

**TECHNICAL SUPPORT INSTRUMENT (TSI) PROGRAMME
Regulation (EU) 2021/240 (TSI Regulation)[[1]](#footnote-1)**

**REQUEST FOR TECHNICAL SUPPORT**

**(Article 9 of the TSI Regulation)**

**DEADLINE: 31 October 2021**

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| **Member State:** |  |
| **Title of the request:** | **Recharge and Refuel - Clean, smart and fair urban mobility*****Possibility to add subtitle (optional)****[Insert text: maximum 15 words]* |
| **Order of priority of the request:**  |  |
| **Total number of requests:** |  |
| **Date of submission:** | **dd/mm/yyyy** |

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| **COORDINATING AUTHORITY** |
| **Name** |  |
| **Address** |  |
| **Contact person**  | **[Mr/Ms x, y, z]** |
| **Email**  |  |
| **Telephone number** |  |

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| --- |
| **RECIPIENT NATIONAL AUTHORITY** |
| **Name** |  |
| **Address** |  |
| **Contact person**  | **[Mr/Ms x, y, z]** |
| **Position** |  |
| **Email**  |  |
| **Telephone number** |  |

Personal data provided in the request for technical support are processed in accordance with the applicable data protection rules. The privacy statement explaining the processing of personal data can be found in section 7 of the record at the following link: https://ec.europa.eu/dpo-register/detail/DPR-EC-04667

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| **MULTI-COUNTRY REQUEST** |
| **0.1** | **Is this a multi-country request?** **(a multi-country request is a request developed and/or submitted in collaboration with one or more authorities of another Member State)** |
| [ ]  Yes[ ]  No |
| **0.2** | **Please indicate the modality of this multi-country request**  |
| [ ]  This request is submitted on behalf of one or several other Member States[ ]  One or several other Member States is/are submitting a similar/same request in parallel to this request |
| **0.3** | **Please indicate the name of the other Member State(s) concerned by this multi-country request**  |
| [Multiple choice list] |

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| **1** | **DESCRIPTION OF THE PROBLEM/NEED TO BE ADDRESSED**  |
| **1.1** | **What is the problem/need to be addressed with the support requested?** |
| This request targets reforms related to the promotion of future proof clean mobility technologies. It aims at supporting national and regional authorities in order to accelerate the deployment of sustainable, accessible and smart transport, zero and low emission vehicles (ZLEVs), charging and refueling stations, and stronger, more extensive public transport interconnected with active mobility.In particular, the promotion of sustainable urban mobility plans, ZLEVs, clean public transport fleets, sustained shared mobility services, and alternative fuels infrastructure in the programming period 2021-2027 Multi-Financial Framework (MFF) is essential to meet the 2030 climate target and achieve climate neutrality in the EU by 2050 as outlined in the European Green Deal and Sustainable and Smart Mobility Strategy.Seamless movement of goods and people across Member states calls for interoperable infrastructure across all modes of transport. The current infrastructure is insufficient to support a step increase in the number of alternatively fuelled vehicles on the road. Furthermore, a comprehensive and complete network of alternative fuels infrastructure does not exist yet across the Union. The European Structural and Investment Funds (ESIF) and the Recovery and Resilience Fund (RRF) create the conditions to develop consolidated business model for a large-scale deployment of alternative fuels infrastructure which have to take place at large scale within the 2021-2027 MFFThe European flagship “Recharge and refuel” aims to build one out of the three million charging points needed in 2030 and half of the 1000 hydrogen stations needed. The increased deployment and use of renewable and low-carbon fuels must go hand-in hand with the creation of a comprehensive network of recharging and refueling infrastructure to fully enable the widespread uptake of low- and zero-emission vehicles (ZLEVs), with particular priority for zero-emission vehicles across transport modes. Further to that, the EU needs to take full advantage of smart digital solutions and intelligent transport systems (ITS), in line with the Sustainable and Smart Mobility Strategy. Connected and automated systems have enormous potential to fundamentally improve the functioning of the whole transport system and contribute to our sustainability and safety goals. 1. This request proposes to promote jointly the green and digital transition, through smarter and more integrated urban mobility services at EU level. Based on experience gained from supporting Member States, it identifies key technical support needs as follows:
2. Create the framework for towns, cities and regions to adopt and implement individual Sustainable Urban Mobility Plans (SUMPs)
3. Progressively phase out the most polluting vehicles in most polluted urban areas and creating conditions for the uptake of ZLEVs
4. Support the deployment of sustainable shared mobility services:
5. Enhance strategic planning and simplify permitting procedures for the deployment of alternative fuel infrastructure
6. Support to procure smart, safe and clean public transport fleets and the related infrastructure.

