



# Call for Proposals for Citizen Engagement and RIS Activities to be executed in 2020

Guidelines for Proposal preparation

**EIT Urban Mobility - Mobility for more liveable urban spaces**

EIT Urban Mobility

Barcelona | 18<sup>th</sup> of February 2020

[www.eiturbanmobility.eu](http://www.eiturbanmobility.eu)



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# I. Prologue

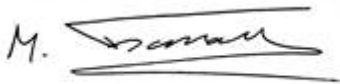
2019 was a year that put the combat against climate change at the forefront of both citizens' minds and political agendas. The world was shaken by catastrophic natural disasters and has seen youths around the globe standing up for our climate and calling for change.

Mobility is a key lever to tackle the climate emergency and the message that immediate and disruptive change is needed in how we move, especially in and around cities is now heard.

Low emission zones, removal of parking and transforming of public spaces, promoting active mobility, many cities are stepping up to meet green targets and make their cities more liveable.

EIT Urban Mobility's mission is to accelerate this transition towards sustainable mobility and more liveable cities. Our activities foster collaboration and co-creation between and across cities, industry, academia, research and citizens to drive systemic solutions and behavioural change that is so much needed.

Come and engage in the EIT Urban Mobility Community to make cities the game changers for our future.



Maria Tsavachidis  
CEO, EIT Urban Mobility

## Invitation to participate in EIT Urban Mobility Activities 2021

We are pleased to introduce to you a new Call for Proposals for our Business Plan 2020 in the areas of Citizen Engagement and Regional Innovation Scheme (RIS).

EIT Urban Mobility presents its open Call for the Business Plan 2020 and invites all EIT Urban Mobility partners as well as non-partner organizations to propose impactful activities that will support EIT Urban Mobility to deliver on its mission and create real benefits to cities, citizens and companies in Europe and beyond.

We look forward to seeing inspiring collaborations unravel. This Call document is an invitation to submit proposals that will help us to continue building an even stronger portfolio of activities in 2020.

The document describes the goals and the process of the Call and outlines how an integrated portfolio of activities for the Business Plan 2020 will be selected. Furthermore, it will give you clarity on:

- What we expect: Focus of this new Call for 2020.
- How we will evaluate and select proposals: Details on the evaluation and selection procedure and the applied criteria.
- What happens and when: Transparency on the timing of the entire process.
- Rules and eligibility: Guidance on financial and administrative issues, as well as eligibility criteria.
- Where to get help: We provide a summary of all key contact points for help and support.

Please note that the deadline for submission of proposals is 17 April 2020, 23:59 (UTC+1/CET). All proposals need to be submitted electronically using the standard templates ([download here](#)) to the email address [call2020@eiturbanmobility.eu](mailto:call2020@eiturbanmobility.eu). Further information regarding submission is provided in Chapter III.1 "Proposal structure and submission".

## II. Strategic Focus

Proposals must support the EIT Urban Mobility's vision and mission and substantially contribute to tackling our strategic objectives and most important city challenges. Proposals need to demonstrate how the activity will impact on specific city challenges and strategic objectives (SOs), as stated in the Strategic Agenda.

Both documents are available in the Call publication article in the [News section of the EIT Urban Mobility website](#).

The evaluation and selection of the submitted proposals will be highly depending on their contribution to these elements.

### 1. Vision & Mission

EIT Urban Mobility encourages integration on all levels to accelerate change towards a sustainable model of urban mobility. It aims to develop and deploy solutions for the mobility of people, goods and waste, that solve problems and create impact for cities and citizens. We strive for a form of mobility that allows people, goods and waste to move affordable, fast, comfortably, safely and cleanly but at the same time enables cities to reclaim public space from cars, creating more space for people to work, meet up and play.

All activities of EIT Urban Mobility serve the purpose of achieving three societal impact goals:

- Improved quality of life in cities,
- Mitigation of climate change,
- Competitiveness of cities and the European mobility sector for job creation.

Further details on the programmes and the strategic focus of the thematic areas are given in sections IV.

### 2. Strategic Objectives

Five strategic objectives (SOs), as set out in the EIT Urban Mobility Strategic Agenda (see Annex 1) steer our activities and ambitions and will lead us to achieve our goals for urban mobility and eventually societal impact:

SO1 - Create liveable urban spaces

SO2 - Close the knowledge gap

SO3 - Deploy user-centric, integrated mobility solutions

SO4 - Accelerate market opportunities

SO5 - Promote effective policies and behavioural change

### 3. City Challenges

One of the core elements of our EIT Urban Mobility partnership is that our work is based on actual challenges within our cities. EIT Urban Mobility has created a unique vehicle to work with our cities: The City Club.

The City Club already provided the challenges for the Call for Proposals for the Business Plan 2020. The six resulting challenges were: accessibility, data exploitation, combating pollution, allocation of space, managing the transition and accommodating urban growth. In the proposals submitted in May 2019, reference was made to these challenges.

Activities of the Business Plan 2020 should be linked even closer to real challenges of cities. For this purpose, the City Club identified individual challenges concerning each individual city and ranked them on importance. After a joint review and in order to make the high number of challenges (193) more accessible, they were clustered in 7 categories. The result of this whole process and the details of the challenges can be found in the Annex 2 "City Club Challenges for the Business Plan 2020".

**Challenges are divided into the following 7 categories:**

1. **Shift to active modes of transport (walking & cycling)**  
How to activate the use of active modes of transport, i.e. non-motorized transportation.  
*25 challenges from 9 different City Club cities.*
2. **Avoid negative health, safety and environment impacts of urban mobility**  
How to reduce the negative externalities of (motorized) urban transportation?  
*22 challenges from 10 different City Club cities.*
3. **Improve urban logistics with a focus on last mile distribution**  
How to improve the delivery of goods within our cities.  
*14 challenges from 7 different City Club cities.*
4. **Improve public transport service provision**  
How to improve the services and offerings of public transportation.  
*25 challenges from 12 different City Club cities.*
5. **Improve the quality of public space**  
How to free up and improve the usage and liveability of public space.  
*24 challenges from 10 different City Club cities.*
6. **Improve traffic flow management (incl. ITS)**  
How to improve and better understand traffic flows via the use of data and real time traffic management tools.  
*37 challenges from 11 different City Club cities.*
7. **Avoid transition barriers**  
How to overcome the hurdles in transitioning current urban mobility systems into the desirable future state.  
*47 challenges from 15 different City Club cities.*

Each proposal needs to clearly identify and explain in detail the addressed challenge(s) and the justification of the proposed activity solving or contributing to solving the challenge.

# III. General Information

## 1. Proposal structure and submission

The Call opens 17 February and closes 17 April, 23:59 (UTC+1/CET).  
All proposals need to be submitted to the address [call2020@eiturbanmobility.eu](mailto:call2020@eiturbanmobility.eu).

The templates for the submission can be downloaded [here](#).  
On the 03-04/03 in Eindhoven a matchmaking event will be organised. For more information and registration for the matchmaking event please [click here](#).

