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Transport developments in the European Union**Transport developments in the European Union****Note by the secretariat***Summary*

This note provides the Inland Transport Committee (i) with a brief review of some of the main activities, policy developments and decisions by the European Union (EU) in the course of 2013, relevant for the United Nations Economic Commission for Europe (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-sixth session of the Inland Transport Committee. Related UNECE activities are highlighted to show relevance and complementarities between the transport related work of the two institutions.

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 main actions – new legislations, consultations, publications, initiatives – carried out by EU during 2013 in the field of inland transport and also relevant for non-EU countries, are illustrated below.

II. Transport infrastructure

A. Launch of the EU's new infrastructure policy

2. The new EU infrastructure policy triples EU financing to €26 billion for transport for the period 2014–2020. At the same time, it refocuses transport financing on a tightly defined new core network. The core network will form the backbone for transportation in Europe's single market. It will remove bottlenecks, upgrade infrastructure and streamline cross border transport operations for passengers and businesses throughout the EU. Its implementation will be pushed ahead by the establishment of nine major transport corridors which will bring together Member States and stakeholders and will allow for the concentrate of tight resources and the achievement of results.

3. The new core TEN-T network will be complemented by a comprehensive network of routes, feeding into the core network at regional and national level. The aim is to ensure that progressively, and by 2050, the great majority of Europe's citizens and businesses will be no more than 30 minutes of travel time away from this comprehensive network.

4. Transport is vital to the European economy: without good connections Europe will not grow or prosper. The new EU infrastructure policy will put in place a powerful European transport network across 28 Member States to promote growth and competitiveness. It will connect East with West and replace today's transport patchwork with a genuinely European network..

5. In practice there are five main problematic areas which need to be tackled at EU level:

(a) Missing links, in particular at cross-border sections, are a major obstacle to the free movement of goods and passengers within and between the Member States and with their neighbours;

(b) There is a considerable disparity in quality and availability of infrastructure between and within the Member States (bottlenecks). In particular, East-West connections require improvement, through the creation of new transport infrastructure and/or maintenance, rehabilitation or upgrading of existing infrastructure;

(c) Transport infrastructure between the transport modes is fragmented. As regards multi-modal connections, many of Europe's freight terminals, passenger stations, inland ports, maritime ports, airports and urban nodes are not up to the task. Since these nodes lack multi-modal capacity, the potential of multi-modal transport and its ability to remove infrastructure bottlenecks and bridge missing links is insufficiently exploited;

(d) Investments in transport infrastructure should contribute to achieve the goals of reduction of greenhouse gas emissions in transport by 60 per cent by 2050;

(e) Member States still maintain different operational rules and requirements which significantly add to the transport infrastructure barriers and bottlenecks. This is particularly true in the field of interoperability.

6. The new core network will connect:

(a) 94 main European ports with rail and road links;

(b) 38 key airports with rail connections into major cities;



- (c) 15,000 km of railway line upgraded to high speed;
 - (d) 35 cross border projects to reduce bottlenecks.
7. 80 to 85 per cent of the 26 billion euros for the next financial period 2014–2020 will be used to support:
- (a) Priority projects along the nine corridors on the core network. Funding will also be available for a limited number of other sections projects of high European added value on the core network;
 - (b) Funding for horizontal projects — mostly IT related — such as funding for the technological dimension of the Single European Sky Air Traffic Management System (SESAR), or the European Rail Traffic Management System (ERTMS) which must be used throughout the major transport corridors.
 - (c) The remaining funding can be made available for ad hoc projects, including for projects on the comprehensive network.
8. It is estimated that the level of investment needed for the core network for 2014–2020 amounts to €250 billion. The Commission will publish regular calls for proposals to make sure that only the best projects with highest EU added value receive EU funding. The Connecting Europe Facility CEF triples EU financing to €26 billion for transport during the period 2014–2020; at the same time it focuses transport financing on a tightly defined new core network.