Please provide justification of your specific problems/needs based on the above. You can also describe additional problems/needs relevant to your specific context.[Insert Text; between 250-400 words] |
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| **1.2** | **How broad is the problem/need? Does it affect a significant part/sector of the economy or extend across several policy areas (‘spill-over’)?** |
| [Insert Text; between 250-300 words] |
| **1.3** | **How deep or severe is the problem/need? What would be the consequences of the problem? Were there any previous reform efforts? What was the impact of those efforts? What did not work and why?** |
| [Insert Text; between 250-300 words] |
| **1.4** | **How urgent is the need to address the problem? Is there a specific deadline (at national, European or international level)?** |
| [Insert Text; between 150-200 words] |
| **1.5** | **Provide relevant socio-economic (and environmental) indicators, data or evidence linked to the problem/need to be addressed. Please make sure that the data provided is related to the problem to be addressed and the support requested.** |
| [Insert Text; between 150-200 words] |
| **1.6** | **Have other means / funding (at national, regional, EU, international level) been considered for addressing the problem identified? Which ones? If so, what is the complementarity of other funds with the technical support requested?** |
| [Insert Text; between 100-200 words] |

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| **2** | **INDICATIVE DESCRIPTION OF THE SUPPORT MEASURES REQUESTED AND THE ESTIMATED COST** |
| **2.1** | **Briefly indicate the support measures envisaged (key outputs/deliverables) (e.g. diagnostic report, comparative analysis, recommendations, feasibility study, technical specifications for an IT tool, guidelines, etc.). Describe how these measures will help to address the problem identified.** |
| *This request identifies the technical support measures needed to facilitate the transition to more sustainable transport and mobility. The beneficiary authority can chose amongst five activity packages with measures that can be tailor-made to their specific contexts. Additional measures can also be added.* *Please tick relevant boxes and provide justification for each selected support measure*. **Component A: Uptake of ZLEVs and alternative fuels infrastructure**[ ]  **Progressively phase out the most polluting vehicles in most polluted urban areas and creating conditions for the uptake of ZLEVs**: This entails support for the harmonisation of the legal and operational framework that will complement other national and local efforts to reduce transport-related GHG emissions, congestion and pollution. Measures could include:1. preparation of scrapping schemes for citizens for getting rid of the most polluting vehicles,
2. taking into account the fiscal charges on vehicles;
3. elaboration of measures to cut the red tape to install public and private (at home and work) chargers.

*[Insert Text; between 100-200 words]*[ ]  **Enhance strategic planning and simplify permitting procedures for the deployment of alternative fuel infrastructure**: This entails support for the preparation of national and local strategies and the simplification of permitting procedures for alternative fuels infrastructure. Measures could include:1. Preparation of economic modelling and national and local deployment plans, including new regulatory framework for alternative fuel infrastructure;
2. promotion of the deployment of hydrogen in transport infrastructure and design of support schemes through e.g. subsidies to value chains;
3. elaboration of plans for integrating solutions.

*[Insert Text; between 100-200 words]***Component B: Sustainable urban mobility**[ ]  **Support the deployment of sustainable shared mobility services:** This entails support to increase the offer of sustainable shared mobility services, including transport on demand, to complement public transport. Measures could include:1. design and development of sustainable shared mobility services to complement public transport;
2. design and implementation of reforms at national and local level that simplify the authorisation process and promote the more systematic use of tenders for accessing the urban mobility services markets;
3. deployment of intelligent transport systems to prioritising the most sustainable modes, and the development of innovative urban mobility solutions such as mobility as a service (MaaS) applications.

*[Insert Text; between 100-200 words]*[ ]  **Create the framework for towns, cities and regions to adopt and implement individual Sustainable Urban Mobility Plans (SUMPs)**: This entails support for the widespread uptake of SUMPs. Measures could include:1. Preparation, implementation and evaluation of SUMP, also accompanied by training of local and regional authorities;
2. Preparation and implementation of low emission zones, congestion charging schemes and other types of urban vehicle access regulation scheme;
3. Preparation and implementation of measures to improve the efficiency of urban logistics through infrastructure and deployment.

*[Insert Text; between 100-200 words]*[ ]  **Support to procure smart, safe and clean public transport fleets and the related infrastructure**: This entails support for the development of subsidy schemes and technical solutions to allow Member States, regions and cities to procure smart, safe and clean public transport fleets, and their related infrastructure, as well as publicly accessible electric recharging and hydrogen refuelling points for ZLEVs. Measures could include:1. design of subsidy schemes to procure clean public transport fleets and their related infrastructure;
2. preparation of model tender documentation for related procurements;
3. capacity building and good practice exchange workshops.