## 2. Eligibility Criteria

The following are the common eligibility criteria for proposals in **all thematic areas**. Each thematic area has additional eligibility criteria, which are listed in Chapter IV.

- Proposals must be complete according to the criteria laid out in the Call for Proposals and Guidelines for proposal submission documents.
- Proposals must be submitted by 17 April 2020, 23:59 (UTC+1/CET).
- Ethics approval info: it is required to include a statement in the submission document confirming that the H2020 Programme Guidance – ‘How to complete your ethics self-assessment’<sup>1</sup> has been read and that the guidance with respect to completion of procedures for ethics approval in your local region will be followed.
- All proposal editors (of partners and non-partners) are requested to complete Annex 3 and return it to [call2020@eiturbanmobility.eu](mailto:call2020@eiturbanmobility.eu) by latest 8th May.

## 3. Evaluation process and selection criteria

All eligible Activity proposals will be objectively assessed along a transparent evaluation process, taking into account the distinct selection criteria set out in this Call document. The evaluation guidelines will be published a week before starting the review process.

Evaluation will be done in two steps:

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<sup>1</sup> [https://ec.europa.eu/research/participants/data/ref/h2020/grants\\_manual/hi/ethics/h2020\\_hi\\_ethics-self-assess\\_en.pdf](https://ec.europa.eu/research/participants/data/ref/h2020/grants_manual/hi/ethics/h2020_hi_ethics-self-assess_en.pdf)

- Step 1: Evaluation of quality of individual proposals by an external reviewer panel
- Step 2: Evaluation of portfolio fit and systemic impact by EIT Urban Mobility Portfolio Definition Team (thematic area leads, CEO).

**Step 1:** Individual proposals will be evaluated by external reviewers. External reviewers will be contracted after being selected and screened by an external consultant.

Evaluation of each proposal will be done along four areas:

- Excellence, Novelty, and Strategic Fit (score weight 30%),
- Solution Readiness, Consortium and Workplan (score weight 20%),
- Strategy for Implementation (score weight 20%),
- Impact (score weight 30%).

After reviewers have reviewed and evaluated proposals individually, evaluation results will be discussed among reviewers and the EIT Urban Mobility management team.

**Step 2:** This review stage will assess the overall portfolio fit of proposals, with regard to contribution to systemic impact and strategic importance to achieve EIT Urban Mobility goals and objectives, including financial sustainability contribution. The evaluation will be done by the Portfolio Definition Team of EIT Urban Mobility (thematic area leads, CEO).

## 4. Financial Aspects

### EIT funding caps

The following funding caps per partner apply:

- Core partner tier 1, including LTPs: uncapped
- Core partner tier 2, including LTPs: EUR 300k
- Project partners: EUR 150k

Total sum of sub-grants per beneficiary: EUR 60k

Should the total grant allocation after project selection exceed the respective cap (for all EIT Urban Mobility Activities for 2020 all together), the partner must decrease or redistribute funds to other project partners, in order to be within his respective cap. Activities already included in the Business Plan 2020 are included when calculating the total.

### Financial Sustainability contribution

EIT Urban Mobility is looking for income channels to gradually become financially independent from EIT funding. Therefore, it is required to include information on how the activity will contribute to financial sustainability of EIT Urban Mobility (FS mechanism). To this end, proposals are requested to provide:



- The commercialization strategy: a clear plan on how results will be commercialized
- The FS mechanism:
  - Definition of the mechanism that will be applied to generate a financial backflow for EIT Urban Mobility (e.g. licensing deals, revenue sharing model, equity in start-ups created by Innovation Activities and/or supported by Business Creation Activities, innovation success fee, tuition or other fees for education programs, conference fees, service fees, etc.)
  - Estimated quantitative financial backflow to EIT Urban Mobility (short-, mid-, long-term)
  - In case that an activity is not expected to generate any direct returns, the indirect contribution to financial sustainability needs to be stated (e.g. contribution of data and knowledge that will be exploited through the EIT Urban Mobility Factory)

The EIT Urban Mobility Future Mobility Factory will evaluate all proposals regarding their potential and feasibility of scaling their outputs and thereby contributing to the financial sustainability of EIT Urban Mobility.

## 5. Key dates

Table 2: Key dates of the Call for Proposals 2020

Date	Stage in process
17/02/2020	Call for Proposals 2020 open
21/02/2020	Web call for information and explanation of Call process and evaluation
03-04/03/2020	Matchmaking event, Eindhoven
17/04/2020	Call 2020 closure
21/04/2020	Start of evaluation and selection process
01/05/2020	Reviewers results ready for evaluation by EIT UM portfolio definition team
05/05/2020	MT meeting to selection proposals BP2020
08/05/2020	Announcement of selected projects

## 6. Support

Questions related to the process, EIT definitions and requirements and other general aspects of the Call for Proposals can be addressed to: [call2020@eiturbanmobility.eu](mailto:call2020@eiturbanmobility.eu)

Questions regarding the specific thematic area Call can be addressed directly to the thematic area leads of EIT Urban Mobility.

RIS:	Bence Huba	<a href="mailto:bence.huba@eiturbanmobility.eu">bence.huba@eiturbanmobility.eu</a>
Citizen Engagement:	Bernadette Bergsma	<a href="mailto:bernadette.bergsma@eiturbanmobility.eu">bernadette.bergsma@eiturbanmobility.eu</a>

If in doubt, your EIT Innovation Hub Director will assist to find the right contact for your inquiry.

Hub North	Henrik Morgen	<a href="mailto:henrik.morgen@eiturbanmobility.eu">henrik.morgen@eiturbanmobility.eu</a>
Hub West	Ton van Lier	<a href="mailto:ton.vanlier@eiturbanmobility.eu">ton.vanlier@eiturbanmobility.eu</a>
	Edwin Heesakkers	<a href="mailto:edwin.heesakkers@eiturbanmobility.eu">edwin.heesakkers@eiturbanmobility.eu</a>
Hub East	Roman Holy	<a href="mailto:roman.holy@eiturbanmobility.eu">roman.holy@eiturbanmobility.eu</a>
	Traian Urban	<a href="mailto:traian.urban@eiturbanmobility.eu">traian.urban@eiturbanmobility.eu</a>
Hub Central	Judith O'Meara	<a href="mailto:judith.omeara@eiturbanmobility.eu">judith.omeara@eiturbanmobility.eu</a>
Hub South	Daniel Serra	<a href="mailto:daniel.serra@eiturbanmobility.eu">daniel.serra@eiturbanmobility.eu</a>

### Procedure for complaints and appeals

In case you want to issue any complaint or appeal against the procedures of this Call for Proposals please write an email to [call.appeals@eiturbanmobility.eu](mailto:call.appeals@eiturbanmobility.eu).

