



Brussels, 4.7.2022
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COMMISSION DECISION

of 4.7.2022

**on the financing of pilot projects and preparatory actions in the field of transport for
2022**

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THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council of 18 July 2018 on the financial rules applicable to the general budget of the Union, amending Regulations (EU) No 1296/2013, (EU) No 1301/2013, (EU) No 1303/2013, (EU) No 1304/2013, (EU) No 1309/2013, (EU) No 1316/2013, (EU) No 223/2014, (EU) No 283/2014, and Decision No 541/2014/EU and repealing Regulation (EU, Euratom) No 966/2012¹, and in particular Article 58(2)(a)(b) and Article 110 thereof,

Whereas:

- (1) In order to ensure the implementation of pilot projects and preparatory actions in the field of transport, as set out in the Annex, it is necessary to adopt an annual financing decision which constitutes the annual work programme for 2022 ('the work programme'). Article 110 of Regulation (EU, Euratom) 2018/1046 ('the Financial Regulation') establishes detailed rules on financing decisions.
- (2) Pursuant to Article 62(1)(c) of the Financial Regulation indirect management is to be used for the implementation of the pilot project and the preparatory action, as set out in the Annex.
- (3) The Commission is to ensure a level of protection of the financial interests of the Union with regard to entities and persons entrusted with the implementation of Union funds by indirect management as provided for in Article 154(3) of the Financial Regulation. To this end, for the pilot project and the preparatory action, as set out in the Annex, such entities and persons are to be subject to an assessment of their systems and procedures in accordance with Article 154(4) of the Financial Regulation and, if necessary, to appropriate supervisory measures in accordance with Article 154(5) of the Financial Regulation before a contribution agreement can be signed.
- (4) It is necessary to allow for the payment of interest due for late payment on the basis of Article 116(5) of the Financial Regulation.
- (5) In order to allow for flexibility in the implementation of the work programme, it is appropriate to allow changes which should not be considered substantial for the purposes of Article 110(5) of the Financial Regulation.

¹ OJ L 193, 30.7.2018,p.1.

HAS DECIDED AS FOLLOWS:

Article 1
The work programme

The annual financing decision, constituting the annual work programme for the implementation of the pilot projects and preparatory actions in the field of transport for 2022, as set out in the Annex, is adopted.

Article 2
Union contribution

The maximum Union contribution for the implementation of the work programme for 2022 is set at EUR 9 262 000, and shall be financed from the appropriations entered in the following lines of the general budget of the Union:

PP 02 22 02 – Pilot project – Comprehensive handbook for building local Urban Air Mobility (UAM) ecosystems in Europe, EUR 1 590 500 (new PP)

PP 03 22 03 – Pilot project – Single European Digital Enforcement Area, EUR 990 500 (new PP)

PA 02 22 02 – Preparatory action – EU Space Data for autonomous vessels in Inland waterways, EUR 2 000 000 (new PA)

PA 02 22 01 – Preparatory action - EU Road Safety Exchange +, EUR 900 000 (new PA)

PA 09 22 01 – Preparatory action - EU Clearing House for Sustainable Aviation Fuels (SAF), EUR 2 000 000 (new PA)

PP 02 21 05 – Pilot project - Sustainable rural mobility for COVID-19 resilience and support of ecotourism, EUR 990 500 (extension of an ongoing PP)

PP 02 21 08 – Pilot project - Single European Railway Area – Prototype Corridor Munich-Verona, EUR 790 500 (extension of an ongoing PP)

The appropriations provided for in the first paragraph may also cover interest due for late payment.

Article 3
Methods of implementation and entrusted entities or persons

The implementation of the pilot project and the preparatory action carried out by way of indirect management, as set out in point 4 of the Annex, may be entrusted to the entities or persons referred to or selected in accordance with the criteria laid down in that point of the Annex.

