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Transport developments in the European Union**Transport developments in the European Union****Submitted by the European Commission and the secretariat****Summary*

This note provides the Inland Transport Committee with:

(a) A brief review of some of the main activities, policy developments and decisions by the European Union (EU) in the course of 2017, relevant for the countries in the United Nations Economic Commission for Europe (ECE) region and particularly for the Inland Transport Committee to consider in light of its regional and global activities; and

(b) Information about cooperation between the EU and ECE.

It is intended to supplement the oral information provided by the representative of the European Commission at the seventy-eighth session of the Inland Transport Committee (ITC). Related ITC activities are highlighted to facilitate the discussion.

I. Introduction

1. 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 2017 in the field of inland transport, and also relevant for non-EU countries, are illustrated below.

* This document was submitted late due to delayed inputs from other sources.

II. Transport infrastructure

A. Transport infrastructure: Second generation of the work plans of the 11 European Coordinators

2. In January 2017 the second generation of the work plans of the 11 European Coordinators as approved in December 2016 became available. They establish the basis for action until 2030. As foreseen under their mandates, the European Coordinators are currently preparing their third Work Plan that will be presented to the EU Transport ministers in February 2018. This new generation of Work Plans will include a review of the progress made on implementation of the TEN-T Corridors as well as information related to the impact of the infrastructure investments on jobs and growth as well as potential impact of climate changes on the transport infrastructures.

3. The updated work plans of 2016 can be found at the following links:

- Atlantic Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-atl.pdf>),
- Baltic Adriatic Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-bac.pdf>),
- Orient/East-Med Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-oem.pdf>),
- Rhine-Danube Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-rhd.pdf>),
- Scandinavian-Mediterranean Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-scm.pdf>),
- North Sea-Mediterranean Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-nsm.pdf>),
- North Sea-Baltic Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-nsb.pdf>),
- Rhine-Alpine Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-ralp.pdf>),
- Mediterranean Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-med.pdf>),
- Motorways of the Sea Corridor Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-mos.pdf>),
- ERTMS Work Plan
(<https://ec.europa.eu/transport/sites/transport/files/tent-coordinators-2nd-workplan-ertms.pdf>).

B. €1.35 billion to boost investment in European transport infrastructure

4. In February 2017 the European Commission launched a new and innovative way to finance transport infrastructure projects in Europe. The call for proposals had two cut-off dates for the submission of proposals: 14 July 2017 and 12 April 2018, €1 billion was made available for the first cut-off date on 14 July 2017, with the results communicated by the end of 2017. The second cut-off date is 12 April 2018 for which the budget for the priorities 'Innovation and new technologies' has been increased by €350 million to support in particular the deployment of alternative fuels. The call seeks to combine grants (Connecting Europe Facility - Transport) with financing from public financial institutions, the private sector or, for the first time, the European Fund for Strategic Investments, the heart of the Investment Plan for Europe and a top priority for the Juncker Commission.

5. This first ever combination of funds would help to achieve the twin objectives of boosting investment to fund innovative, sustainable transport infrastructure upgrades while supporting jobs needed to put that infrastructure in place. The call contributed to the implementation of the Commission's Strategy for Low-Emission Mobility under the Energy Union, and also supported investments in 'sustainable transport' in view of the upcoming road mobility initiatives to be launched later in the year.

6. For the first time, this call for proposals of the Connecting Europe Facility (CEF) required the combination of grants with financing from the European Fund for Strategic Investments (EFSI), the European Investment Bank, National Promotional Banks or private sector investors. In order to receive Connecting Europe Facility support, applicants would be asked to show evidence of the project's financial readiness to obtain complementary funding from public or private financing institutions.

7. Selected projects should contribute to sustainable, innovative and seamless transportation along the Trans-European Transport Network. Particular emphasis would be placed on projects removing bottlenecks, supporting cross-border links and accelerating the digitalisation of transport, especially in areas with higher potential and market gaps such as in Cohesion countries, sustainable and efficient transport systems, with a particular emphasis on promoting alternative fuels and enhancing inter-modality and inter-operability in the transport network. This included new technologies and traffic management systems such as the European Railway Traffic Management System, Intelligent Transport Systems for roads or the Single European Sky Air Traffic Management Research Programme.

