



Brussels, 3.12.2021
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COMMISSION DECISION

of 3.12.2021

**amending Decision C(2021) 4002 on the financing of five pilot projects in the field of
transport for 2021**

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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 ('Financial Regulation'), and in particular Article 58(2), point (a), and Article 110 thereof,

Whereas:

- (1) The pilot project - Single European Railway Area - Prototype Corridor Munich-Verona with reference 02.200100.PP02 21 08 was adopted under the 2021 Union budget by means of Decision C(2021) 4002.
- (2) The pilot project - Single European Railway Area - Prototype Corridor Munich-Verona with reference 02.200100.PP02 21 08 will take the form of grants instead of procurement. Therefore, it is necessary to amend Decision C(2021) 4002 to reflect the change of implementation mode.
- (3) The pilot project - IRS Smart Cities project: new railway station concept for green and socially inclusive smart cities with reference 02.200100.PP02 21 09 was adopted under the 2021 Union budget by means of Decision C(2021) 4002.
- (4) The pilot project - IRS Smart Cities project: new railway station concept for green and socially inclusive smart cities with reference 02.200100.PP02 21 09 will be implemented under indirect management pursuant to Article 62(1), point (c), instead of direct management via procurement. Therefore, it is necessary to amend Decision C(2021) 4002 to reflect the change of method of implementation.
- (5) The Commission is to ensure a level of protection of the financial interests of the Union with regards 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 one pilot project, 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.

¹ OJ L 193, 30.7.2018, p. 1.

HAS DECIDED AS FOLLOWS:

Sole Article

Decision C(2021)4002 is amended as follows:

- (1) The following article is added:

'Article 4

Methods of implementation and entrusted entities or persons

The implementation of the pilot project 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.'

- (2) The Annex is amended as set out in the Annex to this Decision.

Done at Brussels, 3.12.2021

For the Commission
Adina-Ioana VĂLEAN
Member of the Commission

ANNEX

(EN)

The Annex to Decision C(2021) 4002 is amended as follows:

(1) In Point 2. **Procurement**, the first sentence is replaced by the following:

‘The global budgetary envelope reserved for procurement in 2021 is EUR 6 100 000.’

(2) Points 2.3 and 2.4 are deleted.

(3) The following new points 3 and 4 are added

3. Grants

The global budgetary envelope reserved for grants under this work programme is EUR 600 000.

3.1 Pilot project - Single European Railway Area - Prototype Corridor Munich-Verona

Type of applicants targeted by the call for proposals

The type of applicants targeted by the call for proposal are: Railway Undertaking, Infrastructure Managers, National Safety Authorities, Ministry of Transport, Intermodal operators, logistic providers, terminal authorities, IT experts.

Description of the activities to be funded under the call for proposals

This pilot project intends to implement solutions to accelerate the ongoing completion of the Single European Railway Area. The pilot project should identify and address shortcomings within the rail ecosystem by analysing one select route with a holistic approach centred on cross-border operations.

The route for the pilot project should be the one between Munich and Verona. Three Member States (DE/Bavaria, AT/Tyrol and IT/Veneto) would be involved along the line that includes one of the flagships of the TEN-T infrastructure cross-border construction projects: the Brenner Base Tunnel.

The holistic approach should ensure that all aspects and needs are identified and considered on an equal footing. The aim is to cover the entire transport chain, ranging from customers, to transport operators, to railway undertakings, as well as infrastructure managers and regulatory bodies.

The main goal is to establish a joint set of rules for the corridor infrastructure spanning three jurisdictions and eliminating the ensuing obstacles for rail traffic. Today, this type of joint arrangements are not foreseen by legislation. The actions required to prepare for this, and which could benefit other European infrastructure, may include:

Obligatory requirements to engage in collaborative decision-making in rail traffic operations and to engage in binding performance agreements between all stakeholders in a (multimodal) rail freight transport.

Strategic allocation of rail infrastructure capacity for different types of traffic (i.e. several years in advance), in this case in particular for international rail freight traffic, taking into account the overall needs and requirements from Italy, Austria and Germany, and the alternative road transport transiting the Alps.

Capacity management and traffic management at the level of the proposed corridor, e.g. by ensuring governance or appointing a supra-national entity in charge of defining and imposing such rules and procedures in a binding manner.

Requirements for joint decision-making by rail regulatory bodies as concerns international traffic going beyond the provisions on cooperation between regulatory bodies defined in Article 57 of Directive 2012/34/EU.