III. Road Transport

A. New EU rules for safer and more environmental lorries

9. The European Commission proposed new rules to allow manufacturers to develop more aerodynamic lorries which will reduce fuel consumption by 7–10 per cent, cut emissions of greenhouse gases, and also enhance the safety of vulnerable road users. The proposal allows cabins with a rounded shape and for the use of aerodynamic flaps at the back of the trailer. These measures will considerably improve the aerodynamics of vehicles, saving approximately €5,000 per year in fuel costs for a typical long-distance lorry covering 100,000 km.
10. The main advantages of the proposal are:
- (a) Better environmental performance: In the EU, transport depends on oil and oil products for about 96 per cent of its energy needs. Reducing the fuel consumption of long-distance road haulage by 7–10 per cent will make a very important economic and environmental contribution. In addition, the proposal allows for additional weight specifically to accommodate the use of heavier batteries required by alternative propulsion systems (hybrid, electric) for lorries — mainly urban — and coaches. However, the loading capacity of lorries will not change;
 - (b) Better road safety: The current “brick shape” front of the cabin can increase the severity of injury to road users in a collision. It also reduces the driver's sideways field of vision. This is particularly dangerous for cyclists and pedestrians at junctions. A more rounded shape increases the field of vision and in the event of a low-speed collision — typically in an urban environment — it reduces the risk of serious injury;
 - (c) Better for hauliers: Improved aerodynamics of vehicles will save approximately € 5,000 per year in fuel costs for a typical long-distance lorry covering 100,000 km;

(d) Business opportunities for vehicle manufacturers: European heavy vehicle manufacturers are market leaders and the sector is one of the largest corporate investors in research and development. The conception of the new aerodynamic cabins and rear flaps will be an opportunity for manufacturers to develop new models, which will support job creation and economic growth in Europe;

(e) More consistent controls and reduced road damage: Up to one third of controlled vehicles are overloaded, causing damage to roads and compromising safety. On-board weighing systems linked to the digital tachograph and weigh-in-motion stations on the main roads will allow for more consistent controls from country to country;



(f) Promoting intermodal transport: Red tape will be reduced allowing 45 foot containers to be switched more easily between ship, road and rail.

11. The proposal is subject to the approval procedures by the European Parliament and Member States before becoming law. The new trucks are expected on the roads by 2018–2020.

B. New EU tachograph rules

12. The European Commission proposed in July 2011 to revise the tachograph legislation and introduce the “smart tachograph”, which would make full use of new technological opportunities such as satellite positioning, remote communication with roadside enforcers and application connection via an ITS interface. The proposal aims to make tachograph fraud more difficult and reduce the administrative burden of transport companies. By ensuring better compliance with rules on driving times and rest periods, it is expected that drivers will be better protected, increasing road safety and undistorted competition assured.



13. The proposal also takes into account the fact that the tachograph is used for international trips, not only by the EU hauliers, but also by hauliers from 23 non-EU Contracting Parties to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR). The proposal for new tachograph legislation foresees the creation of a Tachograph Forum, open to the participation of experts from third countries which are using the tachograph under the AETR Agreement.

14. The new tachograph regulation is expected to be discussed in January 2014. If adopted, most of its non-technical provisions (including the Tachograph Forum) will be applicable within two years after that date, and regarding the technical developments of the tachograph, most probably starting with 2019. A Group of Experts on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR Expert Group) was established in 2011 (with a two year timeframe until 31 December 2013) in general to amend a complex Article 22bis (which stipulates the procedure for the amendment of Appendix 1B) and to examine, and if necessary modify, the relationship between AETR and EU laws. The AETR Expert Group's mandate was extended until the end of 2014 by the UNECE Executive Committee to achieve a convergence of positions held by the European Union and non-EU AETR Contracting Parties concerning Article 22bis. Further details on the progress of the work of the AETR Expert Group in 2013 may be found in ECE/TRANS/2014/14.

