobility, with a minimum of 100 applications, 50-60 of which should pass to round 2.
 - Round 2. Applicants need to submit an essay on a topic relevant to urban mobility, and this will lead to a final selection of 35-40 students.
- Design of the one-week, challenge-based winter/summer schools, including teaching methods, learning outcomes and a description of the challenges. During winter/summer schools, groups of students (between four and five per group) will work on the innovation and entrepreneurship challenge in the context of urban mobility. Students should be taught innovation and entrepreneurship skills and knowledge in the context of urban mobility and receive continuous coaching while working on their projects. The hosting city (in an RIS country) should play an active role in the organisation of the winter/summer schools, for example by providing the case study for the challenge. Local industry players should also be involved by organising site visits, delivering guest lectures and/or mentoring participants. At the end of winter/summer schools, students will pitch their initial solutions to the investor jury.

Winter/summer schools should be organised in the winter of 2027 or summer of 2028, respectively, with the exact dates chosen by the consortium. The consortium of the selected project will be responsible for recruitment, communication and marketing activities relating to the winter/summer schools to ensure the required number and quality of applicants. The digital marketing and recruitment campaign will be launched as soon as the project is selected. Communication activities, including social media campaigns, should be maintained throughout the entire project term. The project proposal should provide details of the expertise of the consortium in this area and enlist all marketing tools and channels to be used to promote the winter/summer schools and recruit the participants.

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

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

Summer and winter schools should collect minimum 4,000 EUR in participation fees. The participation fee is to be agreed and standardised with EIT Urban Mobility at the beginning of the project. A 50/50 (EIT Urban Mobility/commercialising partner) revenue sharing model will be applicable on the total revenues generated by fees from paying participants and other potential revenue generation mechanisms (i.e. financial sponsorships), with an expected minimum of 4,000 EUR in revenues to EIT Urban Mobility. Proposals should outline a clear revenue-generation and partnership strategy, including participation fees and sponsorship contributions, demonstrating how the minimum revenue target will be achieved. Participation fees should remain affordable and proportionate to ensure accessibility for participants from RIS countries and avoid creating financial barriers to participation. External partners (e.g. industry, foundations, or ecosystem actors) may contribute through sponsorship or in-kind support to enhance programme quality and sustainability. Proposals presenting a credible strategy to exceed the minimum revenue target will be positively considered. A Commercial Agreement will be signed with the commercialising partner.

Urban Mobility Fellowship students³ may be allocated 2–3 reserved spots in Summer and Winter Schools, with participation costs (accommodation and travel from their base city) covered by the project budget. These additional students will not count towards the project's KPI targets.

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

Expected outcomes and impacts

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

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

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

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

Mandatory KPIs for proposals covering activity type RISE3:

NOTE: Proposals for Summer and Winter Schools should include the KPI EITHE07.2 for EIT labelled programmes. EIT Urban Mobility will provide guidance and support to the organisers to submit the Summer or Winter School to external evaluation to obtain the EIT Label. In case the Summer or Winter

³ Innovation and entrepreneurship fellowship - EIT Urban Mobility

School is not EIT Labelled, external participants will be counted towards KPI EITHE08.2 (Participants in (non-degree) education and training)

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

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

4. Scaling up of Local, Regional and National Initiatives (RISE4)

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

Expected outcomes and impacts

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

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

Mandatory KPIs for proposals covering activity type RISE4:

KPI	Short title	Target (per year)
EITHE08.2 -EITRIS	Participants in (non-labelled) education and training with citizenship in EIT RIS countries	Minimum 30

Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in the process of being delivered with citizenship in EIT RIS countries. Only participants who have successfully finished the programme will be counted. For this KPI, only education and training activities with clearly defined learning outcomes and a competency assessment method are applicable.

Non-mandatory KPIs:

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

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

5. Network building with educational players (RISE5)

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

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

Expected outcomes and impacts

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

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

Mandatory KPIs for proposals covering activity type RISE5:

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

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

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

3.2. Main requirements for applicants

This Call for proposals is open to all types of legal entities established in European Union (EU) member states and/or in [third countries associated with Horizon Europe](#).⁴ These legal entities may be universities, research organisations, small and medium-sized enterprises (SMEs), start-ups or cities, among others, and may or may not be EIT Urban Mobility partners at the time of the proposal submission. RIS Country Representatives and entities from Outermost Regions¹ are encouraged to apply to this Call by submitting proposals aligned with their preferred activity types. The applicants should have the expertise and previous experience in developing and implementing capacity building projects in urban mobility and/or innovation and entrepreneurship.

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

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

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.

⁴ Please note the specific eligibility requirements regarding the consortium composition in Section 5.2.

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

- For RISE1, 2 and 4, the projects can last between 12 months **up to 23 months until 30 November 2028** at the latest. The project duration must be clearly justified based on the scope, complexity, and planned activities. Proposals should not default to the maximum length.
- For RISE3, (Winter and Summer School), the projects can last between 9 to 23 months. In case of projects longer than 12 months, the activity is expected to be repeated in the following year.
- For RISE5 (Network building with educational players), the expected project duration is maximum 12 months.

