



EUROPEAN
COMMISSION

Brussels, 13.6.2023
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COMMISSION DECISION

of 13.6.2023

on the financing of one pilot project in the field of transport and the adoption of the work programme for 2023 and amending Commission Decision C(2022) 4509 final 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), points (a)(b) and Article 110 thereof,

Whereas:

- (1) In order to ensure the implementation of pilot projects in the field of transport, it is necessary to adopt an annual financing decision, which constitutes the annual work programme, for 2023. Article 110 of Regulation (EU, Euratom) 2018/1046 ('the Financial Regulation') establishes detailed rules on financing decisions.
- (2) The envisaged assistance is to comply with the conditions and procedures set out by the restrictive measures² adopted pursuant to Article 215 TFEU.
- (3) The work programme should contribute to climate and biodiversity mainstreaming in line with Commission Communication 'The European Green Deal' and in the Interinstitutional Agreement of 16 December 2020 between the European Parliament, the Council of the European Union and the European Commission on budgetary discipline, on cooperation in budgetary matters and on sound financial management, as well as on new own resources, including a roadmap towards the introduction of new own resources.
- (4) On 4 July 2022, the European Commission adopted Decision C(2022) 4509 final on the financing of pilot projects and preparatory actions in the field of transport for 2022³.
- (5) The extension of pilot project Single European Railway Area – Prototype Corridor Munich-Verona was adopted by means of Decision C(2022) 4509.
- (6) The pilot project Single European Railway Area – Prototype Corridor Munich-Verona will be implemented under indirect management pursuant to Article 62(1), point (c), of the Financial Regulation instead of direct management via procurement. Therefore, it

¹ OJ L 193, 30.7.2018, p. 1.

² See www.sanctionsmap.eu – Note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy, the OJ prevails.

³ Commission Decision C(2022) 4509 final of 4.7.2022 on the financing of pilot projects and preparatory actions in the field of transport for 2022.

is necessary to amend Decision C(2022) 4509 to reflect the change of method of implementation.

- (7) Pursuant to Article 62(1), point (c), of the Financial Regulation indirect management is to be used for the implementation of pilot project European Body for Jet Fuel Standards and Safety Certification.
- (8) 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 that end, 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. 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.
- (9) 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.
- (10) In order to allow for flexibility in the implementation of pilot projects in the field of transport, it is appropriate to allow changes which should not be considered substantial for the purposes of Article 110(5) of the Financial Regulation.

HAS DECIDED AS FOLLOWS:

Article 1 *The work programme*

The annual financing decision, constituting the annual work programme for the implementation of a pilot project in the field of transport for year 2023, as set out in the Annex I, is hereby adopted.

Article 2 *Union contribution*

The maximum Union contribution for the implementation of the pilot project in the field of transport for 2023 is set at EUR 1 000 000, and shall be financed from the appropriations entered in the following line of the general budget of the Union:

PP 02 23 05 – Pilot project – European body for jet fuel standards and safety certification, EUR 1 000 000 (new pilot project)

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 actions carried out by way of indirect management, as set out in Annex I and Annex II, may be entrusted to the entities or persons referred to or selected in accordance with the criteria laid down in the Annex.

Article 4
Amendment to Commission Decision C(2022) 4509

The Annex of Commission Decision C(2022) 4509 is amended as set out in Annex II to this Decision.

Article 5
Flexibility clause

Cumulated changes to the allocations to specific 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 of the actions 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, 13.6.2023

For the Commission
Adina-Ioana VĂLEAN
Member of the Commission

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ANNEX I

to

COMMISSION DECISION

on the financing of one pilot project in the field of transport and the adoption of the work programme for 2023

1. *Introduction*

On the basis of the objectives given in the budget remarks, this work programme contains the actions to be financed and the budget breakdown for year 2023 as follows:

- (a) for actions implemented under indirect management;

Legal basis

Article 58(2) of the 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

Budget line

PP 02 23 05 Pilot Project – European body for jet fuel standards and safety certification

Objectives pursued

Pilot projects 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 an experimental nature designed to test the feasibility and usefulness of a new initiative.