C. Rights of passengers travelling by bus, coach or train

15. Following a proposal made by the Commission in December 2008, the Council and the European Parliament adopted on 16 February 2011 Regulation 181/2011 concerning the rights of passengers in bus and coach transport. The Regulation's provisions apply as of 1 March 2013. The EU rules oblige Member States to designate "national enforcement bodies", whose role is to verify that transport operators are treating all passengers in accordance with their rights. Passengers who believe that they have not been treated correctly should contact:

(a) the national enforcement body of the Member State from which the service departed, or

(b) in case of services departing from third countries the national enforcement body in the Member State of the bus terminal or bus stop of arrival.

16. According to a decision of the European Court of Justice, passenger right also apply in case of delays and cancellations of trains caused by acts of God.

IV. Rail Transport

A. Fourth Rail Package

17. The European Commission on 30 January 2013 announced a comprehensive package of measures to deliver better quality and more choice in railway services in Europe. Rail is a vital part of EU transport, with a key role in addressing rising traffic demand, congestion, fuel security and decarbonisation. But many European rail markets are currently facing stagnation or decline. Faced with this reality, the Commission proposed far reaching measures to encourage more innovation in EU railways by opening EU domestic passenger markets to competition, as well as substantial accompanying technical and structural reforms.



18. The proposals focused on four key areas:

Standards and approvals that work

19. The Commission wanted to cut the administrative costs of rail companies and facilitate the entrance of new operators into the market. Under the new proposals, the European Rail Agency will become a "one stop shop" issuing EU wide vehicle authorizations for placing on the market as well as EU wide safety certificates for operators.

Better quality and more choice through allowing new players to run rail services

20. To encourage innovation, efficiency and better value for money, the Commission proposed that domestic passenger railways should be opened up to new entrants and services from December 2019. Companies will be able to offer domestic rail passenger services across the EU: either by offering competing commercial services or by bidding for public service rail contracts, which account for a majority (over 90%) of EU rail journeys and will become subject to mandatory tendering.

A structure that delivers

21. To ensure fair access for all to the railway, independent track (“infrastructure”) managers must run networks in an efficient and non-discriminatory manner and coordinate at EU-level to underpin the development of a truly European network. To ensure that the network is developed in the interests of all players, and to maximise operational efficiencies, the Commission proposed to strengthen infrastructure managers so that they control all the functions at the heart of the rail network – including infrastructure investment planning, day-to-day operations and maintenance, as well as timetabling.

A skilled workforce

22. A vibrant rail sector depends on a skilled and motivated workforce. Over the next 10 years, rail will face the combined challenges of attracting new staff to replace the third of its retiring workforce, while responding to a new and more competitive environment. Experience in Member States which have opened their markets shows this should lead to new and better jobs. Under the EU regulatory framework, Member States will have the possibility to protect workers by requiring new contractors to take them on when public service contracts are transferred, going beyond the general EU requirements on transfers of undertakings.

B. EU Court of Justice requires correct application of railway law

23. The year 2013 has seen land mark decisions of the Court regarding the conditions of infrastructure access, including the cost base for the charges of infrastructure use. The Court stressed the independence of the infrastructure manager from any operator. In several cases the Court invited Member States to ensure the financial equilibrium of their infrastructure managers and to introduce a performance component to the infrastructure charging system, rewarding punctual train operations. Infrastructure managers have to limit their user charges to the direct costs incurred by an individual train service unless the Member States allows mark-ups which the individual market segment can bear. As a result, a series of EU infrastructure managers have already reduced infrastructure charges or have yet to do it to comply with the new court law.

C. Key facts and figures

(a) The rail industry has a turnover of €73 billion — which corresponds to 65 per cent of that of air (€112 billion) — and has 800,000 employees.

(b) Rail is critical to the effective functioning of the European economy. More than 8 billion passenger journeys are made by rail each year. Rail carries about 10 per cent of all freight traffic across Europe, with estimated revenue of €13 billion.