## 7. Glossary

Table 3: Glossary of applied abbreviations in the Call document

Abbreviation	Meaning
BP	Business Plan
CfP	Call for Proposal(s)
EIT	European Institute of Innovation & Technology
EOI	Expression of Interest
FPA	Framework Partnership Agreement
FS	Financial Sustainability
GA	General Assembly
IH	Innovation Hub
LTP	Linked Third Party
MAMCA	Multi-Actor Multi-Criteria Analysis
MT	Management Team
IP	Intellectual Property
KAVA	KIC Added Value Activity
KCA	KIC Complementary Activity
KIC	Knowledge and Innovation Community
KPI	Key Performance Indicator
TRL	Technology Readiness Level
RIS	Regional Innovation Scheme
UMAM	Urban Mobility Assessment Model
SME	Small and Medium Sized Enterprises
SO	Strategic Objective
SUMP	Sustainable Urban Mobility Plan

# IV. Overview of CfPs for the Business Plan 2020

## Thematic areas of the Call

EIT Urban Mobility seeks to attract proposals in the following thematic areas:

- Citizen Engagement
- Regional Innovation Scheme (RIS)

Each thematic area is described in a separate Call area in the following chapter in detail. Each chapter provides information on the overall purpose of the area, the setup/structure of the area, general criteria for the Call including eligibility and funding specifications, the general evaluation criteria and the specific focus of the Call.

The table below gives an overview of the type of activity proposals expected in those areas.

**Table 4: Overview of the type of Citizen Engagement and RIS activity proposals expected in each thematic area**

<p><b>Citizen Engagement</b></p> <p>There is already a lot of experience and knowledge among EIT Urban Mobility partners with regard to public engagement (involvement of citizens and end-users). To ensure real impact is achieved through the citizen engagement activities of EIT Urban Mobility, all these activities need to be aligned with the Strategic Agenda and contribute to the EIT Urban Mobility strategic objectives. A citizen engagement strategy can help to drive the citizen engagement activities towards the right direction. The knowledge and experiences on citizen engagement among EIT Urban Mobility partners serve as a basis for the citizen engagement strategy to be developed.</p> <p><b>In 2020 the focus will be placed on:</b></p> <ol style="list-style-type: none"><li>1. Collection of best practices of citizen engagement experiences within the EIT Urban Mobility's partnership</li><li>2. Development of a citizen engagement strategy, that will provide guidance on how to implement citizen engagement activities and which will set the basis for related activities in the years that follow</li><li>3. Creation of a citizen engagement platform, which can serve for learning, exchange of knowledge and collection of best practices</li></ol>
<p><b>Regional Innovation Scheme (RIS)</b></p> <p>EIT RIS focuses on countries with limited or no participation in EIT Urban Mobility, where innovation capacity is moderate or modest and which otherwise would not be able to benefit from insights and experience gained within the EIT Urban Mobility Community.</p>

RIS Calls have the goal to connect new stakeholders from the RIS countries in the following activity fields:

- EIT Urban Mobility Hubs
- RIS innovation projects 2020
- RIS projects connected to EIT Urban Mobility projects
- RIS internship

### Budget and funding allocation

The EIT grant for EIT Urban Mobility citizen engagement and RIS activities in 2020 (listed below) is 1,47 m EUR. The exact number of projects to be funded in the framework of this call will depend on the quality and size of the received proposals.

**Table 5: Budget of the calls (total EIT grant) per thematic area**

Call	Budget (in 1.000 EUR)
Citizen Engagement	155
Call for EIT Urban Mobility Hubs (RIS)	300
Call for connected projects (RIS)	226
Call for innovation projects (RIS)	700
Call for Internship (RIS)	88

### Activity duration

Per default all activities should deliver results by latest end of 2020. In case of Innovation projects (RIS) activities may however last up to two years. Due to the EIT's annual grant cycle, even for multi-year activities, only activities executed in 2020 will be granted under this Call. Multi-year activities approved for the BP2020 will have to submit an activity proposal in 2020 for approval for the BP2021.

### Participation model

Both Call for Proposals (RIS and Citizen Engagement) are open for non-member organisations. In the RIS Call for Proposals we encourage especially cities, SMEs and start-ups to propose joint projects that will help us to execute on the EIT Urban Mobility mission.

Each Activity proposal must have an appointed Activity lead. The Activity Lead will act already during the proposal phase and the whole duration of the Activity as the direct contact for EIT Urban Mobility and is responsible for the management of the budget, the deliverables and the impact of the Activity.

### Key requirements

All proposals must demonstrate:

- impact on city challenges and the EIT Urban Mobility vision, mission, strategic objectives and targets, represented by the EIT Urban Mobility's KPIs as set out in the EIT Urban Mobility Strategic Agenda<sup>2</sup>
- how they will contribute to the long-term Financial Sustainability (FS) of EIT Urban Mobility with a clear FS mechanism defined
- concise workplan, deliverables and milestones
- strong partner commitment showing a clear contribution beneficial for the activity and a pan-European perspective involving multiple cities and other partners across Innovation Hubs.

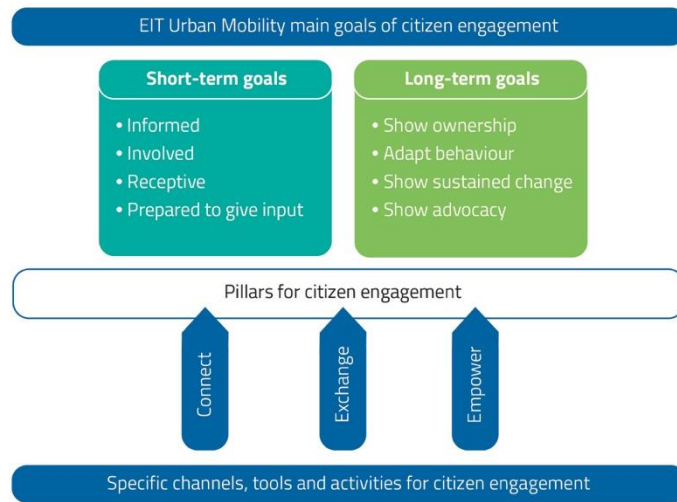
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<sup>2</sup> the EIT Urban Mobility KPIs are currently under review and will be revised by end of June 2020. It is required to update proposals end of July 2020 to incorporate the revised KPIs.

# 1. Call Area: Citizen Engagement

Developing solutions with and for citizens is the key to delivering real change. EIT Urban Mobility believes that if the different players can get to understand each other's preferences and priorities by working together in a shared endeavour, reaching a consensus becomes much easier. For citizens, this can increase social acceptance of change and speed up changes in people's behaviour, for the private sector, this can help adapt and overcome limiting regulatory frameworks. Successful stakeholder engagement will increase the ability to create, experiment, demonstrate, scale and deploy. Citizen engagement is therefore an important priority for EIT Urban Mobility.

The Citizen Engagement pillar of EIT Urban Mobility's communication framework targets citizens and end users. Its approach towards citizen engagement consists of three pillars: 1) Connect; 2) Exchange; and 3) Empower.



