



Brussels, 22.4.2025
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COMMISSION DECISION

of 22.4.2025

**on the financing of pilot projects and preparatory actions in the field of transport and
the adoption of the work programme for 2025**

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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) 2024/2509 of the European Parliament and of the Council of 23 September 2024 on the financial rules applicable to the general budget of the Union¹, and in particular Articles 58(2) and 110(1) thereof,

Whereas:

- (1) In order to ensure the implementation of pilot projects and preparatory actions in the field of transport for 2025, it is necessary to adopt an annual financing decision, which is to also constitute the annual work programme for 2025, in accordance with Article 110(2) of Regulation (EU, Euratom) 2024/2509.
- (2) The envisaged assistance is to comply with the conditions and procedures set out by the restrictive measures² adopted pursuant to Article 215 of the Treaty on the Functioning of the European Union.
- (3) It is necessary to allow for the payment of interest due for late payment on the basis of Article 116(5) of Regulation (EU, Euratom) 2024/2509.
- (4) In order to allow for flexibility in the implementation of the work programme, it is appropriate to determine the changes, which should not be considered substantial for the purposes of Article 110(5) of Regulation (EU, Euratom) 2024/2509.
- (5) The activities should contribute to climate mainstreaming in line with the Commission Communication ‘The European Green Deal’³ and the Interinstitutional Agreement of 16 December 2020 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 resources⁴.
- (6) Pursuant to Article 62(1), first subparagraph, point (c), of Regulation (EU, Euratom) 2024/2509, indirect management is to be used for the actions specified in the work programme.
- (7) The Commission is to ensure a level of protection of the financial interests of the Union with regard to persons and entities entrusted with the implementation of Union funds by indirect management as provided for in Article 157(3) of Regulation (EU, Euratom) 2024/2509. To that end, and before a contribution agreement can be signed,

¹ OJ L, 2024/2509, 26.09.2024, ELI: <http://data.europa.eu/eli/reg/2024/2509/oj>.

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 the case of discrepancy, the OJ prevails.

³ COM (2019) 640 of 11 December 2019.

⁴ OJ L 433I, 22.12.2020, p. 28, ELI: http://data.europa.eu/eli/agree_interinst/2020/1222/oj.

such persons and entities are to be subject to an assessment of their systems and procedures in accordance with Article 157(4) of Regulation (EU, Euratom) 2024/2509 and, if necessary, to appropriate supervisory measures in accordance with Article 157(5) of that Regulation. This requirement is not needed when the entities entrusted with the implementation of Union funds are Union bodies referred to in Articles 70 and 71 of Regulation (EU, Euratom) 2024/2509, in accordance with Article 157(7) of that Regulation,

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 2025, as set out in the Annex, is hereby adopted.

Article 2

Union contribution

The maximum Union contribution for the implementation of the programme for 2025 is set at EUR 7 950 000, and shall be financed from the appropriations entered in the following lines of the general budget of the Union:

- (a) budget line PP 02 25 01 Pilot project – Bring sustainable transport up to speed with hyperloop: EUR 3 000 000;
- (b) budget line PP 02 25 02 Pilot project – Creation of a comprehensive dynamic digital timetable for rail services in the Union: EUR 750 000;
- (c) budget line PP 02 25 03 Pilot project – Empowering truck drivers – Revolutionising European logistics: EUR 600 000;
- (d) budget line PP 02 25 04 Pilot project – European trusted drone label: EUR 800 000 ;
- (e) budget line PA 02 24 02 Preparatory action – Establishing a book and claim system: EUR 2 800 000.

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

Article 3

Flexibility clause

Cumulated changes to the allocations to specific actions not exceeding 20% of the maximum Union contribution set in Article 2, first paragraph of this Decision shall not be considered substantial for the purposes of Article 110(5) of Regulation (EU, Euratom) 2024/2509, where those changes do not significantly affect the nature of the actions and the objective of the work programme. To that effect, the increase of the maximum Union contribution set in Article 2, first paragraph 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.

Article 4

Methods of implementation and entrusted entities or persons

The implementation of the actions carried out by way of indirect management, as set out in the Annex, shall be entrusted to the entities referred to in the Annex.

