

| General Information | |
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| Preliminary title of the European Partnerships | EIT Urban Mobility |
| Short description of the partnership | It is a pan-European partnership of around 50 businesses, education and research excellence institutions as well as multifaceted cities, aiming at delivering innovative solutions to meet 21st century urban mobility challenges. |
| Services directly involved | DG EAC, European Institute of Innovation and Technology (EIT) |
| Context and problem definition | <p>Today we can observe multiple aspects of urban mobility that could be considered as crisis or a turning point: urban growth and sprawl; planning, implementation and maintenance of infrastructure; economic and environmental costs of congestion; demands on accessibility, safety, and local air pollution to name a few. At the same time, residents strive for high quality of public space, mobility and increased participation in decision-making, with new services being end-user-centric by design, allowing for new schemes and increased mobility choices.</p> <p>In this context, EIT Urban Mobility will address the following societal and urban mobility challenges:</p> <ul style="list-style-type: none"> - Sustainable urban growth: by challenging embedded practices to alleviate pressure on urban space and unlock new value for communities and businesses - Transportation network decongestion Urban streets, highways and public transport networks are running into capacity limits. Congestion is often located in and around urban areas and costs nearly EUR 100bn annually, representing 1% of EU GDP. With the expected increase of population, private cars and even autonomous vehicles, it is expected that congestion costs will increase by about 50% until 2050. - Interdisciplinary talent: European industry is experiencing a shortage of experienced professionals and public administrations struggle to keep pace with private competitors on the job market. To realise our full potential, education needs to re-focus on the new, cross-disciplinary challenges in urban mobility. - Eco-efficient and safe urban transport: The road transport contributes 39% of NOx emissions (2015), leading in 2012 to 500k premature deaths attributable to air pollution in Europe. Concerning traffic safety in Europe, there is still a rate of 9,3 fatalities per 100k people every year – with 69% of all road accidents occurring in cities; annual cost of road fatalities and serious injuries has been estimated at around EUR 120bn, representing 1% of GDP. - Data exploitation: High quality, curated data is a prime resource for connected, on-demand mobility services. Questions must be tackled, about platforms for fair and open data exchange, including ownership, privacy issues, security, and networks (e.g. “5G”), as well as the provision of data. With respect to Intelligent transport systems (ITS) solutions, and particularly Cooperative-ITS (C-ITS) for connected and automated mobility in urban environments, several political, financial, technical and operational obstacles need to be tackled in order to guarantee timely deployment. - Mobility industry competition: The EU transport industry directly employs around 11mio people and accounts for about 5% of GDP. However, new international competitors are entering the market very quickly, both in vehicle technology and mobility services to challenge traditional players. Sustainable growth and jobs must capitalise on leadership in the new mobility landscape. - Regulatory and behavioural change: Current regulations and long-term investment rational will have to be reconsidered and a new focus on end consumer engagement and adoption shown. The strategic shift towards |

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| | <p>cooperation and convergence into intermodal solutions is needed from transport service providers.</p> <p>- Urban Governance: Cities and private investor develop their own isolated solutions on ways to use the given public space, parking pressure, congestion and air quality, while the transfer of these to other environments is very limited. Greater transparency, trust and collective stakeholder successes fuelled by a shared innovative mind set must be fostered.</p> |