Article 4
Flexibility clause

Cumulated changes to the allocations to specific projects or actions not exceeding 20% of the maximum Union contribution set in the first paragraph of Article 2 of this Decision shall not be considered to be substantial for the purposes of Article 110(5) of the Financial Regulation, where those changes do not significantly affect the nature and the objective of the work programme. The increase of the maximum Union contribution set in the first paragraph of Article 2 of this Decision shall not exceed 20%.

The authorising officer responsible may apply the changes referred to in the first paragraph. Those changes shall be applied in accordance with the principles of sound financial management and proportionality.

Done at Brussels, 4.7.2022

For the Commission
Adina-Ioana VĂLEAN
Member of the Commission

EN

ANNEX

Work Programme for 2022 on the financing of pilot projects and preparatory actions in the field of transport

1. *Introduction*

On the basis of the objectives given in the 2022 budget remarks¹, this work programme contains the pilot projects (PP) and the preparatory actions (PA) in the field of transport to be financed and the budget breakdown for 2022 as follows:

Legal basis

Article 58(2)(a)(b) of the Financial Regulation

Budget line

See points 2, 3 and 4

Objectives pursued

Pilot projects and preparatory actions serve as an instrument to allocate appropriations with the aim to test a novel policy idea in an area where the Union has competency but no relevant basic act exists that would allow the Union to spend any funding.

Expected results

Pilot projects are activities of experimental nature pursuing optimal results in terms of feasibility and usefulness of a new initiative.
Preparatory actions are designed to prepare legislative proposals with a view to the possible adoption of future actions.

2. *Grants*

The global budgetary envelope reserved for grants in 2022 is EUR 790 500.

PP 02 21 08 – Pilot project - Single European Railway Area – Prototype Corridor Munich-Verona, EUR 790 500 (extension of an ongoing PP)

Type of applicants targeted by the call for proposals.

¹ [SEC03.pdf \(europa.eu\)](#)

Railway undertaking, Infrastructure managers, National Safety Authorities, Ministry of Transport and other ministries, Intermodal operators, logistic providers and freight forwarders, terminal authorities, Data analysts and IT specialists.

Description of the activities

The pilot project should address shortcomings and identify solutions for the most efficient use of the rail infrastructure within the Single European Railway Area on the Scandinavian Mediterranean corridor, paying attention to cross-border operations, in particular the Munich-Verona stretch. Based on obstacles identified in the Commission's Brenner issues list, individual projects shall implement long term solutions designed to ensure seamless rail operations without technical and train operation-induced (border) stops on the entire stretch of almost 500 km crossing two EU internal borders. This extension of the pilot project targets those points from the Commission's Brenner issues list that were not addressed under the first call. It should contribute to higher efficiency and effectiveness of rail operations by way of cross border traffic management cooperation.

Three Member States and five regions (DE/Bavaria, AT/Tyrol and IT/Trentino-Alto Adige and Veneto) would be involved along the corridor stretch that includes one of the flagships of the TEN-T infrastructure cross-border construction projects: the Brenner Base Tunnel.

Implementation

Directorate-General Mobility and Transport

3. *Procurement*

The global budgetary envelope reserved for procurement contracts in 2022 is EUR 4 881 000.

3.1

PP 03 22 03 – Pilot project - Single European Digital Enforcement Area, EUR 990 500 (new PP)

General description of the contracts envisaged (*study / technical assistance / evaluation / survey / IT / communication services/etc.*)

Survey

Implementation

Directorate-General Mobility and Transport

Additional information

A broad framework of rules applies to commercial road transport in the EU. These rules concern minimum social, market and technical standards to be complied with by drivers, operators, vehicles and cargo. Effective and efficient enforcement of these Union rules is crucial for improving road safety for all road users, ensuring adequate working conditions for those who earn their living carrying goods or passengers and safeguarding fair business conditions for those who invest in establishing a road transport company.