Done at Brussels, 22.4.2025

For the Commission

Apostolos TZITZIKOSTAS

Member of the Commission

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ANNEX

Work programme for 2025 for pilot projects and preparatory actions in the field of transport

1. Introduction

On the basis of the objectives laid down in the budget remarks, this work programme contains the actions to be financed and the budget breakdown for 2025 as follows:

- (a) for grants (implemented under direct management) (point 2)
- (b) for procurement (implemented under direct management) (point 3);
- (c) for actions implemented under indirect management (point 4).

Legal basis

Article 58(2) of Regulation (EU, Euratom) 2024/2509 of the European Parliament and of the Council of 23 September 2024 on the financial rules applicable to the general budget of the Union¹

Budget lines

PP 02 25 01 Pilot project – Bring sustainable transport up to speed with hyperloop
PP 02 25 02 Pilot project – Creation of a comprehensive dynamic digital timetable for rail services in the Union
PP 02 25 03 Pilot project – Empowering truck drivers – Revolutionising European logistics
PP 02 25 04 Pilot project – European trusted drone label
PA 02 24 02 Preparatory action – Establishing a book and claim system for SAF

Objectives pursued

The main objectives pursued by this Work Programme are to develop models and rules to build a mobility system that is sustainable, smart, and resilient, by (i) researching sustainable alternatives to travel modes and their safety requirements, (ii) addressing challenges to multimodal, decarbonised mobility services, (iii) addressing road transport workers shortage by improving working conditions, (iv) defining the criteria for a labelling scheme in the EU for drone services and (v) assessing the feasibility of a book and claim system for sustainable fuels for all transport sectors.

¹ OJ L, 2024/2509, 26.09.2024, ELI: <http://data.europa.eu/eli/reg/2024/2509/oj>.

Expected results

The actions in this Work Programme are expected to accelerate the development of new sustainable transport modes, increase multimodal travel, improve the working conditions in the trucking profession, develop standards to make the use of drones more secure, and develop a sound framework for companies to book and claim emissions savings from their purchase of sustainability alternative fuels contributing to their sustainability targets.

Climate mainstreaming contribution

The 2025 pilot projects and preparatory actions in the field of transport contribute to achieve the objective set out in the Commission's Sustainable and Smart Mobility Strategy of a 90% reduction of greenhouse gas emissions from the transport sector by 2050.

2. *Grants*

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

Budget line

PP 02 25 03 Pilot project – Empowering truck drivers – Revolutionising European logistics

2.1 **Empowering truck drivers – Revolutionising European logistics**

Type of applicants targeted by the call for proposals

Private service providers on safe and secure parking, EU and national transport organisations, safe and secure parking organisations, trucker activists, and app developers.

Description of the activities to be funded under the call for proposals, as well as of the objectives pursued and the expected results

The objective of this project is to improve the working conditions of the trucking profession, making it more appealing to address the critical shortage of truck drivers.

The pilot project aims to empower truck drivers by developing a model of an app that gathers and utilizes their feedback and ratings on key points of interest along trucking routes, such as places where they work when not driving, service points and rest areas. By aggregating and sharing this collective knowledge, the app will enable truck drivers to make more informed decisions and adjust their choices, incentivising a positive change in the logistics industry and its service providers.

The app should also enable future integration with telematics providers to optimise routes and enhance communication between drivers and point of interest administrators.

Implementation

Directorate-General for Mobility and Transport

3. *Procurement*

The global budgetary envelope reserved for procurement contracts in 2025 is EUR 3 600 000.

Budget line

PA 02 24 02 Preparatory action – Establishing a book and claim system for SAF

3.1 Establishing a book and claim system for sustainable alternative fuels

General description of the contracts envisaged

This preparatory action is a continuation of PA 02 24 02 Establishing a Book and Claim System for SAF. The scope of the action is extended to:

- A book and claim system for the European maritime sector.
- The possibility of a generic book and claim system that covers not only the European aviation sector but all transport sectors and all types of fuels.

The implementation of this preparatory action will consist of:

- Upgrading the Union Database for Biofuels (UDB), including its IT architecture, to include the maritime sector and/or the recording of transfers of fuels outside the EU.
- A study on the extension of traceability of fuels for a book and claim system for all transport modes worldwide. It will assess existing barriers for the full deployment of the sustainability certification and traceability framework under the Renewable Energy Directive III² with specific focus on third countries.
- A study on the need for a book and claim system for sustainable alternative fuels used by different transport modes to assess the relevance and feasibility of such system in the EU transport sector. It will (i) analyse the existing EU legislative framework to identify viable options for the setup of a system that allows claiming the benefits of sustainable alternative fuels used outside the EU and that facilitates compliance with EU regulations for all relevant actors; and (ii) explore whether a book and claim system can be extended worldwide.