(c) The Rotterdam Genoa freight corridor, for example, runs approximately 130,000 trains per year, the equivalent of nearly 4 million trucks per year.

(d) Each year public authorities invest huge sums in the railway sector. In 2009 this amounted to some €46 billion of public subsidies. This kind of public funding is becoming scarcer.

(e) Substantial public sector investment, particularly in the EU-10 where subsidy payments more than doubled in six years, has not in itself secured equivalent increases in rail demand.

(f) Rail is stagnating or declining in many EU Member States. Despite positive developments in a few markets, the modal share of passenger rail in intra-EU transport has on average remained more or less constant at around 6 per cent since 2000, whereas the modal share of rail freight has decreased from 11.5 per cent to 10.2 per cent.

(g) Since the mid-nineties, in parts of the EU — EU10 in particular — underinvestment has created a vicious cycle of decline, with the decay of infrastructure and rolling stock rendering rail unattractive, especially given wealth-driven high growth of car ownership.

(h) In many instances, railway undertakings have had to be bailed out and in some countries such as Spain, Portugal or Bulgaria incumbent operators are indebted.

(i) The Belgian railway incumbent in 2004 had to transfer a debt of €7.4 billion to the Belgian State, comparable to 2 per cent of Belgium's GDP. When RFF was formed €20.5 billion of debt was transferred from SNCF. (Debts many companies are bearing now are the result of the inefficient integrated structures of the past.)

(j) Europe faces major transport challenges: rising traffic demand, (freight transport is projected to increase, by around 40 per cent in 2030 (compared to 2005) and by little over 80 per cent by 2050. Passenger traffic would grow slightly less than freight transport: 34 per cent by 2030 and 51 per cent by 2050); as well as the linked challenges of congestion, fuel security, CO₂ emissions and the need to create an efficient transport infrastructure to underpin growth in the European economy.

(k) To accept the current negative trends, and an inexorable decline of European rail, is not an option.

D. European freight trains will soon become less noisy

24. New, quieter brake blocks, which reduce the noise of rail wagons by 50 per cent, will be introduced in the EU market as the European Railway Agency has authorized innovative LL brake blocks intended for rail freight wagons. This is the final step of many years of development and technical tests, conducted by the block manufacturers as well as the International Union of Railways, and a landmark for effective rail noise abatement in the EU.

25. “Smooth wheels on smooth rails” is the most effective way to reduce noise at the source. The LL blocks are made of composite materials which have a positive effect on the surface of the wheel by polishing it, and thus reducing the noise level. The traditional cast-iron brake blocks, on the contrary, make the wheel surface rough, which leads to higher noise levels. Using composite brake blocks (combined with good quality tracks) can reduce the pass-by noise of trains by up to 10 dB, equivalent to 50 per cent of the noise perceived by humans.

E. Rail safety: Commission welcomes significant progress achieved at Transport Council

26. On 10 October 2013, the European Commission welcomed the “general approach” agreement reached at the Transport Council on a recast of the rail safety directive. This recast was the second part of the so-called Fourth Railway Package — proposed in January 2013 — with the aim of eliminating existing administrative and technical barriers by further developing the Single European Rail Area, thereby contributing to the competitiveness of the rail sector versus other means of transport.

27. The “general approach” includes other improvements with respect to the present legal framework, such as:

- (a) a clarification of roles and responsibilities of all actors,
- (b) a new article on obligations of national safety authorities in terms of supervision activity,
- (c) clear provisions on the link between supervision and certification.

V. Inland Waterways

A. Key facts and figures

- (a) The top 5 biggest sea ports in the EU are all connected to inland waterways;
- (b) Every year, 140 billion tonne kilometres are transported over EU inland waterways;
- (c) There are over 230 inland ports in the TEN-T network, of which about 75 are part of the Core network. About 40 of these ports combine the status of inland and seaport;
- (d) The CO₂ emissions and fuel consumption of a large inland waterway ship are only 1/3 of those of road transport;
- (e) Rotterdam, the largest sea port in the EU transshipped in 2010 1/3 of all goods via inland waterways;
- (f) Europe's navigable inland waterways add up to 37,000 kilometres.