**Figure 1: EIT Urban Mobility main goals of citizen engagement**

The pillar 'Connect' is about creating awareness and includes activities to engage, inform and involve the citizens (e.g. open and local events). The pillar 'Exchange' is about creating a relationship of trust and exchanging information with the citizens. It includes activities, such as specific visual communication campaigns, contests or open house events in different cities simultaneously. The pillar 'Empower' is about co-creating together with the citizens, involving them in the ideation process, to jointly look for and test suitable solutions.

## Challenge

Citizen engagement activities and its results are directly connected and serve as input to the five EIT Urban Mobility programmes (City Club, Academy, Innovation, Business Creation, Factory - more details in Strategic Agenda). Specific tools, channels and activities will be created aimed at citizens and end-users with the aim to:

- build trust for long-lasting relations with citizens;
- create awareness of EIT Urban Mobility among citizens and end-users;
- enhance two-way communication;
- create opportunities to experience new products, systems and services;
- share information in stimulating formats in order to increase knowledge and interest in urban-mobility-related topics;
- ensure citizens and end-users are part of the ideation process.

To start, in 2020 we need to boost the uptake of citizen engagement activities within EIT Urban Mobility with the aim of bringing EIT Urban Mobility to the attention of a wider EU audience and increase the KIC's outreach and impact.

### Scope

There is already a lot of experience and knowledge among EIT Urban Mobility partners with regard to public engagement (involvement of citizens and end-users). To ensure real impact is achieved through the citizen engagement activities of EIT Urban Mobility, all these activities need to be aligned with the Strategic Agenda and contribute to the EIT Urban Mobility strategic objectives. A citizen engagement strategy can help to drive the citizen engagement activities towards the right direction. The knowledge and experiences on citizen engagement among EIT Urban Mobility partners serve as a basis for the citizen engagement strategy to be developed.

In 2020 the focus will be placed on:

1. Collection of best practices of citizen engagement experiences within the EIT Urban Mobility's partnership
2. Development of a citizen engagement strategy, that will provide guidance on how to implement citizen engagement activities and which will set the basis for related activities in the years that follow
3. Creation of a citizen engagement platform, which can serve for learning, exchange of knowledge and collection of best practices

EIT Urban Mobility is calling for one project in 2020, that will deliver the three above mentioned activities. Consortia are invited to propose activities that bring significant impact.

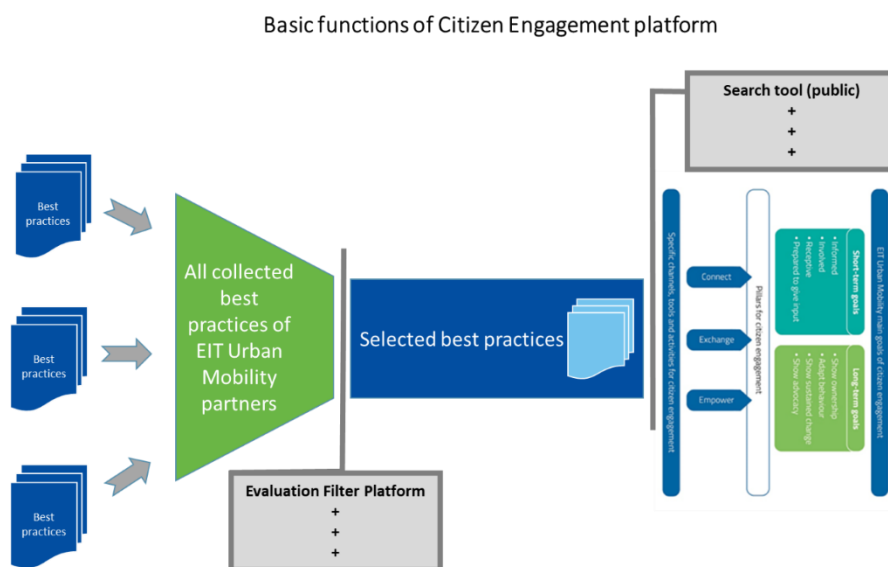
### Proposals need to address/include:

1. In the part related to the best practice collection:
  - The collection of best practices should be structured in a clear way, making it easy to use for future activities, e.g. connected to one or more of the Citizen Engagement pillars (see figure on previous page), to the strategic objectives of EIT Urban Mobility, to specific target groups, to the 7 clusters of city challenges, etc.
  - Develop evaluation criteria on which the selection of best practices will be made.
  - Identification of gaps in the collection of best practices that should be tackled to contribute to the achievement of the EIT Urban Mobility strategic objectives
2. In the part related to development of the citizen engagement strategy:
  - Guidance on how to implement citizen engagement activities



- Include concrete targets, which will form the basis for related activities in the years that follow
  - Take into account EIT Urban Mobility Strategic Agenda, strategic objectives, city club challenges
  - Include ideas for scaling
  - Identify different target groups to focus the citizen engagement activities, such as elderly, children, specific age groups, etc.
  - Define specific stakeholder groups to tailor the strategy accordingly and through which we can directly engage with citizens and users, such as environmental protection agencies, neighbourhood or community organizations, biker associations, and other citizen's associations
3. In the part related to development of the citizen engagement platform:
- The platform should allow for learning, exchange of knowledge and collection of best practices
  - Other applications for the platform will be welcomed, e.g. serving in the future platform for inspiration towards citizens as well
  - It should facilitate possibilities for scaling-up of best practices to other countries/cities
  - It should include a (public) search tool, to make it easy to find specific best practices
  - It should be built for future expansion of the platform
  - The proposal should include a clear description of how the platform will look like, what one can do with it, who the users will be of the platform, the possibilities for scaling, what the costs will be, and to which extend the platform can be built in 2020
  - An explanation needs to be included of how the consortium will guarantee that the General Data Protection Regulation (GDPR) will be respected
  - EIT Urban Mobility will be the owner of the platform, to ensure the platform is directly linked with the activities of its partners and remains available to them

The image below provides an idea of the basic functions of the Citizen Engagement platform



Partners are encouraged to think of citizen engagement activities as long-term initiatives, to think creatively and to include non-traditional approaches.

EIT Urban Mobility will also be a partner of the project.

## Budget

For 2021, Citizen Engagement proposals will be funded at up to 155.000 EUR.

EIT funding for Citizen Engagement activities can be up to 100% of KAVA. Co-funding is not required but encouraged and regarded to strengthen the proposal.

The specific evaluation criteria and respective weights for Citizen Engagement activities are given below.

