



Brussels, 29.4.2020
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COMMISSION DECISION

of 29.4.2020

on the financing of four new Pilot Projects and the extension of one Pilot Project and one Preparatory Action in the field of Mobility and Transport for 2020

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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 points (a) and (b) of Article 58(2) and Article 110 thereof,

Whereas:

- (1) In order to ensure the implementation of the Pilot Projects and the Preparatory Action in the field of Mobility and Transport, as set out in the Annex, it is necessary to adopt an annual financing decision for 2020. 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 one Pilot Project.
- (3) 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.
- (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 Pilot Projects and the Preparatory Action in the field of Mobility and Transport, 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

Pilot Projects and Preparatory Action in the field of Mobility and Transport

The annual financing decision for the implementation of the Pilot Projects and the Preparatory Action in the field of Mobility and Transport for 2020, as set out in the Annex, is adopted.

Article 2

Union contribution

The maximum Union contribution for the implementation of the Pilot Projects and the Preparatory Action in the field of Mobility and Transport for 2020 is set at EUR 3,900,000, and shall be financed from the appropriations entered in the following lines of the general budget of the Union:

- (a) 06 02 77 25 Pilot Project – Eco labelling for aviation / Demonstration project for the introduction of a voluntary Green Label system in Aviation - EUR 1,500,000
- (b) 06 02 77 26 Pilot Project – Urban mobility interconnection with air transport infrastructure - EUR 300,000
- (c) 06 02 77 27 Pilot Project – Revitalisation of cross-border night trains - EUR 500,000
- (d) 06 02 77 28 Pilot Project – Capacity for greening of European sea ports - EUR 300,000
- (e) 06 02 77 23 Pilot Project – TachogrApp: feasibility study and cost analysis of developing a certified application to be used as a tachograph - EUR 300,000 (extension)
- (f) 06 02 77 24 Preparatory Action – User-friendly information tool on urban and regional vehicle access regulation schemes - EUR 1,000,000 (extension)

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 carried out by way of indirect management, as set out in the Annex, may be entrusted to the entities or persons referred to or selected in accordance with the criteria laid down in point 3 of that Annex. The other Pilot Projects and the Preparatory Action are to be implemented by way of direct management.

Article 4

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 Pilot Projects and the Preparatory Action in the field of Mobility and Transport. 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, 29.4.2020

For the Commission
Adina-Ioana VĂLEAN
Member of the Commission



ANNEX

MOVE Pilot Projects and Preparatory Action in 2020

1. **Introduction**

On the basis of the objectives given in the 2020 budget remarks, the Pilot Projects and the Preparatory Action in the field of Mobility and Transport to be financed and the budget breakdown for 2020 are as follows:

Legal basis

Article 58(2) of the Financial Regulation

Budget line(s)

06 02 77 25
06 02 77 26
06 02 77 27
06 02 77 28
06 02 77 23
06 02 77 24

Objectives pursued

See the relevant sections below

Expected results

See the relevant sections below

2. **Procurement**

The global budgetary envelope reserved for procurement contracts in 2020 is EUR 2,400,000.

2.1 **06 02 77 26 Pilot Project – Urban mobility interconnection with air transport infrastructure - EUR 300,000**

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

Study

Implementation

DG MOVE.B1

Objectives pursued and expected results

The proposal's scope should be broadened to also include medium to long distance high-speed railway connections to/between airports and urban areas. The better connection of

European airports to the high-speed railway network will benefit passengers on multimodal (rail/air) journeys and allow for an environmental friendly alternative to car use, in line with the objectives mentioned in the proposal.

