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Review of the transport situation in UNECE member countries and emerging development trends: Transport developments in the European Union

Transport developments in the European Union (EU)

Note by the secretariat

Summary

The note provides the Inland Transport Committee (i) with a brief review of some of the main policy development, decisions and activities of the European Union in the course of 2011 relevant for UNECE; and (ii) with information about the cooperation between EU and UNECE. It is intended to supplement the oral information provided by the representative of the European Commission at the seventy-fourth session of the Inland Transport Committee. To show the relevance and the complementarities we flag some of the related UNECE activities.

This note serves purely to facilitate information sharing.

I. Introduction

1. The EU transport policies aim at fostering clean, safe and efficient mobility throughout Europe, underpinning the internal market of goods and the right of citizens to travel freely throughout the EU. The European Union is working towards a form of mobility that is sustainable, safe, energy-efficient and respectful of the environment. The main actions – new legislations, consultations, publications, initiatives – performed by EU during 2011 in the field of inland transport – also relevant for the non-EU countries either due to their impact on third country traffic or for best practice – are illustrated below.

II. Transport infrastructure

2. The Commission adopted on 19 October 2011 a package – revision guidelines for a new transport infrastructure policy. It comprises a proposal for the revision of the TEN-T guidelines and a proposal for a “Connecting Europe Facility”. The new TEN-T Guidelines will provide a policy framework where the European infrastructure serves the establishment of the Single European transport area. The Guidelines also set out a regulatory framework with standards ensuring efficiency and interoperability.

3. In its Guidelines the EU refers to a comprehensive network, which constitutes the basic layer of the TEN-T and consists of all existing and planned transport infrastructure meeting the requirements of the Guidelines. The comprehensive network is to be in place by 31 December 2050 at the latest. More over, a core network overlay of the comprehensive network has been identified, consisting of its strategically most important parts. This core network constitutes the backbone of the multi-modal mobility network meeting the needs of Europe's citizens and businesses. It concentrates on those components of TEN-T with the highest European added value: cross border missing links, key bottlenecks and multi-modal nodes.



4. The core network is to be in place by 31 December 2030 at the latest and will be financed through the “Connecting Europe Facility”. The TEN-T guidelines also aim at reinforcing implementation instruments around the concept of core network corridors, taking due account of the rail freight corridors. These corridors will provide the framework instrument for the coordinated implementation of the core network. In terms of scope, the core network corridors will, in principle, cover three transport modes and cross at least three Member States. If possible, they should establish a connection with a maritime port. In terms of activities, the core network corridors will provide a platform for capacity management, investments, building and coordinating multi-modal transshipment facilities, and deploying interoperable traffic management systems.

5. Improvement of European Networks. On 19 October 2011 the European Commission tabled a plan which will fund €50 billion worth of investment to improve Europe's transport, energy and digital networks. Targeted investments in key infrastructures will help to create jobs and boost Europe's competitiveness at a time when Europe needs this most. The "Connecting Europe Facility" will finance projects which fill the missing links in Europe's energy, transport and digital backbone. It will also make Europe's economy greener by promoting cleaner transport modes, high speed broadband connections and facilitating the use of renewable energy in line with the Europe 2020 Strategy.

6. The “Connecting Europe Facility” will invest €317 billion to upgrade Europe's transport infrastructure, build missing links and remove bottlenecks. This includes €10 billion ring fenced in the Cohesion Fund for transport projects in the cohesion countries, with the remaining 21.7 billion available for all Member States for investing in transport infrastructure. The idea is to improve links between different parts of the EU, to make it easier for different countries to exchange goods and people with each other. By focusing on transport modes that are less polluting, the Connecting Europe Facility will push transport system to become more sustainable. It will also give consumers more choice about how they want to travel.

7. Transport systems in Europe have traditionally developed along national lines. The EU has a crucial role to play in coordinating between Member States when planning, managing and funding cross-border projects. A well-functioning network is essential for the smooth operation of the single market and will boost competitiveness. The Commission proposed to create corridors to cover the most important cross-border projects. It has estimated that by 2020, €500 billion will be needed to realise a real European network, including €250 billion for removing bottlenecks and completing missing links in the core network.

III. Road Transport

8. New Tachograph rules. On 19 July 2011 the European Commission proposed to revise the tachograph legislation to make full use of new technological opportunities such as satellite positioning. This will make fraud more difficult and reduce the administrative burden, which is expected to save companies €515 million per year. By ensuring better compliance with rules on driving times and rest periods, drivers will be better protected, road safety increased and fair competition assured.

9. Six million European trucks and busses are equipped with tachographs in order to enable the control of compliance of professional drivers and transport undertakings with the social road transport legislation. The digital tachograph was made mandatory for new vehicles in 2006. Commission’s proposal aims to update the legal framework which dates back to 1985.

