Strategic Innovation Open Call

Frequently Asked Questions (FAQ)

Version	Publication Date	Change
1.0	30.07.2025	Initial version
1.1	15.10.2025	Updated response to question 1.2
2.0	15.09.2026	Updated response to question 1.1 in relation to the commercial agreements. Updated response to question 3.1 in relation to the co-funding rates for large enterprises. Updated response to question 4.2 in relation to templates provided Updated response to question 6.3 in relation to the scope of the IP strategy deliverable Updated response to question 4.1 on how to submit an application Updated response to question 4.3. to mention submission limits across cut-offs Updated response to questions 1.2 and 1.3 in line with the Call manual and Horizon Europe eligibility rules

The following document provides a written response to questions addressed to EIT Urban Mobility via our mailbox (innovationcall@eiturbanmobility.eu) and/webinars. It will be updated, if necessary.

To date, it addresses questions related to:

1. Eligibility and consortium composition

Q1.1. Is the Strategic Innovation Open Call only reserved to EIT Urban Mobility members?

A: No, the call is open to all eligible applicants and is not limited to current EIT Urban Mobility members. However, if your proposal is selected for funding, all consortium partners will be required to become members of the EIT Urban Mobility community and pay the applicable membership fee. If a commercial partner signs a Commercial Agreement with EIT Urban Mobility (as part of their contribution to EIT Urban Mobility's Financial Sustainability), membership is included.

See Section 2.3 – Membership and Section 3.4.4 – Contribution to EIT Urban Mobility's Financial Sustainability of the Call Manual for full details.

Q1.2 Can a Non-EU organisation apply and participate in the Strategic Innovation Open Call?

A: Yes, non-EU organisations can apply and participate, as long as they are established in countries associated with Horizon Europe. Each consortium must include at least two independent legal entities from at least two different EU Member States or Horizon Europe-associated countries.

Only countries listed in the first table ("Countries associated to Horizon Europe") of the official list published by the European Commission are considered eligible. To take into consideration:

- Countries associated **only** with Pillar II are **NOT eligible**.

You can find the list here: ec.europa.eu – List of third country participation. Countries listed under "Other third countries" in the official document are not eligible for funding.

For further details, see Section 2.1 – Who can apply and Section 2.2 – Exclusion criteria of the Call Manual.

Q1.3 According to version 2 of the Call Manual, Swiss entities are eligible to receive EIT funding under the current call for projects starting from January 2026 onward. Does this mean that Swiss entities can apply as any other eligible entity coming from a EU Member State or country associated to Horizon Europe?

A. Yes, for this call, Swiss entities will be treated as any other applicant coming from an EU Member State or country associated to Horizon Europe. The same eligibility rules apply, in line with Switzerland's association to Horizon Europe under the Agreement between the European Union and the Swiss Confederation on the participation of the Swiss Confederation in Union programmes.

Q1.4 Are UK-based organisations eligible to participate in this programme?

A. Yes. In January 2024, the United Kingdom became an associated country of Horizon Europe. This means that UK organisations can now participate in Horizon Europe funding opportunities on the same terms as those in EU member states and other associated countries, including this Call for Proposals.

Q1.5 Would two or more entities, each legally registered in different eligible countries, qualify as "independent legal entities" under the terms of this call?

A: Yes, as long as the entities are legally established in different eligible countries (EU Member States or Horizon Europe-associated countries), and they are independent from one another, they would meet the requirement.

To be considered independent, neither entity can be under the direct or indirect control of the other, nor can both be controlled by the same third party. This definition aligns with Article 8 of Regulation (EU) No 1290/2013, which governs participation in EU research and innovation programmes.

For the definition and requirement, see Section 2.1 – Who can apply of the Call Manual.

Q1.6 Can a research organisation apply as a commercial partner?

A: A research organisation can apply as part of the consortium, but only entities that will commercialise the solution(s) developed in the project can be designated as commercial partner. This partner is responsible for contributing to EIT Urban Mobility's Financial Sustainability (FS).