2.2 **06 02 77 27 Pilot Project – Revitalisation of cross-border night trains - EUR 500,000**

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

Study

Implementation

DG MOVE.C3

Objectives pursued and expected results

The current railway acquis provides a solid basis for the provision of international rail passenger night services on a commercial basis. For city-pairs that cannot be commercially operated, the Public Service Obligation Regulation offers the possibility to implement international Public Service Contracts (PSCs). In 2017, the European Parliament published an extensive study "Passenger night trains in Europe: the end of the line?". Given the results of this study, for this proposal a complementary study should refocus on the following items:

- analysis of the recommendations of the above-mentioned Parliament study and their follow-up if any;
- inventory of any potential obstacle for the conclusion of international PSCs in this area (night trains);
- scrutiny of existing European legislation for any potential limiting factor for the operations, financing or marketing (including for through-ticketing) of international night trains;
- assessment of innovative procurement and operating models for dedicated rolling stock (including secondary and leasing market);
- assessment of synergetic policy links (including innovative financing models) with the Paris agreement climate goals;
- organisation of workshops with competent authorities, railway undertakings and other relevant stakeholders to identify any possible initiatives including principal actors.

The final result of the study should consist of concrete suggestions for follow-up a preparatory action to the Commission and to other relevant stakeholders including an implementation timetable.

2.3 06 02 77 28 Pilot Project – Capacity for greening of European sea ports - EUR 300,000

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

Study

Implementation

DG MOVE.D3

Objectives pursued and expected results

This proposal complements the ongoing work that has been launched in the sub-group on "Sustainable ports under the Commission's Expert Group "The European Ports Forum" (E03542).

This study on port call optimization would aim at identifying possible means to optimise ships' voyages and port calls and facilitate just-in-time arrival of ships. It should include a description of the current situation and identify the needs and the challenges met by the actors involved in ship-shore operations, in particular ship operators, shippers, port authorities and users. It should identify existing good practices and gains that would be achieved through the optimization of ships' calls (in terms of efficiency, timesaving, reduction of emissions, etc.) and propose guidance or recommendations on possible future actions.

2.4 06 02 77 23 Pilot Project – TachogrApp: feasibility study and cost analysis of developing a certified application to be used as a tachograph-EUR 300,000

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

Study

Implementation

DG MOVE.C1 via an administrative arrangement with the Joint Research Centre

Objectives pursued and expected results

This is an extension of an ongoing 2019 pilot project worth EUR 560 000. The Commission deems the 2019 budget sufficient to cover the scope of the original project. This year appropriation worth EUR 300,000 is for funding a study on the necessary legal changes in the context of automation of commercial road transport. The study is in the same field but not directly related to the tachograph. In order to do the above in a sound way, the authorising officer may consider the option to transfer the 2020 amount to another budget line. No additional staff will be recruited, not even temporarily, for the implementation.

2.5 06 02 77 24 Preparatory Action – User-friendly information tool on urban and regional vehicle access regulation schemes - EUR 1,000,000

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

Study, IT tool

Implementation

DG MOVE.B4

Objectives pursued and expected results

The focus of the extension of the existing action of 2019 should be to enable road users to be fully informed about urban and regional access schemes by working on the needed enablers, i.e. standardisation and data provision for the integration of the information in navigation tools. The idea is to work in three stages:

1. Work on a UVAR template in the context of the Single Digital Single Gateway Regulation;
2. Work on data by working with DATEX experts etc.;
3. Development of demonstrators.

The 2020 budget would contribute mainly on the third stage.

3. Actions implemented under indirect management

3.1 06 02 77 25 Pilot Project – Eco labelling for aviation / Demonstration project for the introduction of a voluntary Green Label system in Aviation - EUR 1,500,000

Implementing entity

European Union Aviation Safety Agency (EASA) – (article 70 Financial Regulation)

Description

The Commission shall implement the budget indirectly as per article 62.1 (c) of Financial Regulation. According to article 87 of Regulation (EU) 2018/1139, EASA is empowered to assist the Commission (DG MOVE.E1) with regard to environmental policies.

This project should aim to present easily accessible information on aviation's environmental performance to the travelling public and people living near airports and to further the use of the existing platform eco-Portal.

No additional staff will be recruited, not even temporarily, for the implementation.