*[Insert Text; between 100-200 words]*[ ]  **Other** *[Insert Text; between 150-350 words]* |
| **2.2** | **Indicate the possible duration of the support measures requested (all measures together) and, if available, an indicative timeline of each individual measure.** |
| [Insert Text] |
| **2.3** | **Indicate the estimated total cost of the support measures requested (in EUR).** |
| [Insert number; numerical field only, no spaces, commas, any other characters] |
| **2.3.1** | **Additional information (if known, please provide further explanation and indicative cost estimation for each key output/deliverable, including the foreseen activities).** |
| [Insert Text between 50-100 words] |
| **2.4** | **Indicate the expected results (what is the ultimate objective that the technical support should achieve) and the expected use of these results (how will these be taken forward by the Member State).** |
| [Insert Text; between 200-250 words] |
| **2.5** | **In case your entity has already received technical support under the SRSP or the TSI in the past, in an area relevant to the reform/support requested, please indicate how your entity has used the results of this support.**  |
| [Insert Text; between 200-250 words] |
| **2.6** | **Provide information on the administrative capacity of the recipient national authority (i.e. staff availability in relation with the requested support measures and the follow-up on their results). Please describe the team that will be responsible for coordinating/following the reform and the work of DG REFORM and its providers. If possible provide a description of the steering committee that could be put in place to supervise the reform.** |
| [Insert Text; between 150-200 words] |
| **2.7** | **Indicate the names of stakeholders (e.g. other Ministries or beneficiaries) which may need to be involved in the design or implementation of the requested support measures.**  |
| [Insert Text; between 50-100 words] |
| **2.8** | **(If applicable,) indicate any envisaged provider of support (please do not provide names of private providers). Include explanations as to their know-how/capacity.** |
| [Insert Text; between 50-100 words] |

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| **3** | **CIRCUMSTANCES OF THE REQUEST** |
| The requested support is linked to: |
| [ ]  | Preparation of Recovery and resilience plans under the Recovery and Resilience Facility |
| [ ]  | Implementation (incl. amendment and revision) of Recovery and Resilience plans under the Recovery and Resilience Facility |
| [ ]  | Reforms in the context of economic governance process (e.g. CSR, Country reports, etc.) |
| [ ]  | Implementation of Economic adjustment programmes |
| [ ]  | Implementation of Union priorities (e.g. CMU, Energy Union, Customs Union, etc.) |
| [ ]  | Implementation of Union law (e.g. infringements) |
| [ ]  | Implementation of Member States’ own reform priorities to support recovery, sustainable economic growth, job creation and enhance resilience |
| **3.1.**  | **Additional information** |
| The promotion of future-proof clean technologies to accelerate the use of sustainable, accessible and smart transport, charging and refuelling stations and extension of public transport will ensure that the new growth agenda helps to build foundations for a green, digital and sustainable recovery. In the programming period 2021-2027 Multi-Financial Framework (MFF) is essential to meet the 2030 climate target and achieve climate neutrality in the EU by 2050 as outlined in the European Green Deal (COM (2019) 640 final, “The European Green Deal”), the ‘Fit for 55’ package (COM (2021) 550 final, ‘Fit for 55': delivering the EU's 2030 Climate Target on the way to climate neutrality’) and the Sustainable and Smart Mobility Strategy (COM (2020) 789 final). Add relevant explanations as appropriate:i.e. number of the CSR; policy priority; relevant national strategy documents, etc.; additional information on the Recovery and Resilience Plans under the Recovery and Resilience Facility] [Insert Text; indicatively between 150-200 words] |

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| DISCLAIMERS:Please note that the request for support is fully subject to the principles governing the TSI Regulation and Regulation No 2018/1046 on the Financial Regulation applicable to the General Budget of the Union. In compliance with the principle of prohibition of double funding, the recipient national authority shall immediately inform the European Commission of other related on-going actions financed by the EU budget. **In no circumstances, shall the European Commission finance the same costs twice.** |
| By submitting this request, the Member State accepts that, should the request for support be selected for funding under the TSI, **the Member State will confirm to the Commission that there is no overlap between the request selected under the TSI and concrete actions funded under other EU instruments and that double funding is not present for this selected request.**  |
| Please note that the Commission shall establish a single online public repository through which it may, subject to applicable rules and on the basis of consultation with the Member States concerned, **make available final studies or reports produced as part of eligible actions set out in the TSI Regulation**. Where justified, the Member States concerned may request that the Commission not disclose such documents without their prior agreement. |
| Please note that the Commission promotes "zero tolerance to fraud and corruption". In this context, **the Commission implements controls to prevent, detect and address irregularities/fraud instances, whether these occur in connection with its activities and funds, and inside or outside its organisation**. In order to counter fraud affecting the financial interests of the Union (art. 325 TFEU), it is of paramount importance that our partners in the Member States and the providers of support strive to achieve an equivalent stand against fraud. |
| **For the requests linked with the RRPs**: The provision of the technical support under the TSI is without prejudice to the responsibility of Member States in relation to the fulfilment of relevant milestones and targets of the RRP and is without prejudice to the assessment that the Commission carries out in relation to the Member State’s relevant request for payment.  |

1. Regulation (EU) 2021/240 of the European Parliament and of the Council of 10 February 2021 establishing a Technical Support Instrument, OJ L 57, 18.2.2021, p. 1–16. [↑](#footnote-ref-1)