Joint centralised and automated traffic management, including interfaces with interlocking/signalling system, on networks of different rail infrastructure managers.

The methodology that emerges over the course of the work will be closely documented so the output will go beyond producing a recipe to optimise the pilot route in order to provide a European best practice guideline potentially applicable throughout the entire Single European Railway Area.

Implementation

Directorate-General for Mobility and Transport

Additional information

In its current form, the project consists of identifying the needs of users both in passenger and freight rail transport, of defining and implementing solutions on the Brenner route (Munich–Verona) and of disseminating the lessons learned in a best practice guideline for implementation elsewhere. In order to make the project implementable, there should be a change of focus on regulatory and operational measures to optimise the performance of a cross-border European rail infrastructure and operations with a specific corridor as a pilot but with the ultimate goal of developing solutions for the entire EU rail network, in particular lines included in the TEN-T networks and the EU rail freight corridors. The proposal needs to be modified in order to focus specifically on a set of actions, which are not covered by existing EU legislation. It could be a genuine pilot in establishing a joint set of rules for the corridor infrastructure spanning 3 jurisdictions and eliminating the ensuing obstacles for rail traffic. Currently there is no legislative provision on this type of joint arrangements.

4. *Actions implemented in indirect management*

4.1 Pilot project - IRS Smart Cities project: new railway station concept for green and socially inclusive smart cities

Implementing entity

Description

The pilot project is intended to develop a shared methodology for transforming existing stations, or designing new ones into socio-technical systems operating simultaneously as city's greening engines for the surrounding environment, and new urban hubs aggregating multiple services fully integrated with energy-efficient and socially- inclusive mobility.

The pilot project is meant to contribute to the achievement of a climate-neutral society, as well as to the implementation of the UN Sustainable Development Goals concerned with sustainable, smart and inclusive cities, transport and infrastructure, resources management, climate mitigation and adaptation, reduction in the emissions of greenhouse gases, health, environmental protection and biodiversity regeneration, sustainable land use, and gender equality. As such it can furthermore contribute to the research and innovation activities of the Shift2Rail Joint Undertaking (JU), or its successor Europe's Rail JU in the context of infrastructure, digital and multimodality.

Railway stations connect multimodal mobility services and the rest of the urban environment. In most cases they also are nodes of the transportation, energy, telecommunications, water distribution and waste disposal infrastructure networks, with a high density of installed technical equipment. As such, they have a big unexploited potential both as new urban vital centres and as installations of advanced engineering solutions for environmental protection, sustainable solutions concerned with mobility, collaborative economy, and social services, contributing to pursue the objectives of the European Green Deal in terms of: mobilisation of the industry for a circular economy, clean and affordable energy supply, smart and resource-efficient building, zero urban pollution ambitions, respecting ecosystems and biodiversity, implementing the Farm to Fork Strategy, etc. in organic connection with smart and multimodal mobility (rail, e-mobility, car sharing, bike-sharing, etc.). Moreover, stations can give a response to health crises (e.g. COVID19) and natural disasters (due to climate change), as they can be readapted or converted to temporary reception facilities, shelters, hospitals, and any other typology that needs availability of big spaces.

All these goals will be integrated and achieved within the project proposals developed for stations with a common methodology.

The model is aimed to develop a new concept analysis that should represent a paradigm shift in designing all the social activities connected with the railway stations in all the areas in which they operate, broadening its original purpose and functions as a simple departure/arrival point of rail transportation. The new railway station can be not only a less energy-wasting, less polluting facility, but in fact a greening plant in the city that contributes a net positive balance to the environment.

At the same time, it can become a dense node of economic and social activities inherently integrated with energy- efficient mobility solutions, multiplying opportunities and solutions for economic growth, collaborative economy, and social inclusion.

In order to achieve an adequate level of interoperability of the transportation networks in the Union, a certain degree of standardisation of the essential features of the railway stations is required and, as a consequence, most of the fundamental elements of the railway station design and operation can contribute to deliver innovation to a greater extent. For this reason,

the new railway station concept design, operation and management must be conducted according to a common European-wide framework or methodology that, while enabling a sufficient latitude to accommodate specific local conditions or prevailing opportunities, may still guarantee the necessary degree of harmonisation and common objectives.