If a research organisation has a clear role in bringing the solution to market, for example, through spin-out creation or direct commercial activity, it may act as the commercial partner, provided it can fulfil the financial and commercial obligations attached to that role.

For details, see Section 2.1 – Who can apply and Section 3.4.4 – Contribution to Financial Sustainability of the Call Manual.

Q1.7 The minimum number of partners is two, however, is there an upper limit?

A. No, there is no formal upper limit to the number of partners in a consortium. However, the consortium must remain fit for purpose, as stated in Section 2.1 of the Call Manual.

This means:

- All partners must have a clearly defined role and an active contribution to the project.
- The consortium structure should be manageable, coherent, and aligned with the project's scope and objectives.
- The distribution of tasks and budget should be balanced and justified.

While larger consortia are allowed, our recommendation is to remain agile. Most successful proposals typically include between 4 to 7 partners. A lean, focused consortium can often deliver faster and more effectively, particularly in innovation-driven, market-oriented projects.

Q1.8 Must all projects include cities/public authorities as direct partners in the consortium?

A. No, not all projects are required to include cities or public authorities as formal consortium partners. However, their involvement is strongly recommended when they are the primary end-users or direct beneficiaries of the solution(s) being developed. In such cases, cities or public authorities should:

- Be included in the consortium with a clear role and appropriate budget.
- Contribute actively to the project through activities like co-design, hosting pilot sites, data sharing, or procurement-related support.

If cities are indirect beneficiaries, for example, in projects focused on logistics operators, OEMs, or public transport providers, their formal participation may not be necessary. In these cases, applicants may choose to include letters of commitment or support from relevant public authorities to demonstrate interest and potential future engagement, though this remains optional.

Ultimately, the consortium should be fit for purpose, as outlined in Section 2.1 - Who can apply of the Call Manual. This means including all organisations essential for the successful execution and future commercialisation of the solution, each with a well-defined role and appropriate budget allocation.

2. Topics and scope

Q2.1 Does a project idea need to fit into a single topic area, or can it be a cross-cutting solution?

A. Regarding the topics described in section 3.2 of the Call Manual, proposals can address either a single topic area or present a cross-cutting solution that spans multiple areas. In the application form, proposals need to specify a primary topic area among the five listed (urban logistics, public & share transport, mobility data management, electrification of transport and alternative fuels, and health & mobility) and if applicable, a secondary one.

Q2.2. Do applicants from RIS countries get any additional scores when evaluated?

A: No, applicants from Regional Innovation Scheme (RIS) countries do not receive extra points or preferential scoring during the evaluation process. All proposals are evaluated based solely on the established criteria: strategic fit, excellence, impact, and implementation.

However, a portion of the budget is earmarked for proposals with a strong RIS component, provided they are aligned with the EIT RIS Implementation Framework. This means that while RIS participation does not directly affect scoring, it may increase the likelihood of funding if the proposal is well evaluated and fits within the RIS strategic objectives.

To be considered under this RIS-targeted funding, proposals must:

- Clearly contribute to RIS capacity-building or innovation uptake,
- Include meaningful participation from RIS partners,
- Align with the EIT Urban Mobility RIS strategy and guidelines.

3. Financial aspects

Q3.1 Is the reimbursement/co-funding rate the same for non-profits, institutions and universities?

A. Yes, the reimbursement rate is the same for all types of organisations, including non-profits, public institutions, and universities. EIT Urban Mobility will reimburse up to 65% of the total eligible project costs, regardless of the type of partner.

That means that each proposal must meet a minimum overall co-funding rate of 35%, but this does not need to be evenly distributed across partners. For example, some partners (including non-profits or universities) may receive 100% EIT funding, as long as other partners contribute enough co-funding to meet the 35% minimum at the project level. Higher co-funding rates are positively considered during the evaluation.

As per version 5 of the Call Manual (September 2026), large enterprises that will directly benefit from the project's outcomes are encouraged to contribute with a higher co-funding rate, typically around 50%.

For full details, see Section 3.4.2 – Co-funding rate of the Call Manual.

Q3.2 Are in-kind contributions accepted as part of the co-funding?