Implementation

Directorate-General for Mobility and Transport

Budget line

PP 02 25 04 Pilot project – European Trusted Drone Label

3.2 European Trusted Drone Label

² OJ L, 2023/2413, 31.10.2023, ELI: <http://data.europa.eu/eli/dir/2023/2413/oj>

General description of the contracts envisaged

The objectives of this pilot project are to assess options and define criteria for a voluntary “European Trusted Drone” label, which would contribute to the secure use of drones and promote the EU drone industry.

The label should build on and be compatible with cybersecurity legislation while providing additional drone-specific security features for end-users to purchase and use ‘EU trusted’ drones in confidence, also in the benefit of both drone operators and entities responsible for overseeing the use of airspace.

The criteria for the scheme should meet cybersecurity expectations of authorities, be achievable for drone manufactures and keep the drones reasonably affordable for users. The scheme should be voluntary and contribute to European strategic autonomy.

Implementation

Directorate-General for Mobility and Transport

4. *Actions implemented in indirect management*

The global budgetary envelope reserved for indirect management in 2025 is EUR 3 750 000.

Budget line

PP 02 25 01 Pilot project – Bring sustainable transport up to speed with hyperloop

4.1 Bring sustainable transport up to speed with hyperloop

Implementing entity

Europe’s Rail Joint Undertaking (EU-RAIL JU) is a public-private partnership body, falling under the scope of Article 71 of Regulation (EU, Euratom) 2024/2509 and may be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph (c), point (iv) of that Regulation.

EU-RAIL JU has specific expertise in hyperloop research and related technologies, gained through other projects such as Hyper4rail or Made4rail.

Description of the entrusted tasks, including the objectives pursued and expected results

Currently, hyperloop is the only transport mode for passengers and goods under development which aims to guarantee low energy usage without greenhouse gas emissions and noise pollution. Various test sites have demonstrated the technical feasibility of this potential transport mode but, before deployment is possible, safety standards need to be developed.

The objective of this pilot project is to analyse whether the safe transport and evacuation of passengers is possible when travelling with hyperloop. The expected result is the development of safety requirements for hyperloop transport.

Budget line

PP 02 25 02 Pilot project – Creation of a comprehensive dynamic digital timetable for rail services in the Union

4.2 Creation of a comprehensive dynamic digital timetable for rail services in the Union

Implementing entity

The European Union Agency for Railways (ERA) is a decentralised agency, falling under the scope of Article 70 of Regulation (EU, Euratom) 2024/2509 and may be entrusted with budget implementation tasks pursuant to Article 62(1), first subparagraph (c), point (iv) of that Regulation.

The digitalisation of timetabling and train tracking and tracing (train running information and train forecast information) is specified through the Technical Specifications for Interoperability (TSI) for telematics for which ERA has technical expertise and capabilities.

Description of the entrusted tasks, including the objectives pursued and expected results

Currently, rail infrastructure managers and railway undertakings define their timetable, including cross-border routes. Whereas this information is available to the public and exchanged between stakeholders in an interoperable and standardised way, it is not compiled in a centralised and non-discriminatory online system at EU level.

The objective of this pilot project is to assess the feasibility of setting up at EU level a permanent dynamic system for timetables and real-time train running and forecast information. The project will also assess how this system could be established and made public.

The pilot project will look at synergies with existing systems to allow for the reuse of information established at sector level. This will ensure the integration of data at EU level from National Access Points (NAPs) established by Member States under Commission Delegated Regulation (EU) 2017/1926 (“MMTIS Regulation”)³ and ensure its quality for cross border services.

Having real-time information on train running and train forecast on a comprehensive and integrated manner is an enabler for other services such as providing information on most direct routes, timing and pricing.

The expected result of this pilot project is to enable efficient implementation of existing legal obligations under the MMTIS Regulation and the TSI for telematic applications under the Rail Interoperability Directive⁴.

³ OJ L 272, 21.10.2017, p. 1–13, ELI: http://data.europa.eu/eli/reg_del/2017/1926/oj

⁴ OJ L 138, 26.5.2016, p. 44–101, ELI: <http://data.europa.eu/eli/dir/2016/797/oj>