Furthermore, the Union needs to establish methods and tools to better assess the impacts – in all their dimensions – of innovative patterns affecting urban planning practices and urban mobility in general. A common methodology to streamline and coordinate these instruments will help decision-makers to develop policies in support of the participation from public and private actors to the implementation of innovative and coordinated solutions for mobility. Therefore, the resulting methodology should incorporate business modelling principles, behavioural- economic models and co-design approaches targeted at incorporating the inception into the design of the technical infrastructure. The inclusion of the socio-economic drivers of mobility, climate-friendly and social-inclusive behaviours and businesses will drive and complement the innovation brought in the stations and their surrounding areas, while providing economic actors with incentives for investments at the same time.

Bringing together station managers and railway operators, mayors and local administrations, public and private transport operators, Union institutions, citizens' representative bodies, NGOs, and research institutions around a common plan targeted to the urban environment surrounding and including the public stations will streamline public interventions and private investments, while providing an institutional framework to the model that will be created.

The pilot project will be developed through the implementation of at least four 'Living Labs' in four different Member States. It will follow an applied research pathway mixing fundamental research with the design and creation of new models that would be scalable and applicable to real contexts.

On the one hand, the pilot project's partners will cooperate in order to know, understand, and explain which operative options can make railway stations and their surrounding neighbourhoods becoming the primary driver of sustainable practices of mobility, logistics and work, and resilient infrastructures able to readapt when necessary. Successively, taking advantage of the outcomes of basic urban research, the project will investigate how stakeholders can fully benefit from the new model proposed which aims to create value for stakeholders and citizens.

Living Labs will be developed in the following way:

(1) Conducting workshops with committed stakeholders to establish a working methodology and management structure for the pilot, and to launch the project co-design activities in open collaboration and interface with the Shift2Rail JU or its successor.

(2) Conducting workshops to assess under-developed railway stations potential as multi-service, mobility-hub, urban greening infrastructures, with respect to their possible contribution to the UN Sustainable Development Goals and the European Green Deal's objectives.

(3) Developing methodological criteria and defining quantitative and qualitative deliverables for the co-design and the transformation of railway stations into multi-service, mobility-hub, urban greening infrastructures, while ensuring adequate evaluation of the results achieved

once the plan is implemented compared to the initial expectations.

(4) An open and constantly upgrading approach to the management of the stations will empower citizens to co-develop alternate mobility solutions for social inclusion, collaborative economy, and e-and smart-mobility and implementing it more flexibly. The coherent adoption of the model should help local and national administrations achieving the following objectives:

- fostering territorial cohesion through public transport and alternative mobility solutions
- decarbonisation of mobility and urban energy sources
- defining mechanisms to ensure implementation of the circular economy principles within the each and every businesses and services operated in station and in uninterrupted continuity with its surrounding environment
- promoting new partnerships, especially between public administrations, large industrial groups, local institutions and SMEs while integrating citizens and collaborative small-sized solutions into the overall planning and policy-making process
- understanding how these infrastructures can be helpful for the community in case of emergency, sanitary crisis or natural disaster.

(5) Organising a final conference presenting the pilot project's results in every living lab and showcasing the attained models of transformed railway stations.

Additional information

A contribution agreement is to be signed between DG MOVE and Shift2Rail Joint Undertaking or its successor Europe's Rail Joint Undertaking.

Indirect management by Shift2Rail JU or Europe's Rail JU would make sense considering the research nature of the project. It would ensure a more efficient use of the funds, avoiding possible repetition of existing activities and allowing synergies with other work streams on rail research (e.g on data, Mobility as a Service, ticketing, health and safety) currently carried out in Shift2Rail JU and/or planned in Europe's Rail JU. At the same time, the Commission, in particular DG MOVE and RTD, will be fully involved in the project to ensure full consistency with the EU policy objectives. Moreover, indirect management through Shift2Rail JU or Europe's Rail JU will ensure the involvement of a wide range of stakeholders involved in collaborative research.

The outcomes of the project may contribute to a European standard approach to smart rail stations (as part of the smart cities) and consequently be a useful input for the successor of Shift2Rail JU under Horizon Europe. The new concept aims at contributing to make cities more sustainable and address social inclusion issues, ensuring at the same time the highest possible standards in terms of health in the aftermath of the COVID-19 breakout. It is proposed to address the needs of various groups of citizens (including those with reduced mobility) and develop synergies with relevant activities of existing partnerships.'