B. Towards quality waterway transport

28. The NAIADES II programme facilitates long-term structural changes in the inland waterway transport sector. It also includes short terms actions currently being undertaken by the Commission to address the difficult economic situation of the sector.

29. The measures of NAIADES II are the following:

- (a) Improving infrastructure quality and fostering integration of inland waterway transport into the logistics chain;
- (b) An efficient infrastructure is the basic condition for inland waterway transport to operate successfully. Inland navigation can only play its full role if inland waterways are better connected to other modes of transport, well maintained, if missing links are filled, and if bottlenecks are overcome;
- (c) Through the Connecting Europe Facility, the Commission will provide support to improve current and build new inland waterway infrastructure and will help to upgrade its interconnection with other transport modes. The TEN-T Corridor implementation will ensure that corridors are developed taking into account all modes of transport in a coordinated way.

30. The inland waterway sector is operating under difficult economic circumstances. The fragmentation in the sector is high with 80 per cent of the fleet operated by owner-operators. This makes it difficult to match supply with demand and hampers the sector's

ability to reinvest and innovate. Employment in the sector is estimated to have decreased by 10 per cent. The age structure for workers will lead to an increased outflow of workers in the coming decade. In certain market segments, 50 per cent of the workers are over 50 years old.

31. The Commission is proposing actions in the following areas:

Removing bottlenecks

32. Significant bottlenecks in the form of inadequately dimensioned locks, bridges or fairways and missing links such as the connection between the Seine and the Scheldt river systems are hampering the sector's full development potential. The Commission is proposing the improvement of transport of waterborne freight by upgrading locks, bridges and navigation channels.

Greening and innovation

33. Compared to other land-based modes of transport, inland waterway transport is energy-efficient, safe, almost congestion-free and silent. The Commission will propose measures including new standards for engines to encourage investment in low emission technologies as well as support for research and innovation.

Better connections to other forms of transport

34. Priority will be given to improving links between inland waterways, road and rail – with particular attention paid to connections at sea and river ports. Based on its on-going review of River Information Services, the Commission will make proposals to improve cargo handling facilities and reduce paperwork.

Investing in a skilled workforce

35. The waterways sector relies on a skilled workforce. The new proposals are expected to bring broader recognition of qualifications and careers, to improve labour access, and mobility.

VI. Road Safety

A. New European driving licence

36. About 60 per cent of the EU's population holds a valid driving licence, which is around 300 million citizens. A great number of these Europeans make cross-border trips within the EU for private or professional purposes or change country of residence. Today, Europe has more than 110 different driving licence models with different entitlements and validity periods. The European Commission introduced a number of changes to the driving licence provisions applicable to EU member States in the EU Driving Licence Directive 2006/126/EC, including new driving licence categories. Discrepancies have been identified in the driving permit/licence categories between the 1968 Convention on Road Traffic and the EU Directive. An informal expert group of some members of the Working Party of Road Traffic Safety (WP.1) has been established to consider the details of the discrepancies and to make recommendations to WP.1 for the removal of such discrepancies. The issue at stake is to ensure "mutual recognition" of driving permits issued by contracting parties of the 1968 Convention on Road Traffic (as per article 41(2)(a)(i) "Contracting Parties shall recognize any domestic permit conforming to the provisions of Annex 6 to this Convention...as valid for driving in their territories..."). Harmonised validity periods and

medical examination rules will give more legal certainty for many Europeans who move to another Member State.

37. A driving licence not only gives access to all kinds of vehicles in many EU countries it can also be used as an identification document. Therefore, anti-fraud protection is a major cause for concern. The new licence is almost impossible to falsify. It is backed up by a European electronic data exchange system, which will facilitate the management of driving licences by administrations and contribute to better detection of driving licence fraud.