| Objectives and expected impacts | <p>EIT Urban Mobility has five strategic objectives:</p> <ol style="list-style-type: none"> 1. Enhance the value of urban spaces for the quality of life by re-shaping mobility: create liveable urban spaces by anchoring a mobility transition in citizen engagement and co-creation to respond to real mobility needs and explore innovative solutions together. 2. Promote innovation performance through education and training: create lifelong learning education and training programmes that are intersectoral, international, entrepreneurial and interdisciplinary. 3. Integrate user-centric mobility services and products: accelerate the development and deployment of novel and data-driven mobility services and products, while ensuring their integration. 4. Foster the competitiveness of the European urban mobility business sector by accelerating market opportunities: target and stimulate the entrepreneurial ecosystem to accelerate new business ideas, models and players. 5. Stimulate markets and behavioural change through regulation and stakeholder engagement: enable and stimulate an active approach to regulation, removing barriers for innovation in cities and setting a favourable framework for all. <p>With 70% of the EU population living in Europe's cities, the need for a fundamental urban mobility ecosystem transformation has become a prime concern of cities and citizens alike. EIT Urban Mobility aims to take a leading role in this process and accelerate solutions and transition towards a user-centric, integrated and truly multimodal transport system.</p> <p>In terms of economic impact, EIT Urban Mobility will contribute to sector growth and job creation through higher level of innovation, successful new business creation and efficiency gains. Creation, incubation or acceleration of start-ups that will access global mobility markets is expected. New solutions brought to the market will open up new markets. Prosperous European cities will result from efficient mobility, leading to higher productivity, better labour accessibility, lower distribution costs and reduction in economic costs related to congestion.</p> <p>EIT Urban Mobility cities will implement solutions preventing external effects on humans and environment. Increased use of low-emission and user-centric multi-modal mobility services will result in significant reduction of environmental impacts across connected urban mobility system including the mitigation of climate change effects.</p> <p>More liveable urban spaces are expected for all people through increased accessibility and affordability particularly for those with unmet mobility needs. Increase in use of shared mobility modes is expected through creating more social awareness and inclusion through citizen engagement. EIT Urban Mobility cities will providing evidence on freeing up road spaces and significant decline in the number of premature deaths from mobility's negative externalities and road fatalities is expected.</p> |

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| Necessity test: rationale for a European Partnership | <p>A partnership approach is more effective in achieving the objectives because of the following reasons:</p> <ul style="list-style-type: none"> - The magnitude and systemic nature of the problem addressed requires knowledge and resources sharing, and long-term, concerted actions (based on a joint strategy and vision) from a broad range of stakeholders: academia, industry, SMEs, regulators, investors, utilities etc. - It ensures the achievement of critical mass to ensure the scale and scope required and, at the same time, thus overcoming the sector fragmentation through coordination, structuration and prioritisation. - It contributes to strengthening local innovation ecosystems, through the involvement of and interaction between local innovation actors; - It creates the conditions to incentivise the commitment of innovation actors for a long time, in order to ensure the continuation of the activities once the EU financial support is phased-out. - It establishes synergies and complementarities with other EU initiatives, in order to make the critical mass of efforts more consistent. |
| Relevant for the following parts of Horizon Europe | <p>Pillar II 'Global Challenges and European Industrial Competitiveness'</p> <p><input checked="" type="checkbox"/> Cluster Health</p> <p><input type="checkbox"/> Cluster Culture, creativity and inclusive society</p> <p><input type="checkbox"/> Cluster Civil Security for Society</p> <p><input type="checkbox"/> Cluster Digital, Industry and Space</p> <p><input checked="" type="checkbox"/> Cluster Climate, Energy and Mobility</p> <p><input checked="" type="checkbox"/> Cluster Food, Bioeconomy Natural Resources, Agriculture and Environment</p> <p><input type="checkbox"/> Cross-cluster</p> <p><input checked="" type="checkbox"/> Pillar III 'Innovative Europe'</p> |
| Currently identified links with other partnership candidates / Union programmes | <p>Examples of collaboration opportunities with other EU initiatives:</p> <ul style="list-style-type: none"> - Links with most of the proposed partnerships under cluster Climate, Energy and Mobility are expected, in particular, Clean Sky 3, Clean Hydrogen, or Automated Road Transport. - EIP- SCC "Smart Cities Communities", should provide valuable opportunities for collaborations into the mobility and transport needs of people and goods incl. waste. - Synergies with the Urban Agenda for the EU coordinated by DG REGIO shall be explored, in particular with the partnership on Urban Mobility - Synergies with Erasmus in developing and running highly innovative curricula with strong entrepreneurial components. - At local level, EIT Urban Mobility will link with RIS3 via its CLCs and ecosystem to increase the impact of initiatives. - EIC: EIT Urban Mobility could provide support to deliver business acceleration services to EIC beneficiaries. |