A. In-kind contributions are eligible and can be reported if included in the budget. In-kind contributions must be properly documented and may be audited later on. Co-funding is applied to the total reported costs, including in-kind contribution, i.e. of all reported costs, 35% is considered co-funding, and 65% is considered EIT-funding.

Q3.3 Are all partners in a consortium application required to join the EIT Urban Mobility network, and is there an associated fee for this membership?

A. Yes. If a proposal is selected for funding, all consortium partners will be required to join the EIT Urban Mobility network as part of the onboarding process. There is an associated membership fee, which varies depending on the selected partner category. Details about membership types and fees are available in the General Terms and Conditions for Partners. These conditions may be updated in line with the 2026–2028 Business Plan, and any changes will be communicated in advance.

Note: If a commercial partner signs a Commercial Agreement under the Financial Sustainability Mechanism (FSM), membership is considered as part of that agreement.

For more information, see Section 2.3 – Membership and Section 3.4.4 – Financial Sustainability of the Call Manual.

Q3.4 Are subcontractors allowed within the project scope, and if so, is there a maximum percentage of the total budget that can be subcontracted?

Yes, subcontracting is allowed under this Call, but it must be used with care and justified based on the needs of the project. However, in line with Horizon Europe principles, beneficiaries are expected to have the operational capacity to carry out the action themselves, and subcontracting should concern only a limited part of the project.

There is no fixed maximum percentage of the total budget that can be allocated to subcontracting. However, subcontracting must be justified, provide added value to the project, and must not cover core project tasks that are essential to achieving the project's objectives. Subcontracting should be used only when necessary for the implementation of specific tasks that cannot be performed by consortium partners.

Key conditions:

- The subcontracted work must be clearly described and justified in the proposal;
- Subcontractors must be selected through a competitive process that follows the principles of transparency, non-discrimination, and best value for money;
- The consortium remains fully responsible for the work carried out by subcontractors.

Excessive reliance on subcontracting without clear justification may negatively affect the evaluation of the proposal, particularly under the "Implementation" criterion.

For more information, see Article 4.6.2 of the Financial Support Agreement.

Q3.5 Is there a minimum budget for the project?

No, there is no formal minimum budget required for proposals submitted under the Strategic Innovation Open Call. However, the requested EIT funding must be appropriate and proportional to the project's objectives, scope, and expected impact. While small-scale, focused projects are welcome, they must still:

- Demonstrate strong alignment with the call objectives;
- Deliver measurable results (e.g. piloting, commercialisation, KPI delivery);

- Demonstrate the capacity to deliver impact both in the short term and long term.

Q3.6 How long does the Financial Sustainability (FS) mechanism apply? Is it only for the duration of the innovation project?

A: No, the FS mechanism extends beyond the duration of the innovation project. The obligations outlined in the Commercial or Investment Agreement typically apply for several years after project completion, depending on the pathway and the time needed to generate revenues or returns.

Q3.7 Amongst the mandatory documents, it is requested to provide "Latest deposited annual report and latest available profit & loss statement and balance sheet (or other/additional documentation that helps assess a company's financial standing)" from for all organisations in the consortium identified as a commercial partner. Can these documents be submitted in English?

A: All financial accounts should be provided according to International Financial Reporting Standards and if possible, in English. If it's not available in English a summary of the financial data should be provided in English, in addition to the original documentation.

4. Submission of an application

Q4.1 How to register for EIT Urban Mobility NetSuite platform (submission tool)?

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

- **Step 1:** register your organisation in the EU Funding & tender opportunities portal to obtain the nine-digit Participant Identification Code (PIC number). If you don't know if your organisation already has a PIC number, you can verify directly on the EU Portal (click here) whether your organisation is already registered.
- **Step 2:**
  - If you are already registered in the EIT Urban Mobility Programmes Portal (NetSuite) please log in by going to step 3.
  - If you have never registered in the Programmes Portal (NetSuite), please complete the **Partner Information Form (PIF)**[1]. If the system denies your registration because the PIC number corresponds to an already registered entity, or because your email address is associated with an existing entity, please contact servicedesk@eiturbanmobility.eu

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

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

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

Step 3: access the EIT Urban Mobility Programmes Portal (NetSuite) and find under Grant Management --> Grant Management --> Open Calls. **Submit your application form within the given deadline**, including the following supporting documentationIf you encounter issues (e.g. PIC already in use or email conflicts), contact servicedesk@eiturbanmobility.eu.