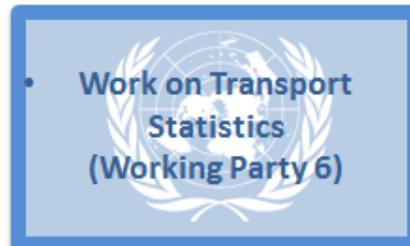


38. Driving licence rules also have a great impact on road safety. With more than 30,000 deaths on European roads each year, the new driving licence rules will help to enhance safety on European roads. The changes for motorcycles are the most important. By introducing gradual access to motorcycles for young drivers the new European rules will better protect this vulnerable group of road users. All new licences for mopeds, motorcycles, cars, tricycles and quadricycles shall have a maximum administrative validity of 10 years.

B. Road safety: Towards a Strategy on Serious Road Traffic Injuries

39. The European Commission has published a document on serious road traffic injuries outlining the next steps towards a comprehensive EU strategy on serious road injuries, notably:

- (a) A common definition of serious road traffic injury;
- (b) A way for Member States to improve data collection on serious road accidents;
- (c) The principle of adopting an EU-level target for the reduction of serious road traffic injuries.



40. A lack of common definitions and wide-spread underreporting and misreporting mean that the information on the scale and nature of serious injuries is insufficient, incomplete and lacking in detail. At the moment, there is also substantial misreporting and under-reporting of serious injuries. Misreporting occurs as "on the spot" assessments by police have commonly been the only method used for determining the injury severity grade that is entered into road safety databases.

41. The Commission has outlined three steps to allow the development of a comprehensive EU Injuries Strategy.

A common definition for road injuries

42. A common definition of serious injuries is a prerequisite for effective intervention. Without a harmonised definition of serious injuries the magnitude and true nature of the problem of serious injuries cannot be fully understood. Nor can any meaningful comparisons be made.

Reliable data collection for serious injuries

43. The priority is to arrive at a more accurate total number of people who are seriously injured in road accidents, as well as a better understanding of the specific injuries. It is vital that there must be a common definition of serious injury but different reporting systems can be used to effectively collect the data.

Setting a target

44. A strategic and realistically ambitious reduction target with regard to serious injuries would complement the current EU road safety strategy, as envisaged in the Commission's policy orientations 2011–2020. An EU-level target could be complemented by Member States adopting relevant targets at national level. Member States could also set themselves an even more ambitious objective or adopt sub-targets for example for specific road user groups, regions or traffic situations.

VII. Sustainable Urban Mobility

A. A Framework for EU-wide action for sustainable urban mobility

45. On 17 December 2013, the Commission adopted the Urban Mobility Package. It will provide the framework for EU support in the area of urban mobility for the financial planning period 2014–2020. The Urban Mobility Package also seeks to involve Member States more closely in an EU-wide effort on this issue. Specifically, it calls on Member States to create the right conditions for city authorities to successfully implement local strategies for sustainable urban mobility. The Urban Mobility Package also proposes joined up action in five specific areas: urban mobility planning; urban logistics; urban access management; deployment of urban Intelligent Transport System solutions; and urban road safety.

46. To prepare the Package, the Commission had conducted a review of the implementation of the Action Plan on Urban Mobility, a public consultation, and an impact assessment.

B. 18 European sustainable mobility initiatives

47. As part of its three-year Sustainable Urban Mobility campaign “Do the Right Mix”, the European Commission has released during 2013 the names of another 18 campaigner-led actions to be awarded funding. Each action will receive up to EUR 7000, which can be used to strengthen activities promoting sustainable urban mobility, from cycling courses, to car-sharing, fun activities for children and more.

48. Since the launch of the campaign in 2012, around 400 sustainable urban mobility actions have been registered on the central www.dotherightmix.eu website. The on-going and upcoming actions are displayed on the innovative Mobility Map, which provides Europe-wide visibility for campaigners. The second call for funding saw 74 applications from 18 eligible countries. The third and final call for sustainable mobility funding will open in March 2014.