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 alignment 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

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 a project are shown in the table below. This provides the **list of mandatory deliverables** to be submitted during the project implementation.

#	Deliverable	Description	Delivery date
1	DEL1 - Communication, dissemination and recruitment plan	Clear communication, dissemination and recruitment plan that specifies targeted marketing actions and channels used to recruit participants, including timeframes and the expected number of participants to take part in training. The plan will also include specific measures to promote gender balance and diversity, such as outreach initiatives aimed at women and under-represented groups, inclusive selection criteria, and collaboration with partner institutions and networks that support equity in education.	Month 3
3	DEL2 - Course/training outline	Detailed outline of each training course developed or delivered, including titles, descriptions of the modules and key training topics, a description of the training methods and a schedule stating when each course will be delivered.	Month 6

4	DEL3 – Activity impact report	Report presenting qualitative and quantitative project impacts at its end together with the methodology that was used to assess the impact.	Month 9, 12 or 24 (if applicable for longer projects)
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These deliverables are essential for programme accountability and continuous improvement.

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 title	Minimum target value/year
KONHE8.2	Participants in (non-labelled) education and training with citizenship in EIT RIS countries. Number of successful participants in EIT professional development courses, online training courses and other education/training activities delivered or in a process of delivery (by country and type of programme), including data on country of citizenship and gender. Only participants, who successfully finished the programme, will be counted. For this KPI, only those education and training activities which have clearly defined learning outcomes, and which carries out competency assessment method are applicable.	Detailed per Activity in section 3.1.

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 supported startups throughout their development journey during the programme. 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 UM within at least 5 years of the project's completion.

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

In addition, the selected applicant or consortium shall ensure that all key strategic and operational decisions related to the design and implementation of the Conference — including, but not limited to, programme structure, thematic focus, speaker selection, moderators, sponsors, partnerships, communication positioning and branding elements — are subject to prior validation and final approval by EIT Urban Mobility. EIT Urban Mobility retains full oversight to ensure alignment with EIT strategic priorities, policy positioning, visibility requirements, financial sustainability principles and Knowledge Triangle Integration objectives. No major programme, content or partnership decisions may be confirmed externally without formal approval from EIT Urban Mobility.

4. Financial aspects of the call

4.1.KIC funding

The total indicative EIT funding allocated to this call is approximately €2,600,000.

Projects under RISE1 and RISE2 categories will be awarded a maximum of €300,000 EIT funding per project, whilst the maximum EIT funding per project under RIS3 will be €180,000, with maximum €90,000 per edition. For RISE4, the maximum EIT Funding per project will be €140,000 EUR and RISE5, the maximum EIT Funding will be €70,000.

The projects should not default to the maximum amount of funding and the project's budget should reflect value for money, project duration and be aligned with planned project activities and KPIs.

Activity	Indicative EIT Funding allocation	Maximum EIT funding per project
RISE1, RISE2	About €1,650,000	About €300,000
RISE3	About €360,000	About €180,000
RISE4	About €280,000	About €140,000
RISE5	About €280,000	About €70,000

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

4.2. Co-funding rate

All RISE1, RISE2, RISE3 and RISE5 proposals must have a minimum co-funding rate of 25%, while RISE4 proposals must have a minimum co-funding rate of 50%. Co-funding exceeding these rates will be positively assessed. The minimum co-funding rate refers to the total project budget. In case of a consortium, each partner may have different co-funding rates, or even not have any co-funding, as long as the overall project co-funding meets the minimum required %.

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

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

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

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

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 also 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 criteria below:

- 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.

5.2. 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 Europe.⁵
- **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 of the **RIS countries**.
 - **Multi-participant proposals:** Must consist of **entities** within the EU Member States or Horizon Europe-associated Third countries⁶ with at least one entity coming from one RIS country.

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

5.2.1. 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**⁷ after receiving the official communication to complete or 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 be deemed ineligible and will not be further processed.

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)⁸ as well as Article 75 TFEU⁹, 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).

⁵ [list-3rd-country-participation_horizon-euratom_en.pdf](#)

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.

⁷ 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.

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 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](#)

Special rules also apply to entities covered by Commission Guidelines No 2013/C 205/0522¹⁰.

- **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 2024¹¹ (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 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 States¹². For further information, please refer to the Horizon Europe, Work Programme 2025, General Annexes, B – Eligibility on page 14¹³.

¹⁰ 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)

¹¹ OJ L 229, 31.7.2014, p. 1–11

¹² 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.

¹³ https://ec.europa.eu/info/funding-tenders/opportunities/docs/2021-2027/horizon/wp-call/2025/wp-14-general-annexes_horizon-2025_en.pdf

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:¹⁴

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

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

¹⁴ 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).