For details, see: Section 4.2 – Proposal Submission of the Call Manual and Section 1.1 – PIC and PIF registration and page 3 of the Guidance for Applicants.

Q4.2 What templates are provided by EIT Urban Mobility?

A. EIT Urban Mobility provides several templates for applicants at different stages of the process. These fall into two main categories: submission stage and post-submission stage.

Templates for documents required at submission stage:

Templates provided	No template provided
• (sample) Word version of the Application Form – A reference version of the online EIT Urban Mobility Programmes Portal (NetSuite)form, useful for offline drafting and internal coordination before copying content into the platform. Importantly, only applications submitted via the online submission platform will be accepted. • (mandatory document) Pitch Deck template – A mandatory visual summary of your project, including an innovation maturity radar (PDF or PPT format). • (mandatory section of the pitch deck) Maturity Radar Template (Excel) – A supporting tool to help you prepare the innovation maturity radar chart required in the pitch deck. • (mandatory document) Revenue forecast template – A mandatory excel sheet with details on sales projections and pricing for each of the products/services to be commercialised as a result of the project (Excel format). • (if applicable) Letter of Commitment/Support template.	• (mandatory document) Documentation from commercial partners, namely the latest deposited annual report, as well as their most recent profit & loss statement and balance sheet. • (recommended document) Freedom to Operate study.

Templates for documents required post-submission stage:

Templates provided	No template provided

• Financial Support Agreement (FSA) template – The official grant contract that all funded partners must sign. •	• KPI submission templates.* • Mandatory deliverables template. * * These documents are only provided at the start of the project.

All official templates and documents are available in the "List of documents to take into consideration" section of the Strategic Innovation Open Call webpage. For a complete list of required documentation at submission stage, see section 4.2 (Proposal Submission). t

Q4.3 If our proposal is not submitted or not selected in the first cut-off, can we apply again in a future cut-off date? Will our proposal be automatically reconsidered?

A: No, proposals that are not submitted by a given cut-off or are not selected for funding will not be automatically reconsidered in future cut-off dates. If you wish to compete in a later round, you must resubmit your proposal in the following cut-off, making any necessary improvements based on feedback, if applicable.

Each cut-off operates as a standalone competitive round, and only proposals submitted before the respective deadline will be evaluated for that cycle.

Note: After three unsuccessful submissions of a substantially similar proposal to this Open Call, across all cut-offs, a proposal will become ineligible for resubmission during the 2026-2028 period. More information on what is considered a substantially similar proposal can be found in the Call manual Section 4.2.2.

Q4.4. Is there a limit to the number of proposals an organisation can participate in?

A. No, there is no formal limit to the number of proposals an organisation can be involved in under this call. An organisation may participate in multiple proposals, including in different roles across different consortia. However, according to Section 5.3 of the Call Manual, if two or more proposals duplicate or substantially duplicate partners, core activities, technologies, or solutions, the Selection Committee may only recommend for funding the proposal with the highest score. It is therefore essential that:

- Each proposal is distinct and non-overlapping in terms of scope and contribution.
- The organisation has the capacity to effectively deliver on its commitments across all proposals.
- Roles, budgets, and activities are clearly justified and not repeated without reason.

5. Technology Readiness Level

Q5.1 Is there a minimum TRL for the proposed innovation (e.g., TRL 6 or 7)?

A. No, there is no formally defined minimum Technology Readiness Level (TRL) for proposals. However, innovations submitted under this call are expected to be beyond early-stage prototyping. Proposals should focus on solutions that can be demonstrated in real-world environments, typically beyond TRL 6-7, and that have a clear pathway to market within the project duration. The focus of the call is not on basic research or early-stage development, but on accelerating commercialisation, validation, and market deployment. In particular, projects are expected to:

- Include activities such as piloting, certification, business modelling, or procurement preparation.
- Involve end-users or potential customers meaningfully in testing and uptake.