| Does the proposed partnership build on currently active ones? | <p>EIT Urban Mobility is the continuation of the EIT-KIC partnership of the same name currently implemented through the EIT. It was established in 2019, for a maximum duration of 15 years, following a call for proposal in 2018.</p> |
| Expected type and composition of partners | <ul style="list-style-type: none"> - EIT Urban Mobility already manages a formal partnership of around 50 partners by its five regional European Co-location Centres in Denmark (Copenhagen), Germany (Munich), The Netherlands (Helmond), Czech Republic (Prague) and Spain (Barcelona). - Main industrial partners include: BMW Group, Siemens, Volkswagen Truck&Bus, Skoda Auto, SEAT, TomTom, Altran, or Colruyt. - Main academic/research partners include: TU Munich, KTH, Univ. Coll. London, EPF Lausanne, Fraunhofer, ENEA. |

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| | <ul style="list-style-type: none"> - The co-location centres bring together, at a local or regional level, the education, research and industry partners of the KIC, thereby allowing a face-to-face contact, geographical proximity and practical integration of the knowledge triangle. - Partners come from across the EU. Under Horizon Europe, the ambition is to strengthen the rules and criteria for bringing in new partners who are usually first associated to KICs activities before eventually become fully-fledged KIC partner. Therefore, inclusion of new partners will follow the Horizon Europe criteria for partnerships as well as the business model and strategic direction of the KIC and will be based on the need to provide added value in terms of expertise, geographical location, city typology and outreach. - EIT Urban Mobility promotes a consumers centred approach in many innovation projects. It also promotes direct citizen involvement in its education dimension, through MOOCs and awareness raising activities. |
| Contributions and commitments expected from partners | EIT Urban Mobility shall establish in the coming years (2019 is a start-up year) their financial sustainability strategy building on a sustainable mix of income sources to finance its operations. In addition to the EIT grant, the KIC budget may include additional revenue from various sources, such as membership fees, regional funding, ROI from shares in companies, business support services, fees from EIT labelled educational programmes, education certificates, etc. Partners also provide in-kind contributions to co-fund the activities. |
| Currently envisaged implementation mode(s). | <input type="checkbox"/> Co-programmed European Partnership <input type="checkbox"/> Co-funded European Partnership <input type="checkbox"/> Institutionalised European Partnership <ul style="list-style-type: none"> <input type="checkbox"/> Article 185 <input type="checkbox"/> Article 187 <input checked="" type="checkbox"/> EIT-KIC |
| Justification of the implementation mode | <ul style="list-style-type: none"> • Through an open and competitive call process, each KIC partnership is selected among a number of proposals based on criteria, including: proposed strategy, implementation aspects and expected impact. • Based on a multiannual strategy and Business Plans, the KIC will run an integrated portfolio of activities in the field of education, support to innovation and to entrepreneurship in order to contribute tackling global challenges. • Each business plan covers a period of one year; it is assessed by external experts, scrutinised and approved by the EIT GB. It is a mean to flexibly address the key issues a KIC tackles. • Place-based approach: i.e. integration of a KIC (through its CLCs) in local innovation ecosystems to strengthen the ties between innovation actors. • A KIC is meant to be financially sustainable and keep operating after the end of the support of the EIT. • Target group: a KIC is meant to involve the actors of the Knowledge Triangle (academia, research and industry). However, a KIC can involve also other actors that can contribute to its objectives (i.e. financial actors, local government, civil society). In particular, entities managing and/or funding research and innovation programmes can also be involved in order to ensure synergies with initiative at national/local level. • Each KIC benefits from the interactions and synergies with the other KICs. |
| Proposed starting year | The partnership was established in 2019. It is proposed to continue funding this KIC in the course of Horizon Europe. |