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 tool¹⁵ or has been covered by a financial viability check for an EU project for the last closed financial year.

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.

By submitting the proposals, the applicants 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, in case of doubt, additional documents may be requested by the KIC to confirm the operational capacity of the applicants:

- 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 the project;
- activity reports of last year(s);
- information and a list of other projects implemented.

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 3 will have a maximum possible score of 15 points (5 points × 3).

6.2.2. Award criteria

6.2.2.1. Award criteria, subcriteria and maximum scores

The first stage of the evaluation will be carried out by three independent external expert evaluators who will assess the following criteria:

- Excellence
- Impact: social, economic, financial and general sustainability
- Implementation: quality and efficiency

Stage 1: External experts evaluation (70 points)

Excellence	Max. score 30 points
Excellence	5
The proposed teaching methods and formats fit the project scope and objectives and guarantee achievement of expected results and impacts. The learning and teaching activities support active and authentic learning experiences (i.e. learning by doing, hands-on	5

approach). The assessment methods are aligned with the intended learning outcomes and are suitable to measure the targeted skills and knowledge.	
Need and target groups	25
The proposal describes the unmet need of a RIS region(s) where the project will be taking place and the proposed training is suitable to close that knowledge gap.	5
The proposal defines the target groups and explains how their needs will be met by project activities and how they will be involved, leveraging on gender dimension.	5
The proposal is compliant with knowledge triangle principles and involves academia, research, industry and cities in the project activities and strives to achieve the pan-European dimension.	5
The proposal builds on previous good practices, complements what already exists on the market and involve RIS and non-RIS partners (where applicable) or considers synergies with other initiatives (EU, local, national, regional).	5
The proposal presents a clear and impactful recruitment and marketing plan to attract sufficient number of participants. It defines the marketing and recruitment channels to be used and demonstrates the potential to reach and enrol a high number of participants. The approach is supported by relevant previous experience or results.	5

Impact: social, economic, financial and general sustainability	Max. score 20 points
Ambition of the proposal and contribution to expected impact	15
The proposal's expected impacts (environmental, economic and/or social) are measurable and clearly defined.	5
The proposal presents a structured impact monitoring plan that goes beyond KPIs to assess qualitative project impacts during and after the project-end.	5
The proposal defines measures to ensure the durability and transferability of project outcomes and have the potential to be repeated and scaled up (without the need for a significant additional budget for development).	5
Effectiveness of the proposed measures to exploit and disseminate the proposal results (including IPR management Strategy), to communicate the proposal and to manage data, where relevant	5
The proposal presents a structured dissemination and communication plan that guarantees the communication of the project activities to different target audiences (Art. 17 of MGA), along with a sound IP management strategy.	5

Implementation: quality and efficiency	Max. score 20 points
Coherence and effectiveness of the workplan, including appropriateness of the allocation of budget, tasks and resources	10

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

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

	Max. score	Minimum qualifying score
Excellence	30 points	15 points
Impact	20 points	10 points
Implementation	20 points	10 points
Total	70 points	

Only proposals scoring **at least 50/70 points** will proceed to Stage 2 (Selection Committee). In addition to the overall threshold of 50 points required to proceed to Stage 2, proposals must achieve the minimum qualifying score for each evaluation criterion as specified above.¹⁶ Proposals failing to meet any of these minimum scores will not be considered for further evaluation, regardless of their total score.

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:

- Strategic fit
- Previous experience

¹⁶ The minimum qualifying scores per criterion are set to ensure a balanced level of quality across all aspects of the proposal.

Stage 2: Selection Committee evaluation (30 points)	Max. score
Strategic fit	
The proposal is relevant to EIT Urban Mobility mission and fits into the scope of activities and topics proposed in the Call specific requirements. Particular emphasis is placed on the proposal's potential to strengthen the ecosystem and visibility of EIT Urban Mobility. Relevance of the proposal for the RIS Education portfolio, considering geography, sector and programme balance.	15 points (5 points x 3)

Previous experience	Max. score
Applicant's/Consortium's past experience and track record of delivering results aligned with the proposal's objectives (design and implementation of educational programmes, recruitment of participants).	15 points (5 points x 3)

To be considered for funding, proposals must achieve a minimum of 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 have the same scoring, preference will be given to the proposals with a higher co-funding rate than the minimum required for the respective activity.

6.2.2.2. 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 & Tenders 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 for **RIS Education**
4. Complete all mandatory fields of the online **application form**.
5. Submit the complete proposal **before the 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 any time 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 Urban Mobility 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: [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, 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.

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 and beneficiaries 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 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 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](#),¹⁷ the [EU Financial Regulation](#),¹⁸ the [Horizon Europe Regulation](#)),¹⁹ 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.

¹⁷ Regulation (EU) 2021/819

¹⁸ Regulation (EU, Euratom) 2024/2509

¹⁹ Regulation (EU) 2021/695