**Table 1: Evaluation criteria and specific weights for Citizen Engagement activities**

<p><b>I. Activity Excellence, Novelty of Innovation and Strategic Fit (30%)</b></p> <ul style="list-style-type: none"><li>• A well-defined objective of the activity.</li><li>• Well defined output/deliverables.</li><li>• Demonstrated rationale and added value; what makes the proposal unique and differentiates from State of the Art.</li><li>• Activities should use innovative and unique approaches wherever possible. For example, applying existing knowledge in a new way or in a different context, or applying 'new' knowledge to solve challenges with a different approach.</li><li>• Alignment with EIT Urban Mobility's strategic objectives.</li><li>• Show how the EIT Urban Mobility funding catalyse a development, which would otherwise not happen now.</li><li>• Alignment with the concept of the extended Knowledge Triangle Integration, see also Strategic Agenda (Annex 1).</li><li>• Alignment with the EIT Urban Mobility's Citizen Engagement approach (Pillars Connect, Exchange, Empower).</li><li>• Level of complementarity to what already exists in terms of content and/or scale.</li><li>• Level and type of partner involvement (number of partners, number of countries, variety in terms of type of partner (City, Academia and Research, Corporates as well as SMEs/start-ups), as well as inclusion of RIS regions.</li></ul>
<p><b>II. Solution Readiness, Consortium and Workplan (20%)</b></p> <ul style="list-style-type: none"><li>• Demonstrated ability to perform the project. Team capability, strength and composition.</li><li>• Availability of required resources.</li><li>• The workplan's feasibility in terms of the timeline, resources allocated and deliverables.</li><li>• A relevant budget distribution between partners and between work packages for the tasks to be carried out.</li></ul>

- An organisation of the project with clear governance and a logical division of well-defined work packages.
- Include the development of a communication and dissemination plan in its activities.
- Well defined milestones, relevant and realistic for the project's objectives.
- Composition of consortium, excellence and added value of partners, good balance in the extended knowledge triangle Appropriate experimental design, relevant for testing the hypothesis (that the concept works, there is a market, a clear need /solution fit, it can generate revenues, or similar).

### **III. Strategy for Implementation (Commercialisation and/or Adoption) (20%)**

- Ability of the proposed activity to be repeated and/or scaled up.
- Feasibility of the implementation strategy – illustration of how this in the future may be implemented on a broader scale.
- Knowledge of and mitigation strategy for hurdles and risks.
- Level and commitment of industry, academia and cities.

### **IV. Impact (30%)**

- KPIs clearly fitting the activity's objectives and targeted impact, contributing to the EIT core KPIs and EIT Urban Mobility KPIs.
- A logical link between the Activity and building lasting targeted capabilities.
- Measurable impact and contribution to the EIT Urban Mobility Citizen Engagement approach as well as the urban mobility ecosystem.
- Level of targeted long-term financial sustainability, beyond EIT Urban Mobility funding. In case the Activity is not expected to generate any direct returns, the indirect contribution to financial sustainability needs to be stated (e.g. contribution of data and knowledge that can be exploited through the EIT Urban Mobility **future activities e.g. Innovation and Factory**)
- Concrete plan for knowledge transfer within and beyond the activity consortium and EIT Urban Mobility.

## 2. Call Area: Regional Innovation Scheme (RIS)

EIT Regional Innovation Scheme (EIT RIS) is a structured outreach scheme of EIT Urban Mobility. EIT RIS is designed to disseminate knowledge, know-how, good practices and lessons learnt emerging from the EIT Urban Mobility's activities, as well as to widen participation in its activities. EIT RIS focuses on countries with limited or no participation in the EIT Urban Mobility, where innovation capacity is moderate or modest and which otherwise would not be able to benefit from the experience gained by EIT Urban Mobility.

EIT RIS is designed as a two-way interaction scheme. By sharing its good practices of Knowledge Triangle Integration (KTI) and increasing their activities in the eligible countries, EIT Urban Mobility will also gain access to productive inputs, business skills, talent, cooperation opportunities in education, market and business, currently untapped entrepreneurial potential, customers for innovative ventures, innovation, knowledge, knowhow and technology transfer possibilities, additional testbeds for applications of innovative solutions as well as access to co-funding options provided by EU, Regional and National support Schemes.

In the mid-term perspective, EIT RIS is expected to facilitate the incorporation of relevant players of the local innovation ecosystems in the EIT Urban Mobility ecosystems and foster the Knowledge Triangle Integration approach as a framework for the enhancement of innovation capacity.

### Key activities of EIT Urban Mobility's RIS program

EIT Urban Mobility RIS activities focus on the following strategic areas of action in 2020-2021:

- Mapping local innovation ecosystem in EIT RIS regions, identifying key players, unique assets and selling points as well as focus areas and investment needs. Identifying connection points and synergies between regional capabilities and EIT Urban Mobility strategic goals
- Providing opportunities for key stakeholders in RIS regions to get engaged with EIT Urban Mobility activities and participate in certain EIT Urban Mobility programs
- Organizing outreach events where EIT Urban Mobility representatives can meet with RIS stakeholders, such as start-ups, regulators, policy decision makers, cities, researchers, industrial representatives to introduce EIT Urban Mobility, present its programs and opportunities as well as to present achievements and success stories.
- Ensuring knowledge transfer towards EIT RIS regions to strengthen innovation ecosystems
- Provide comprehensive support and mentoring services for RIS regions how they can develop regional innovation ecosystems by mobilizing local KTI actors, working out joint development strategies and implement joint local activities.
- Engaging key national and regional policy makers within the activities of EIT Urban Mobility in order to support fund interconnectivity and the set-up of local European Structural and Investment Funds (ESIF) projects which can be directly linked with EIT Urban Mobility programs; support the participation of local institutions in KIC activities and finance the adaptation and integration of best in-class programs of EIT Urban Mobility into the local innovation ecosystem, if possible. Convincing local stakeholders is essential to utilize synergies between available ESIF and EIT Urban Mobility programs. EIT Urban Mobility has the significant potential to shape national grant management systems in a way that could lead to a better rollout of its activities across the continent.

EIT Urban Mobility RIS activities are classified to the two Action Lines (AL):

#### **I. Action Line 1.:** Engaging local players in EIT Urban Mobility activities

EIT Urban Mobility will engage local players—individuals (students, PhDs, urban mobility professionals) and entities (e.g. start-ups, scale ups, universities, research labs, NGOs, regions and cities)—in its activities within its three + two main pillars (education, entrepreneurship and innovation & research and City Club, Factory) by practically demonstrating the benefits of Knowledge Triangle Integration (KTI) and connecting to Knowledge Triangle with the cities. The aim of this activity is to increase the participation of these local players in EIT Urban Mobility’s business creation and education programs as well as innovation activities. All the activities under this action line should receive broad publicity on local and regional levels by raising awareness of the brand of EIT Urban Mobility and the KTI model.

#### **II. Action Line 2.:** Mobilising, interlinking and internationalising the national/regional innovation networks

In addition to directly involving potential local players in the innovation ecosystem, EIT Urban Mobility intends to work with Knowledge Triangle (KT) stakeholders on national and regional levels to raise awareness and share the best practices of the KTI model to create fully-fledged KTI-based innovation ecosystems locally.

In the framework of this area of action EIT Urban Mobility intends to establish a formalised collaboration with a local entity capable of functioning as an EIT Urban Mobility’s RIS Hub, an ‘interaction point’ between EIT Urban Mobility and local actors. Also acting as an interface of EIT Urban Mobility, this entity will interact with local players, mobilising and internationalising the local innovation networks and facilitate EIT Urban Mobility’s efforts in fostering the Knowledge Triangle Integration as innovation brokers.