2. *Actions implemented in indirect management*

¹ OJ L 193, 30.07.2018, p. 1

The global budgetary envelope reserved for actions implemented in indirect management in 2023 is EUR 1 000 000.

2.1. European body for jet fuel standards and safety certification

Implementing entity

European Aviation Safety Agency (EASA) is a decentralised agency, falling under Article 70 of Regulation (EU, Euratom) 2018/1046.

Description, including the objectives pursued and expected results

The aviation sector needs to focus on reducing the climate and environmental impact of existing and future jet fuels to comply with the targets established in the European Green Deal and the European Climate Law. The composition of these fuels has a direct impact in the amount of both CO₂ and non- CO₂ emissions produced. These non- CO₂ emissions are caused by fossil jet fuels in the aviation blend, which contain aromatics and sulphur. The presence of these substances in the aviation blend needs to be addressed urgently.

The aim of this pilot project is to assess the feasibility and associated requirements for the establishment of a EU body with the capacity for specification, standardisation and certification of aviation fuels both in relation to sustainable aviation fuels (hereinafter SAF) and the composition of conventional jet fuels.

Its objectives would be to lower the minimum thresholds for aromatics and sulphur, fostering the evolution in engine technologies, pave the way for jets to operate with aviation fuel blended only with SAF, and seek collaboration with international aviation bodies and initiatives to ensure consistency and harmonisation at international level, while promoting greater safety and sustainability objectives

Given the safety implications of this pilot project for the aviation sector, the project will also identify the role of EASA in the process of establishing a European body for jet fuel standards and safety certifications.

Climate and biodiversity mainstreaming contribution – description of how this action contributes to climate and biodiversity mainstreaming in qualitative and quantitative ways

The creation of a European body that regulates standards regarding the type of fuels used in the aviation sector will foster innovation in the zero-emissions and zero-pollution front and it will support the ReFuelEU Aviation proposal in the area of certifications of SAF.

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ANNEX II

to amending Commission Decision C(2022) 4509 final on the financing of pilot projects and preparatory actions in the field of transport for 2022 [The text below between inverted commas is replacing the Annex to Commission Decision C(2022)4509 and it will thereafter be part of that Decision.]

The Annex to Decision C(2022) 4509 is amended as follows:

- (1) The text under point 3.1 replaces the text of PP 02 21 08 under point 2.
- (2) Point 2 “Grants” is deleted.
- (3) Point 3 “Procurement” becomes point 2.
- (4) Point 4 “Actions implemented under indirect management” becomes point 3.

‘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 remarks, 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.
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2. Procurement

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

2.1

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
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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.
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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.
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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.
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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.

2.2

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).

2.3

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

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.

2.4

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
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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.

3. Actions implemented in indirect management

3.1

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

Implementing entity

European Union Agency for Railways (ERA) is a decentralised agency, falling under Article 70 of Regulation (EU, Euratom) 2018/1046.

Description, including the objectives pursued and expected results

The pilot project will 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. It will generate knowledge and draw lessons in support of the completion of the Rhine Alpine rail corridor between the Munich and Verona areas. Based on obstacles identified in the Commission's Brenner issues list, the project shall implement solutions to ensure seamless rail operations without technical and train operation-induced (border) stops on the entire stretch of almost 500 km crossing two borders, and an overall improvement of traffic management cooperation across borders.

ERA will identify solutions to address the issues undermining the efficiency of the entire transport chain. It may involve logistic providers and freight forwarders, railway undertakings and infrastructure managers, data analysts and IT specialists, as well as regulatory bodies, in particular the national safety authorities of the three Member States involved (Austria, Germany and Italy). The project should contribute to higher efficiency and effectiveness of rail operations by way of cross border traffic management cooperation.

3.2

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 Regulation¹ 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.

3.3

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 Regulation² as set out in the financial rules of the agency.

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

¹ 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

² Idem

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.

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