10. The proposal provides for several novelties:

- Location recording by satellite positioning system will allow replacing manual recording by automated ones.
- Remote communication that increases efficiency of roadside checks that can be targeted on those vehicles which are more likely to be in breach of the legislation.
- Specific interface to allow for integration into intelligent transport systems, while respecting the applicable legislation on data protection.
- Higher standards for workshops entrusted to install and calibrate the tachograph to reduce fraud and manipulation.
- Merging the driving license with the driver card to be used with the digital tachograph.
- Continuous update of the tachograph specifications in order to ensure that a high level of security is maintained and that opportunities for fraud and manipulation are reduced.



11. Road charging. In 7 July 2011 the European Parliament (EP) gave the final approval to proposals for new EU rules allowing Member States to charge heavy lorries, not only for the costs of infrastructure, which is currently in place, but also to levy an additional charge to cover the cost of air and noise pollution. The new rules, to be implemented through the revision of the current "Eurovignette Directive", will also enable Member States to better manage problems of congestion, with a new flexibility to vary the charge for heavy lorries (by up to 175%) at different times of the day. Importantly, "earmarking" is also allowed, so new charging revenues can be set aside for investment to improve transport infrastructure (TEN-T) projects in any other modes.

12. The new rules approved by the Parliament will:

- Give Member States the option to charge heavy lorries to cover the **costs of air and noise pollution** from traffic emissions, and not only charges to cover the cost of the infrastructure.
- Give Member States the possibility to charge higher tariffs during peak periods and lower tariffs during off-peak periods in order to better manage traffic and reduce **congestion**. The compromise agreed allows higher tariffs in congested areas of up to 175% above the average tariff, with top tariffs collected during a maximum of five peak hours per day and lower tariffs applying during the rest of the time on the same road section.
- In practice, the external cost charges would represent 3–4 ct/km depending on the Euro class of the vehicle, the location of the roads and the level of congestion. The charge will have to be collected by the electronic systems foreseen to be fully interoperable at EU level by 2012 and a receipt clearly stating the amount of the external cost charge will be given to the hauliers so that they can pass on the cost to their clients.

13. Moreover, EU carried out a consultation on the Review of the internal market in road freight transport from 29/07/2011 to 31/10/2011, as a follow up of the Commission's "White Paper on Transport" presented on 28 March 2011, which called for additional actions to further integrate the internal road freight transport market. The Commission's objective is to create an economically efficient, environmentally sustainable and socially equitable internal market that ensures fair competition between transport operators, delivers high quality services to shippers, provides quality jobs for transport workers and minimizes the road haulage sector's environmental and climate footprint.

14. The aim of EU's consultation was to collect the views of the stakeholders, as part of a High Level Group's enquiries that was established for this purpose. The questionnaire addressed issues related to the quality of road transport, new technologies, social issues and enforcement of rules, road user charges, driving restrictions and cabotage as they all form integral and interrelated parts of the internal market for road freight transport.

IV. Rail Transport

15. In 2011 the European Parliament voted the recast of the First Railway Package and of the 2001 EU legislation on liberalised rail services, aimed at encouraging new rail operators to enter the market and supply high-quality services. "Today, rail freight's EU market share does not exceed 6 to 7%, and that of rail passenger services 11 to 12%", said rapporteur Debora Serracchiani (S&D, IT) (14 November 2011). And added "Each EU Member State should ensure the independence and impartiality of the national regulatory authority so as to eradicate discriminatory practices in fixing infrastructure charges,

allocating train paths and allowing access to related services (such as ticket sales, repair and maintenance installations, stations and marshalling yards, etc)”.

16. Members of the European Parliament and the European Commission consider that financial transparency and separating the profit and loss accounts of rail network managers and rail transport operators, who are part of a single integrated structure (holding company), is vital to ensure the future development and efficient exploitation of the rail network. At the same time guaranteeing that public funds cannot be diverted to other commercial activities is essential. The Parliament asks the European Commission to table a proposal by the end of 2012



to complete the separation of rail infrastructure management from the operation of rail transport services and open up national rail passenger transport markets to competition.

17. Development of ERTMS during the period 2011–2014. Up to €100 million of EU co-financing will be made available to ERTMS projects across the EU. This is the third ERTMS call under the financial period 2007–2013 and it was in fact not initially foreseen. The Call demonstrates the Commission's strong commitment to support ERTMS. For the period 2011–2014, the overall purpose is to achieve enhanced consolidation of ERTMS deployment throughout the rail market.

V. Inland Water Transport

18. Public consultations — Follow-up to the 2006–2013 NAIADES¹ Action Programme — Consultation period: 10/06/2011–1/09/2011. The Commission encouraged all interested parties to contribute their views on what policy measures are needed to address the future challenges of the inland waterway transport sector. With its questionnaire, the Commission invited interested stakeholders to share their views and opinions on a future policy to promote inland waterway transport in Europe.