## **1. Call 1: Regional Hubs**

### **Role of Regional Hubs**

EIT Urban Mobility Regional Hubs should ensure active involvement of local Knowledge Triangle actors, as well as liaise and provide expertise to the relevant national, regional and local authorities. The Regional Hubs will also help identify potential funding and project opportunities for Knowledge Triangle Integration, as well as provide advice to KTI project / initiative / programme development and implementation. A structured dialogue with the national/ regional /local authorities could contribute to a better understanding of the KTI value and the incorporation of its components to their policy making. The enhanced visibility of the EIT Community and awareness raising among the national policy makers will be another positive effect of the KICs intervention via the Hubs.

### **Geographic scope**

We welcome proposals for Regional Hubs in the following countries:

- Greece
- Hungary

- Malta,
- Poland
- Portugal,
- Serbia
- Slovenia

### Eligibility criteria for becoming an EIT Urban Mobility Regional Hub

**Legal status:** Being a registered legal entity. The applicant can apply together with a group of partners spanning the Knowledge Triangle but one organization has to be designated as the lead. EIT Urban Mobility will only contract the lead entity. In this case the lead organization needs to demonstrate the group's commitment by producing letters of commitment from the other partners. The group needs to include at least one university (but it doesn't need to be the lead organization). It is not required to apply with a group of partners, but it is an advantage to show the potential of the new Hub to be a driving force for the local ecosystem. Applicants cannot be an EIT Urban Mobility pcore or project partner or a linked or affiliated third party of an EIT Urban Mobility Partner and have to submit a respective self-declaration.

**Personnel support:** The Regional Hub will commit the necessary HR resource (ca. 1 FTE) to execute activities for the EIT Urban Mobility benefit during 2020.

**Thematic alignment:** The applicant entity should demonstrate a thematic alignment with EIT Urban Mobility focus areas and a proven track record of start-up incubation (mentoring, coaching, training, knowledge transfer). It will be favourably assessed, if the organisation has experience in managing projects in the field of Urban Mobility and especially in working with cities.

**Capacity:** Every entity acting as EIT Urban Mobility Hub should demonstrate its capacity to work with the local Knowledge Triangle actors (in the field of education, research, business) and local, national, regional authorities, both in terms of resources as well as in terms of network.

**Relations with National/ Regional Authorities:** Access to policy makers will strengthen synergies and complementarities at all governance levels. In this respect, the entity should be able to demonstrate whether it has existing relations and enjoys the support of policy makers on city, national and/or regional level.

**Mobilising other sources of funding:** Applicants should be able to provide an outline of how they plan to mobilise and use other (additional) sources of funding (local/ regional/ national/ EU funding) to support KTI projects, pilots, initiatives, programmes etc.

#### Evaluation criteria for proposals to run a RegionalHub

The proposals to act as a Regional Hub for EIT Urban Mobility will be reviewed based on the criteria stated, the potential impact in the region, and efficiency (potential impact per EUR).

The specific evaluation criteria and respective weights for are given below:

**Table 2: Evaluation criteria and specific weights for proposals to run a RegionalHub**

<p><b>I. Project Excellence, Novelty of Innovation and Strategic Fit (30%)</b></p> <ul style="list-style-type: none"> <li>• Thematic alignment of the participating organization(s) with urban mobility</li> <li>• Track record in innovation and innovation support</li> <li>• Integration in the extended Knowledge Triangle, strong links and relationship to organisations, who are keen and motivated to participate in local EIT RIS activities</li> <li>• Strategic fit of own vision and activity to EIT Urban Mobility strategy and RIS strategy</li> <li>• Well-defined objective of supporting actions</li> <li>• Well defined output/deliverables.</li> <li>• Added value of the cooperation between EIT Urban Mobility and the proposed Regional Hub should be demonstrated.</li> <li>• Show how EIT Urban Mobility funding would catalyse a development, which would otherwise not happen now.</li> </ul>
<p><b>II. Solution Readiness, Consortium and Activity Plan (20%)</b></p> <ul style="list-style-type: none"> <li>• Capacity to work with the local knowledge triangle actors (education, research, business, cities) and national/local authorities, both in terms of resources as well as in terms of network</li> <li>• Commitment of the required resources for the successful management and delivery of activities</li> <li>• Own existing network of knowledge triangle actors, and capability to develop the network</li> <li>• Capacity to undertake activities related to at least one EIT Urban Mobility strategic objective in the own country/region</li> <li>• The activity plans should be feasible in terms of the timeline, allocated resources and deliverables</li> <li>• The activity organisation should be logical with clear and well-defined work packages.</li> <li>• The defined milestones should be relevant and realistic for the Hub activities</li> <li>• If a consortium of different organisations is applying, the excellence of partners, and a clear responsibility for the different tasks has to be demonstrated</li> <li>• Ability to perform the proposed activities, team capability, strength and composition.</li> </ul>
<p><b>III. Strategy for Implementation (20%)</b></p> <ul style="list-style-type: none"> <li>• Plan to support involvement of national, regional or local policy makers, within the framework of EIT RIS activities, should be described.</li> <li>• Access to policy makers to strengthen synergies and complementarities at all governance levels.</li> <li>• Level and type of partner involvement (number of partners, variety in terms of type of partner (city, academia and research, industry as well as SMEs/start-ups)</li> <li>• Ability to access and attract local start-ups in the field of urban mobility</li> <li>• Goals of long term cooperation with EIT Urban Mobility</li> <li>• Mitigation strategy for barriers and risks.</li> <li>• High level of commitment of local industry, cities and policy makers (e.g. demonstrated through supporting letters).</li> </ul>
<p><b>IV. Impact (30%)</b></p> <ul style="list-style-type: none"> <li>• Proposed activities objectives and targeted impact clearly contributing to EIT Urban Mobility KPIs.</li> <li>• Measurable impact and contribution to the EIT Urban Mobility goals and strategic objectives</li> <li>• Suitable plan for knowledge transfer within the local extended knowledge triangle</li> </ul>

- Building and management of a strong local community
- Actions to support urban mobility innovation and strengthen the local innovation ecosystem
- Mobilise and use “other sources of funding”, such as national and regional funding, including EU Structural Funds, pre-accession assistance money and own resources, to participate in the EIT RIS and create synergies

## 2. Call 2: RIS innovation projects 2020

### Goal of RIS innovation projects 2020

RIS innovation activities have the goal to offer non-member RIS stakeholders a possibility to work on and present their innovative idea to the community and in the same time to connect the best innovators from the RIS countries with the EIT Urban Mobility community (partners and the KIC itself).

The offered innovative solution for urban mobility challenges can represent all stages of the development, but more mature development stages with short time to market are more favourable. To address special needs of the RIS countries is a strong asset.

Moreover, this action gives participating organisations the possibility to start projects with partners of EIT Urban Mobility, get involved in the KIC Business Creation programs or access the KIC community and get a project or core be a partner.