C. Commission reinforces the Civitas Initiative

49. Civitas — an acronym for “cities, vitality, sustainability” — is funded by the EU's research framework programme to support cities in their efforts to innovate for more

sustainable urban mobility. Since the start in 2002, Civitas has supported more than 700 demonstration activities in around 60 cities (within a total network of 200 cities who learn from those demonstration activities), with a total investment of more than €200 million from the EU. This leveraged an additional investment of close to €1 billion from local and regional authorities, and from private partners.

50. On 11 December, the European Commission launched Civitas 2020, reinforcing its support to the Initiative under Horizon 2020. The preliminary work programme for the years 2014 and 2015 foresees that at least €100 million will be dedicated to Civitas 2020.

51. Already, in September 2013 a grant agreement worth €4 million with a consortium of 14 European research institutes, associations and consulting companies — including 10 SMEs — for a three-year project known as “Civitas Capital”.

52. The Civitas Capital will:

(a) pool existing knowledge through groups dedicated to specific topics who will produce best-practice guides;

(b) issue recommendations on future R&D priorities which the Commission will integrate into its 2014–2020 research programme;

(c) develop training packages and organise placement and exchange of urban mobility professionals — around 500 professionals will be trained or offered a placement;

(d) manage an activity fund of close to €500,000 to support the transfer of measures to other cities, allowing more cities to implement successful urban mobility measures;

(e) create five additional national and regional networks and continue to manage the five existing ones — these networks increase the dissemination of know-how and best practice within their language group or geographical group;

(f) develop a knowledge centre that will be available to all stakeholders through the Civitas website — a one-stop-shop where all material produced for and by Civitas will be available to all, for learning and reapplication.

VIII. Reduce Oil Dependence and Fight Against Climate Change

A. Urban transport – Future transport fuels

53. European transport is 94 per cent dependent on oil, of which 84.3 per cent is imported, and faces increasing fuel supply insecurity as oil comes from increasingly unstable regions, and an already high and rising oil import bill (€ 1 billion per day in 2011) which causes a deficit in the balance of trade (around 2.5 per cent of GDP). It is clear that EU transport must diversify its energy sources. The Commission's Transport 2050 Strategy — from 2011 — aims to break EU transport's dependence on oil and proposes a target of 60 per cent greenhouse gas emissions reduction by 2050. It sets goals for the different modes of transport, including CO₂-free city logistics in major urban centres by 2030, halving the use of conventionally fuelled cars in urban transport by 2030, and phasing them out in cities by 2050. It also envisages 40 per cent CO₂-low aviation fuels by 2050, and 40 per cent CO₂ emissions



reduction from ships. These goals cannot be achieved with conventional fuels and require a big share of alternative fuels.

54. According to the national renewable energy action plans (NREAPs) submitted at the end of 2010, Member States intended collectively to slightly over-achieve the 10 per cent target. They intended to use about 8.5 per cent first generation biofuels, 1 per cent second generation biofuels and 1 per cent renewable electricity, most of the latter in railways rather than in cars. The contribution of hydrogen in those plans was negligible.

55. However, with the Commission proposal amending the Renewable Energy Directive, from 17 October 2012, limiting the use of first generation biofuels to 5 per cent, the Member States need to adapt their action plans to meet the 10 per cent target with other renewable fuels such as biomethane, renewable electricity and hydrogen.

56. The main options for the different transport modes are: liquefied petroleum gas (LPG), natural gas and biomethane (in the forms of CNG, LNG and GTL), electricity, biofuels and hydrogen.