19. Responses suggested that the follow up to the NAIADES Action Programme should focus on: the general state and capacity of the inland waterway network (including port facilities), integration into the co-modal logistic chain, fleet modernization, education and training.

VI. Road Safety

20. Dedicated daytime running lights (DRLs) are the lamps on vehicles that switch on automatically when the engine is started. They substantially increase the visibility of motor vehicles. Whereas drivers are only required to switch on their lights in the dark in most countries, DRLs are designed to be switched on during the day. In contrast to conventional headlights, DRLs do not help the driver see the road but rather help other road users see the approaching vehicle. The energy consumption of DRLs is only 25–30% of that of a conventional dipped-beam headlamp. From 2011 onwards, DLRs will be mandatory for all new cars and small delivery vans in the EU. Trucks and buses will follow in August 2012.

¹ Navigation and Inland Waterway Action and Development in Europe (NAIADES)

Existing vehicles will not have to be retrofitted. Currently, 17 EU countries already have some form of DRL legislation.

21. On 6 July 2011, the European Parliament voted that Drivers will be punished for traffic offences they commit abroad, including the four "big killers" causing 75% of road fatalities – speeding, breaking traffic lights, failure to use seatbelts and drink driving .

22. EU figures suggest that foreign drivers account for 5% of traffic but around 15 % of speeding offences. Most go unpunished, with countries unable to pursue drivers once they return home.



23. The proposal for a Directive on cross border enforcement in the field of road safety aim to remedy that situation. Ministers have reached an agreement on a text that targets traffic offences with a critical impact on road safety, including the four "big killers" causing 75% of road fatalities:

- Speeding
- Failing to stop at traffic lights
- Failing to wear seatbelts
- Drink driving.

24. As well as:

- Driving under influence of drugs
- Failing to wear safety helmets
- Illegal use of an emergency lane
- Illegal use of mobile phone while driving.

25. The proposals would enable EU drivers to be identified and thus prosecuted for offences committed in a Member State other than then one where their vehicle is registered. In practical terms, the new rules will allow for an electronic data exchange network to be put in place to allow for the exchange of the necessary data between the country in which the offence was committed and the country in which the vehicle is registered. Once the owner's name and address are known, a letter of information, for which a model is established by the proposed Directive, will be sent to him/her.

26. It will be for the Member State (where the offence was committed) to decide on the follow up for the traffic offence. The Directive does not harmonize either the nature of the offence nor the penalties for the offence. So it is the national rules in the Member State of offence, according to national law, which will continue to apply regarding both the nature of the offence and penalties.

27. EU road fatalities fall by 11% in 2010: On 05 July 2011 the European Commission published new statistics showing that EU road fatalities decreased by 11% in 2010. However, country by country statistics, show that the number of deaths still varies greatly across the EU. Most countries achieved double-digit reductions in the number of road deaths over the past year, the best ones being Luxembourg (33%), Malta (29%) Sweden (26%) and Slovakia (26%). However there is still a lot of work to be done.

28. On July 2010 the Commission adopted plans to reduce the number of road deaths on Europe's roads by half in the next 10 years. Initiatives proposed in the "European Road

Safety Policy Orientations 2011–2020" range from setting higher standards for vehicle safety, to improving the training of road users, and increasing the enforcement of road rules. The Commission is working closely with Member States to implement this programme.

VII. Customs and Border Crossing

29. At the level of the European Union, no new amendments to Council Regulation 2913/1992, establishing the Community Customs Code or to Commission Regulation 2454/1993, laying down provisions for its implementation, came into force in 2011. In December 2011, the European Parliament voted in favour of the postponement of the introduction of the Implementing Provisions to the Modernised Customs Code (Regulation 450/2008 of the European Parliament and of the Council of 23 April 2008) to 2016 in order to allow European Union member states sufficient time to invest in compatible software to support the increased use of electronic reporting, the harmonized application of Customs provisions and risk management. Current economic conditions and difficulties have made compliance with the initial deadline of 2013 unrealistic.

VIII. Climate Change

30. Decarbonising transport is a core theme of the EU 2020 strategy. The long-term objective of the European Union on CO₂ emissions is an overall reduction of 80–95% by 2050.

31. The Commission's White Paper on Transport of 28 March 2011 puts forward concrete initiatives for the next decade that will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. It takes a comprehensive approach by proposing in particular the development of a sustainable alternative fuels strategy, including the appropriate infrastructure.