The experiences of the evaluation of the project implementation should contribute to the gap analysis of the local innovation ecosystem to give the opportunity to address well-grounded suggestions for the strengthening of the local innovation ecosystem.

#### Challenge to address:

- Solutions to all City Club challenges are welcome
- The City club challenges can be translated/adapted to the special RIS needs if needed, (if you do so, please introduce, why is a translation/adaption needed in your case)
- It is a great advantage if your project can contribute to the
  - better visibility of EIT Urban Mobility
  - improved knowledge triangle integration
  - building of an EIT Urban Mobility community
  - engagement of citizens
  - improvement/strengthening of the local innovation ecosystem (benchmarks, introduction of gaps...) in the country of the Regional Hub and adjacent countries/regions

#### Scope:

- Identify new innovations in RIS countries, partly adapted to special needs of the RIS countries
- Offer innovative solutions to those needs
- Introduce your solution to the market, demonstrate your potential way to become a significant market player
- Evaluate the outputs and the impact of your planned actions

#### Expected outputs:

- Different kinds of outputs are possible according to the development stage of the innovative idea:
  - New products/services/solutions implementing new mobility solutions (for the RIS region or coming from the RIS region)



- New tools and systems to support the cooperation between good and modest innovators
- Local infrastructure analysis and development to prepare the adaptation of innovative technologies for a given city
- Gap analysis of the local innovation ecosystem (if possible also benchmarking to measure development barriers in the given RIS country(ies), and a development plan to close the gap
  - Success stories based on the project

### Geographical eligibility

Actions in all the RIS focus countries of EIT Urban Mobility are eligible:

- EU member states:  
Bulgaria, Croatia, Cyprus, Estonia, Greece, Hungary, South-Italy, Latvia, Lithuania, Malta, Poland, Portugal, Slovakia, Slovenia, Romania
- Horizon Europe associated countries:  
Albania, Armenia, Bosnia and Herzegovina, Faroe Islands, Republic of North Macedonia, Georgia, Moldova, Montenegro, Serbia, Turkey, Ukraine

### Eligibility criteria for the beneficiaries:

**Legal status:** Being a registered legal entity. The applicant can apply together with a group of partners spanning the Knowledge Triangle but one organization has to be designated as the lead. EIT Urban Mobility will only contract the lead entity. In this case the lead organization needs to demonstrate the group's commitment by producing letters of commitment from the other partners. The group needs to include at least one university (but it doesn't need to be the lead organization). It is not required to apply with a group of partners, but it is an advantage to show the potential of the new Hub to be a driving force for the local ecosystem. Applicants cannot be an EIT Urban Mobility core or project partner or a linked or affiliated third party of an EIT Urban Mobility Partner and have to submit a respective self-declaration.

**Thematic alignment:** The applicant entity should demonstrate a thematic alignment with EIT Urban Mobility focus areas and a proven track record of related professional projects in the area of EIT Urban Mobility's mission: promote more liveable cities, provide solutions for the city challenges. **Thematic alignment:** The applicant entity should demonstrate a thematic alignment with EIT Urban Mobility focus areas and a proven track record of start-up incubation (mentoring, coaching, training, knowledge transfer). It will be favourably assessed, if the organisation has experience in managing projects in the field of Urban Mobility and especially in working with cities.

### Framework conditions:

- Overall available budget: 700k Euro
- Funding per beneficiary and project: 60k Euro per beneficiary, overall maximum 150k Euro per project  
The budget of a single partner cannot exceed the 60.000 Euro, it is possible to have a consortium of beneficiaries working on the same project for the same goal, in this case the sum for the project granting can reach the 150k Euro. In case of a consortium to test the local knowledge triangle integration it is strongly supported to integrate several partners from the different sides of the local knowledge triangle.
- Cross-country RIS activities are supported.

- Maximum funding: 100%
- Timeline: The selected projects shall be delivered until 31 December 2020

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#### **Evaluation criteria for RIS innovation projects**

Proposals will be reviewed based on the criteria stated, including but not limited to the potential impact (including repeatability and scalability), feasibility, efficiency (potential impact per EUR) and diversity.

#### **Please go to Call 3 for the specific evaluation criteria and respective weights**

For RIS innovation project proposals the most important and highest weighted aspects (see all selection factors in the next section) you should put special focus on, are:

- The impact of the innovation on the City Club challenges
- Future business potential (commercialization strategy)
- Contribution to the local Knowledge Triangle integration
- Implementation gap analysis
- Pilot implementation
- Visibility
- Link to the existing EIT Urban Mobility projects
- Fit to the EIT Urban Mobility's RIS strategy and overall strategy

### **3. Call 3: Connecting RIS projects to EIT Urban Mobility projects 2020**

#### **Goal of Connecting RIS projects 2020**

This activity aims at connecting local RIS activities with the projects of EIT Urban Mobility in the core areas of Business Creation, Innovation and Education of the BP2020 ([link](#)).

This call gives the chance of a quick start for organisations from RIS countries, who are working on similar projects like the EIT Urban Mobility financed ones or are ready to join and absorb project results and to adapt them to the local requirements of the RIS country. The RIS stakeholder applying to be connected with a project to an already approved project of the BP2020, has to receive an acceptance letter from the Lead Partner of the project (approved KAVA of the BP2020), stating the project members are welcoming the new partner.

The organisation should have ambition to join EIT Urban Mobility activities in the next years as partner in following projects.

#### **Challenge to address:**

Adapt EIT Urban Mobility project methods and results in the local environment to test them. Some examples of potential projects are the followings:

- Innovation –e.g. preparation to be a testbed for new innovative urban mobility solutions and services, compare the own results with the project results
- Education –e.g. prepare to be part of future the EIT labelled educational courses, or prepare local courses to adapt training material,
- Business creation –e.g. special adaptation ideas of the business creation projects to be more successful in the RIS region
- Project proposals with significant added value also other than the above are acceptable.
- It is a great advantage, what you should highlight, if your project can contribute to the

- better visibility of EIT Urban Mobility
- higher grade of knowledge triangle integration
- building of an EIT Urban Mobility community in your country
- more citizen engagement
- improvement/strengthening of the local innovation ecosystem (benchmarks, introduction of gaps...)
- in your local RIS country(ies)

**Scope:**

- Connected to the an approved KAVA of the BP2020 of EIT Urban Mobility (2020 projects for Innovation, Education and Business Creation) the RIS stakeholder have to identify new innovations or new ways of education or efficient methods for start-up support in/from RIS countries, partly adapted to special needs of the RIS countries
- Offer an innovative adaptation of the project solutions, you are connecting to your local needs
- Introduce and evaluate of the impact and possible market chances of your adapted solution

**Expected outputs:**

- Introduction of the added value of your connected project to the main project, you are connected
- Gap analysis and benchmarking to measure development obstacles (and advantages) in the given RIS country(ies) compared with the other countries working in the main project working on the same topic
- Success story based on the project

**Geographical eligibility**

Actions in all the RIS focus countries of EIT Urban Mobility are eligible:

- EU member states:  
Bulgaria, Croatia, Cyprus, Estonia, Greece, Hungary, South-Italy, Latvia, Lithuania, Malta, Poland, Portugal, Slovakia, Slovenia, Romania
- Horizon Europe associated countries:  
Albania, Armenia, Bosnia and Herzegovina, Faroe Islands, Republic of North Macedonia, Georgia, Moldova, Montenegro, Serbia, Turkey, Ukraine

**Eligibility criteria for the beneficiaries:**

**Legal status:** Being a registered legal entity. The applicant can apply together with a group of partners spanning the Knowledge Triangle but one organization has to be designated as the lead. EIT Urban Mobility will only contract the lead entity. In this case the lead organization needs to demonstrate the group’s commitment by producing letters of commitment from the other partners. The group needs to include at least one university (but it doesn’t need to be the lead organization). It is not required to apply with a group of partners, but it is an advantage to show the potential of the new Hub to be a driving force for the local ecosystem Applicants cannot be an EIT Urban Mobility core or project partner or a linked or affiliated third party of an EIT Urban Mobility Partner and have to submit a respective self-declaration.

**Thematic alignment:** The applicant entity should demonstrate a thematic alignment with EIT Urban Mobility focus areas and a proven track record of start-up incubation (mentoring, coaching, training, knowledge transfer). It will be favourably assessed , if the organisation has experience in managing projects in the field of Urban Mobility and especially in working with cities.

### Framework conditions:

- Funding: 60k Euro pro beneficiary, overall maximum 100k Euro pro project  
The budget of a single partner can not exceed the 60.000 Euro, it is possible to have a consortium of beneficiaries working on the same project for the same goal, in this case the sum for the project is 100k Euro. In case of a consortium to test the local knowledge triangle integration it is strongly supported to integrate several partners from the different sides of the local knowledge triangle. A cross-country RIS activity is also supported.
- Available budget 226,4k Euro
- Maximum grant intensity: The grant intensity can reach the 100%
- Timeline: The selected projects shall be delivered until the 31th of December 2020

### Evaluation criteria for the RIS projects

The RIS proposals will be reviewed based on the criteria stated, including but not limited to the potential impact (including repeatability and scalability), feasibility, efficiency (potential impact per EUR) and diversity.

The specific evaluation criteria and respective weights for RIS projects are given below:

**Table 3: Evaluation criteria and specific weights for RIS innovation und connecting RIS activities**

<p><b>I. Project Excellence, Novelty of Innovation and Strategic Fit (30%)</b></p> <ul style="list-style-type: none"><li>• A well-defined objective of the project.</li><li>• Projects should use innovative and unique approaches wherever possible. For example, applying existing knowledge in a new way or in a different context, or applying 'new' knowledge to solve challenges with a different approach.</li><li>• Projects should state uniqueness of the proposal compared to the state of the art. Processes, policies or management innovation should be compared with standard practices, current guidelines, policies etc.</li><li>• Added-value of the proposal should be demonstrated.</li><li>• Well defined output/deliverables.</li><li>• Alignment with at least one of EIT Urban Mobility's strategic objectives.</li><li>• Show how the EIT Urban Mobility funding catalyse a development, which would otherwise not happen now.</li><li>• Alignment with the concept of the extended Knowledge Triangle Integration.</li><li>• Level and type of partner involvement (number of partners, number of countries, variety in terms of type of partner (City, Academia and Research, Corporates as well as SMEs/start-ups))</li></ul>
<p><b>II. Solution Readiness, Consortium and Project Plan (20%)</b></p> <ul style="list-style-type: none"><li>• Project plans should be feasible in terms of the timeline, resources allocated and deliverables. Budget distribution between partners and between work packages should be relevant to the tasks to be carried out.</li><li>• Project organisation should be logical with clear and well-defined work packages.</li><li>• The milestones that have been chosen should be relevant and realistic for the project's objectives.</li><li>• Composition of consortium, excellence of partners, good balance in the extended knowledge triangle.</li><li>• Demonstrated ability to perform the project. Team capability, strength and composition.</li><li>• Availability of required resources.</li></ul>

### III. Strategy for Implementation (Commercialisation and/or Adoption) (20%)

- Ability of the proposed project to be repeated and scaled up.
- Feasibility of the implementation strategy – illustration of how this in the future may be implemented on a broader scale.
- Knowledge of and mitigation strategy for hurdles and risks.
- Level and commitment of industry and cities.

### IV. Impact (30%)

- KPIs clearly fitting the project's objectives and targeted impact.
- A logical link between the project and building lasting targeted capabilities.
- Measurable impact and contribution to the EIT Urban Mobility goals as well as the urban mobility ecosystem.
- Suitable plan for knowledge transfer within and beyond the project consortium, EIT Urban Mobility and beyond.

## 4. RIS internship 2020

### Goal of the RIS internship 2020 call in general

The RIS internship of EIT Urban Mobility has the goal to connect high potential young professionals with the innovative projects of the KIC.

The interns have the possibility:

- for professional development through their involvement in the project
- get to know the community
- get professional work experience
- learn how to organise and manage a project according to the KIC regulation
- to learn the city challenges and the potential new solutions

EIT Urban Mobility strongly encourage to interns after the internship to assist in the home country the RIS stakeholder to start new projects.

### Geographical eligibility

Internships are for students and for young professionals from the RIS focus countries of EIT Urban Mobility eligible:

- EU member states:  
Bulgaria, Croatia, Cyprus, Estonia, Greece, Hungary, South-Italy, Latvia, Lithuania, Malta, Poland, Portugal, Slovakia, Slovenia, Romania
- Horizon Europe associated countries:  
Albania, Armenia, Bosnia and Herzegovina, Faroe Islands, Republic of North Macedonia, Georgia, Moldova, Montenegro, Serbia, Turkey, Ukraine

### Eligibility criteria for the beneficiaries:

**Legal status:** Natural persons, who are citizens of the EIT Urban Mobility RIS focus countries.

**Thematic alignment:** The applicant should demonstrate a thematic alignment with EIT Urban Mobility focus areas and a proven track record of professional experience and an EIT Urban Mobility projects has to accept her/his application to cooperate.

### Framework conditions:

- Funding: maximum 17,6k Euro pro intern, (maximum 1600 Euro/month for maximum 11 month)
- Available budget 88k Euro
- Maximum grant intensity: The grant intensity is 100%
- Timeline: The internship activities shall be delivered until the 31th of December 2020

### Criteria for selection:

- experience and motivation of the applicant in EIT Urban Mobility's focus areas and
- a proven track record of professional experience and
- an EIT Urban Mobility projects has to accept intern's application to cooperate.

# V. Overview of Annexes

You can also find the Annexes via the respective article of Call publication on our website:  
<https://www.eiturbanmobility.eu/category/news/>.

Annex 1: Strategic Agenda EIT Urban Mobility ([Link](#))

Annex 2: City Club Challenges for the Business Plan 2021 ([Link](#))

Annex 3: Proposal Partner Information Form for Business Plan 2021 ([Link](#))