However, due to the ever-increasing cross border nature of transport operations, traditional enforcement is now broadly considered as insufficient, burdensome and costly for the whole sector. In addition, the difficult access to data related to drivers, operators, vehicles and cargo leads to even more constraints for enforcement authorities, which also see the scope of the necessary controls extended under the Mobility Package 1. The COVID-19 pandemic has also showed the shortcomings of traditional enforcement based on physical controls and paper documents.

The creation of a Single European Digital Enforcement Area (SEDEA) requires in-depth testing on the ground as a first step in order to gradually replace traditional random physical controls at the roadside and at the premises with digital and targeted ones. This particular pilot project aims to provide the necessary data, which would allow the Commission to come up with a sound strategy on digital enforcement in the future.

The project will look at compliance with Union rules in three dimensions: human (drivers and operators), vehicle and freight. It will cover the controls of driving and rest time rules, posting, cabotage, all kind of licenses such as community license, driving license, driver's attestation, tachograph cards, roadworthiness test of vehicles, weights and dimensions, with the aim to gradually give controllers an access to this comprehensive set of data in real time.

3.2

PA 02 22 02 – Preparatory action - EU Space Data for autonomous vessels in Inland waterways, EUR 2 000 000 (new PA)

General description of the contracts envisaged (*study / technical assistance / evaluation / survey / IT / communication services/etc.*)

Study (including surveys), equipment prototyping, demonstration

Implementation

Directorate-General Mobility and Transport

Additional information

The inland waterways transport is changing thanks to emerging technologies that lead to a safer, digital and more sustainable sector. EU Space Data from Galileo, EGNOS and Copernicus will be key enablers of this transformation, by facilitating reliable and robust positioning information and harmonised images of the fairways and environment, needed for safe and green autonomous vessel operations. In particular, Galileo can contribute to

further automation by providing authentication and integrity of position.

The preparatory action will identify user requirements and challenges for safe navigation and resilient positioning, in particular where several operation modes (autonomous, remotely piloted and manually piloted vessels) coexist; analyse technical and regulatory barriers, the industry value chain and new business models that could emerge; identify possible actions at national, regional and local level to boost business development and support SMEs/start-ups to deliver EU Space-based solutions for inland waterway transport; develop equipment prototypes using Galileo differentiators for authentication; design a safety case with Copernicus images to define the waterways to be tested; carry out tests along selected inland waterways to demonstrate feasibility and added value in line with the Commission guidelines on Maritime Autonomous Surface Ships (MASS) and other relevant guidelines and regulations on national and international level; contribute to a new standard for minimum requirements for EU Space Data to guarantee safe autonomous vessel navigation in inland waterways in support of future regulatory initiatives, and contribute to standardisation work within CESNI (Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure).

3.3

PA 02 22 01 – Preparatory action - EU Road Safety Exchange +, EUR 900 000 (new PA)

General description of the contracts envisaged (*study / technical assistance / evaluation / survey / IT / communication services/etc.*)

Study, technical assistance

Implementation

Directorate-General Mobility and Transport

Additional information

EU Road Safety Exchange + (EURSE) (II) will consolidate the work on exchange of knowledge and best practice of the pilot project and expand the scope to a larger number of Member States. A longstanding programme ensures continuous peer support, essential to achieving both national and European targets for reducing road deaths and serious injuries, as well as high-level visibility and ownership for road safety in the Member States. It provides new tools and solutions based on international good practice and establishes consistent partnership between countries. Targeted action on key topics will help close the significant road safety performance gap between Member States.

This preparatory action will expand the number of participants of the EU Road Safety Exchange project and identify participating countries based on their potential for achieving significant road safety improvements. The preparatory action will set up a new mechanism for exchange and systematic follow-up to ensure that professionals in participating Members States have the necessary knowhow and tools to introduce long-term reforms in road safety, in line with national resilience and recovery plans. The activities envisaged include online thematic workshops, study visits on the ground, as well

as systematic follow-up and a final conference to share knowledge and experience with a wider audience.