32. Climate protection and security of energy supply both lead to the requirement of building up an oil-free and largely CO₂-free energy supply to transport on the time horizon of 2050. A long-term strategy should be developed, aiming to fully meet the energy demand of the transport sector from alternative and sustainable sources by 2050. The objective of the Clean Transport Systems (CTS) initiative is to present a consistent long-term alternative fuel strategy and possible measures to take in the short and medium term.



33. A public consultation was launched in August 2011, comprising several specific questions on policy actions to be taken at the EU level to steer an EU-wide market introduction of alternative fuels.

IX. Intelligent Transport Systems

34. The working programme on the implementation of Directive 2010/40/EU (Intelligent Transport Systems), as set out in Annex I, was adopted on 15 February 2011. The objective of the Working Programme is to give a general overview of the activities the Commission expects to



perform as regards the implementation of the ITS Directive, and to provide a detailed description and a timeline for the activities regarding the specifications related to the six Priority Actions. The initial duration of the Working Programme shall cover 5 years, from 2011 to 2015.

35. The six Priority Actions for the development and use of specifications and standards are defined in Article 3 of the ITS Directive and its Annex I as follows:

(a) *the provision of EU-wide multimodal travel information services*; i.e. the definition of the necessary requirements to make EU-wide multimodal travel information services accurate and available across borders to ITS users,

(b) *the provision of EU-wide real-time traffic information services*; i.e. the definition of the necessary requirements to make EU-wide real-time traffic information services accurate and available across borders to ITS users,

(c) *data and procedures for the provision, where possible, of road safety related minimum universal traffic information free of charge to users*; i.e. the definition of minimum requirements, for road safety related ‘universal traffic information’ provided, where possible, free of charge to all users, as well as their minimum content,

(d) *the harmonised provision for an interoperable EU-wide eCall*; i.e. the definition of the necessary measures for the harmonised provision of an interoperable EU-wide eCall,

(e) *the provision of information services for safe and secure parking places for trucks and commercial vehicles*; i.e. the definition of the necessary measures to provide ITS based information services for safe and secure parking places for trucks and commercial vehicles, in particular in service and rest areas on roads,

(f) *the provision of reservation services for safe and secure parking places for trucks and commercial vehicles*; i.e. the definition of the necessary measures to provide ITS based reservation services for safe and secure parking places for trucks and commercial vehicles.

X. EU Publications for 2011

36. White Paper on Transport 2011. Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system. The European Commission adopted a road map of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment.

37. By 2050, key goals will include:

- No more conventionally-fuelled cars in cities.
- 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions.
- A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.
- All of which will contribute to a 60% cut in transport emissions by the middle of the century.

White paper on transport



Source: EU

38. Statistical Pocketbook for transport 2011. This publication provides an overview of the most recent and most pertinent annual transport-related statistics in Europe. It covers the European Union and its 27 Member States and, as far as possible, the current EU candidate countries and the EFTA countries. The content of this pocketbook is based on a range of sources including Eurostat, international organisations, national statistics and own estimates.

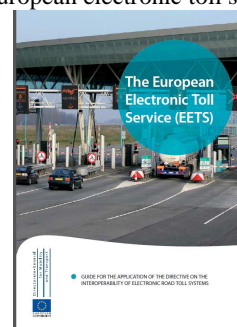
EU Transport in figures 2011



Source: EU

39. The European electronic toll service (EETS) 2011. This guide is intended to be a reference manual for all parties directly or indirectly concerned by Directive 2004/52/EC (1) on the interoperability of electronic road toll systems and Decision 2009/750/EC (2) on the definition of the European Electronic Toll Service (EETS) and its technical elements. It should be read and used as a help for the implementation of electronic fee collection (EFC) interoperability and EETS.

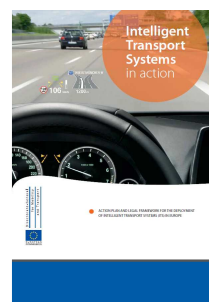
The European electronic toll service



Source: EU

40. Intelligent Transport Systems in action 2011. The ITS Action Plan from December 2008 and the ITS Directive (2010/40/EU) from July 2010 — is summarised in this publication. The European Commission's ITS Action Plan and the ITS Directive constitute a concerted policy framework to boost ITS across Europe. With these two complementary elements in place, the roadmap is now clearly set and the tools are available to bring ITS deployment into a new era where integrated, interoperable systems and seamless transport services become the norm for Europe's road transport system.

Intelligent Transport Systems in action



Source: EU

XI. UNECE - European Union cooperation

41. The European Union — both through its Member States and through the European Commission representatives — has been actively participating in all the transport inter-governmental UN fora serviced by the UNECE Secretariat, i.e. in the ECOSOC committee of experts on transport of dangerous goods and on Globally Harmonised System of Classification and Labeling of Chemicals, as well as in the Inland Transport Committee and its subsidiary bodies.