Ultimately, the developed solutions should be ready for market launch by the end of the project, regardless of the starting TRL level.

6. Intellectual Property

Q6.1 Will standard Horizon Europe IP rules apply, or does EIT UM have its own IP/exploitation framework?

EIT Urban Mobility applies a dedicated intellectual property (IP) and exploitation framework that transposes key Horizon Europe provisions but also introduces specific rules tailored to the EIT model. In particular:

The Financial Support Agreement (FSA) incorporates the Horizon Europe Regulation, the EIT regulatory IP rules (as per the Grant Agreement), and the EIT Urban Mobility's own IP Policy, available on our website.

These provisions are laid out in Article 10 of the FSA and Annex 2, Section 1, which details obligations on IP ownership, protection, access rights, licensing, and exploitation of results.

Q6.2 What are the requirements of IP at submission stage? Do we need to complete the IP table available in the supporting document IP checklist?

A. At the submission stage, applicants are expected to describe a credible and well-structured IP strategy in the application form, under the "Project Scope" section. This strategy should be aligned with the project's commercialisation objectives and demonstrate how results will be protected and exploited. In addition, it is recommended, but not mandatory, to submit a Freedom to Operate (FTO) study as a supporting document. This study helps demonstrate that the proposed solution does not infringe existing third-party IP rights and can strengthen the IP section of the proposal, contributing to a more favourable evaluation.

To support applicants, EIT Urban Mobility provides an IP Strategy Checklist, which outlines key elements to address in the application form:

- Ownership and protection of innovations
- IP due diligence and background IP
- Freedom to Operate analysis
- Strategy for IP exploitation
- Commercial readiness and market strategy
- Legal, ethical, and regulatory considerations

Filling out the checklist is not mandatory, but applicants are strongly encouraged to use it as a self-assessment tool to structure their IP section effectively. The checklist also includes a Declaration of Background and Foreground IP Rights, and references an Excel table (IP_Results_Calls_Table.xlsx). Neither the declaration nor the table needs to be submitted at the proposal stage, but both will be required later during contracting and reporting if the project is selected.

Further guidance is available in Section 3.9 – Intellectual Property Strategy of the Call Manual and in the supporting document IP Strategy Checklist.

Q6.3 Does the solution(s) need to be patented?

A. No, having a patent is not a mandatory requirement under this call. However, proposals must demonstrate that the solution is legally and commercially viable, supported by a clear and credible intellectual property (IP) strategy.

If a solution is already protected by a patent, this demonstrates a robust and proactive approach to IP management and can strengthen the overall credibility of the proposal. That said, the appropriate IP strategy will depend on the maturity and roadmap of the project. In some cases, it may be more suitable for a proposal to outline a plan to file for IP protection, such as a patent or trademark, during the project implementation. If this is well justified and aligned with the commercial timeline, it also reflects a sound IP strategy. Finally, for certain types of solutions, a patent may not be the most suitable form of protection. In those cases, applicants may instead rely on alternative IP tools, such as copyrights, non-disclosure agreements (NDAs), or licensing frameworks, if they are already in place or planned for the near future.

Importantly, if a project is pre-selected for funding, EIT Urban Mobility may further assess the IP status of the solution(s). If necessary, applicants may be requested to provide additional IP-related deliverables or conditions for funding—such as a Freedom to Operate (FTO) study, evidence of patent or trademark applications, or specific actions to protect results.

Finally, IP protection is regularly monitored during the project implementation through the review of the mandatory deliverable on IP Strategy, which must include a Freedom to Operate (FTO) report issued by an independent IP expert. Consortiums are encouraged to allocate sufficient resources in their workplan to plan and deliver on their IP strategy.

See further details in *Section 3.9 – Intellectual Property Strategy, Section 3.6 –Deliverables* and *Section 5.4 – Communication of results to applicants* of the Call Manual.