3.4

PP 02 21 05 – Pilot project - Sustainable rural mobility for COVID-19 resilience and support of ecotourism, EUR 990 500 (extension of an on-going PP)

General description of the contracts envisaged (*study / technical assistance / evaluation / survey / IT / communication services/etc.*)

Study

Implementation

Directorate-General Mobility and Transport

Additional information

In line with the objectives of the European Green Deal, this pilot project aims to promote better mobility connections in remote and rural areas as well as capacity building, while reducing CO₂ emissions from transport and ensuring a just transition for all. It will aim to foster accessibility for persons with limited or no mobility by car, such as women, young, elderly, disabled and socially disadvantaged people, and provide sustainable solutions for rural populations while serving the ever-growing demand for rural ecotourism in a post-pandemic context where more families and individuals consider resettling in rural areas.

The extension of this pilot project will continue to focus on interconnecting mobility needs with already ongoing projects like ‘smart villages’ and ‘SMARTA’ among others, and in particular on the recovery potential of rural and remote areas in the post COVID-19 period. It will look at how to best organise and develop rural areas to connect them smoothly and in a sustainable way with the nearest urban agglomerations, as well as with neighbouring villages.

The project will contribute to capacity building at local level to implement the mobility action under the Long-term vision for the EU’s rural areas, i.e. support rural municipalities in identifying best practices building on the Commission’s experience with urban mobility networks.

4. Actions implemented in indirect management

4.1

PP 02 22 02 – Pilot project - Comprehensive handbook for building local Urban Air Mobility (UAM) ecosystems in Europe, EUR 1 590 500 (new PP)

Implementing entity

The European Union Aviation Safety Agency (EASA)

Description

EASA will implement the project under indirect management pursuant to:

-Article 62.1(c) of the Financial Regulation

-Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and

- Article 7 of the 2019 Framework Financial Regulation² as set out in the financial rules of the agency.

The objective of the project is to help public entities and private stakeholders to implement existing EU rules by developing an interactive online platform to simulate and support the establishment of Urban Air Mobility ecosystems at the local and regional level. The project will consider necessary aspects from the civil aviation safety, security and environment contexts and will identify applicable regulations, technical standards and guidance, including competent authorities for necessary approvals.

The delegation to EASA is legally feasible and respects the conditions set out in the financial rules of the agency as in Article 7 of the 2019 Framework Financial Regulation.

4.2

PA 09 22 01 – Preparatory action - EU Clearing House for Sustainable Aviation Fuels (SAF), EUR 2 000 000 (new PA)

Implementing entity

The European Union Aviation Safety Agency (EASA)

Description

EASA will implement the project under indirect management pursuant to:

-Article 62.1(c) of the Financial Regulation

-Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and

- Article 7 of the 2019 Framework Financial Regulation³ as set out in the financial rules of the agency.

This preparatory action aims to support fuel producers in the EU wishing to certify

² Commission Delegated Regulation (EU) 2019/715 of 18 December 2018 on the framework financial regulation for the bodies set up under the TFEU and Euratom Treaty and referred to in Article 70 of Regulation (EU, Euratom) 2018/1046 of the European Parliament and of the Council

³ Idem

Sustainable Aviation Fuels (SAF) to the international fuel standards for commercial aircraft ASTM D1655 Jet A or Jet A-1 and ASTM D7566 and ASTM D4054, thus removing barriers to increased SAF use in Europe and globally. The objective is to accompany SAF EU producers along the approval process by providing the necessary technical support. The preparatory action will cover the definition, validation and testing of the concept to be implemented in Europe by designing the required European capabilities and tools. The new Clearing House will bring aviation stakeholders, SAF producers, and regulators closer together with a view to meeting the common objective of developing the European SAF market.

The Renewable and Low-Carbon Fuels Value Chain Industrial Alliance will provide input into the design of this Clearing House as well as contribute to the monitoring of implementation and evaluation of the preparatory action results.

The delegation to EASA is legally feasible and respects the conditions set out in the financial rules of the agency as in Article 7 of the 2019 Framework Financial Regulation.