57. The Commission is proposing action to ensure the necessary infrastructure build-up across Europe, with common standards for interoperability. The minimum coverage requirement of recharging/refuelling points for electricity, hydrogen, LNG for maritime waterborne and road transport and CNG shall be implemented before 31 December 2020. The minimum infrastructure coverage requirement for LNG for inland waterway transport shall be implemented at the latest by 31 December 2025. The relevant technical standards for the same fuels shall be adopted and implemented before 31 December 2015. Member States shall ensure that clear and simple information on the compatibility between fuels and vehicles is available by the date this directive has to be transposed into national law.

IX. Intelligent Transport Systems

A. eCall: automated emergency call for road accidents mandatory in cars from 2015

58. To help mitigate the consequences of serious road accidents across the EU, the European Commission in June 2013 adopted two proposals to ensure that, by October 2015, cars will automatically call emergency services in the case of a serious crash. The “eCall” system automatically dials 112 — Europe's single emergency number — in the event of a serious accident. It communicates the vehicle's location to emergency services, even if the driver is unconscious or unable to make a phone call. It is estimated that it could save up to 2500 lives a year (MEMO/13/547).

59. The data received through the eCall system will allow emergency services to provide assistance to vehicle drivers and passengers more quickly, thus helping to save lives and to treat injuries rapidly. Estimates suggest that eCall could speed up emergency response times by 40 per cent in urban areas and 50 per cent in the countryside, and save up to 2500 lives a year.



60. In addition to the road safety benefits, eCall will also have a significant impact on reducing the congestion caused by traffic accidents and on reducing secondary accidents caused by unsecured accident sites. Industry also benefits via the many companies that are involved in the delivery of technologies, components and services used in different aspects of eCall including in-vehicle systems, wireless data delivery, and public safety answering

point systems. Moreover, it is expected that the in-vehicle equipment introduced by eCall could be used for additional added value services (such as the tracking of stolen cars).

B. Intelligent Transport Systems for Urban Areas

61. Intelligent Transport Systems (ITS) supports urban policy goals in areas such as multimodal travel information, traffic management incl. urban logistics, and smart ticketing. An integrated approach is required even more in urban areas, including various transport modes and combining both technical and policy issues. The citizen should be at the centre of attention.

62. Both European Commission's Action Plans on ITS and on Urban Mobility include complementary activity on ITS for urban areas.

(a) The ITS Action Plan requires to set-up a ITS collaboration platform to promote ITS initiatives in the area of urban mobility;

(b) The Action Plan on Urban Mobility offers assistance on ITS applications for urban mobility, possibly in the form of a guidance document.

X. Publications

A. EU Transport in Figures

63. This publication provides an overview of the most recent and pertinent annual transport-related statistics in Europe. It covers the European Union and its Member States and, as far as possible, the current EU acceding and candidate countries as well as the EFTA countries. The content of this pocketbook is based on a range of sources including Eurostat, international organisations, national statistics and, where no data were available, own estimates.

64. The publication consists of three parts:

(a) a general part with general economic and other relevant data;

(b) a transport part covering both passenger and freight transport as well as other transport-related data;

(c) an energy and environmental part with data on the impact which the transport sector has on the environment.

65. Most of the tables have data up to 2011; where available, more recent data have been provided.



XI. Enlargement and external transport policy of the EU

66. Following six years of negotiations, the EU welcomed its 28th Member State Croatia on 1 July 2013. With a coast line of more than 1,000 km and its important sea ports, the country brings a new impulse to the EU transport system. In the framework of its Eastern

Partnership, the EU agreed on the eastern extension of its transport corridors. The new customs code of the EU will complete the transition to paperless customs declarations. Implementation by 2015 should ensure efficient customer friendly procedures to account for unaccompanied freight trains at external borders of the EU customs union.

XII. UNECE – European Union cooperation

67. The EU and its member States have been actively participating in all the transport intergovernmental United Nations forum serviced by the UNECE secretariat, i.e. in the Economic and Social Council (ECOSOC) committee of experts on transport of dangerous goods and on Globally Harmonised System of Classification and Labelling of Chemicals, as well as in the Inland Transport Committee and its subsidiary bodies.