8. In December 2017, the EU agreed to invest over €1 billion in 39 key transport projects presented under this call. These projects will develop sustainable and innovative transport infrastructure in Europe across all modes. They will improve the railway network, develop the infrastructure for electric cars, modernise Europe's air traffic management, as well as pave the way towards zero emission waterway transport. Projects concentrated on the strategic sections of Europe's transport network (the core network) to ensure the highest EU added-value and impact. The largest part of the funding will be devoted to developing the European rail network (€719.5 million), decarbonising and upgrading road transport (€99.6 million), as well as developing maritime ports (€78.9 million) and inland waterways (€44.7 million).

9. The projects include such flagship initiatives, such as increasing the speed of the railway access line to the Fehmarnbelt tunnel between Denmark and Germany, enlarging the Divača-Koper railway line in Slovenia to improve its capacity, safety and reliability, deploying a pan-European network of 340 charging stations for electric cars in 13 EU countries, adapting the most important Belgian inland waterway — the Albert canal — for larger freight transport, as well as improving the capacity of the Port of Gdansk in Poland.

C. Investment Plan for Europe: Commissioner Bulc outlines the vision for transport investment

10. On 23 and 24 March, the Commissioner for Transport Violeta Bulc discussed with public and private institutions how to boost investment in the transport sector at a conference in Sofia.

11. The conference focused on investment opportunities in the Cohesion member States and also addressed the cooperation with the Western Balkans and the Eastern Partners. The conference gathered high-level representatives involved in the planning and financing of European transport infrastructure projects, financial institutions as well as public and private project promoters. Together, they would discuss how to make the best use of the opportunities under the Commission's Investment Plan for Europe, including the Cleaner Transport Facility, and exchange experience and lessons learned in successful transport projects.

D. The European Union invests €22.1 million to support sustainable, efficient transport and energy infrastructure

12. In April 2017, EU countries approved the European Commission's proposal to invest €22.1 million to support seven actions that would help develop sustainable and efficient transport and energy infrastructure. They would receive funding from the CEF Synergy call. They were chosen as they would create connections between Trans-European Networks for Energy (TEN-E) and the Trans-European Networks for Transport (TEN-T), which identify regions where better links between EU countries in energy and transport, respectively, are needed.

13. The seven actions included an assessment of options for building a pipeline that would carry liquefied natural gas from Italy to Malta for use as a marine fuel, the development of a cross-border electricity smart grid increasing the energy efficiency of the Croatian railway system, and the creation of electricity storage systems strategically located on key transport corridors between Austria and Germany.

14. Each action contributed to a Project of Common Interest (PCI). PCIs are energy infrastructure projects that are considered crucial to completing Europe's internal energy market and meeting the energy policy objectives of the European Union towards affordable, secure and sustainable energy. They are eligible to apply for CEF funding and receive other benefits.

E. Investments in European Union transport: The Commission proposes €2.7 billion for 152 projects

15. In June 2017 the European Commission proposed to invest €2.7 billion in 152 key transport projects that support competitive, clean and connected mobility in Europe. In doing so, the Commission was firmly delivering on its investment plan for Europe and on Europe's connectivity including the recent 'Europe on the Move' agenda. Selected projects will contribute to modernising rail lines, removing bottlenecks and improving cross-border connections, installing alternative fuel supply points, as well as implementing innovative traffic management solutions. This investment was made under the Connecting Europe Facility, the financial mechanism of the European Union for supporting infrastructure networks, and will unlock €4.7 billion of public and private co-financing. Such investment will not only modernise Europe's transport network but also stimulate the economic activity and spur job creation. This year, out of the total €2.7 billion, the Commission is allocating

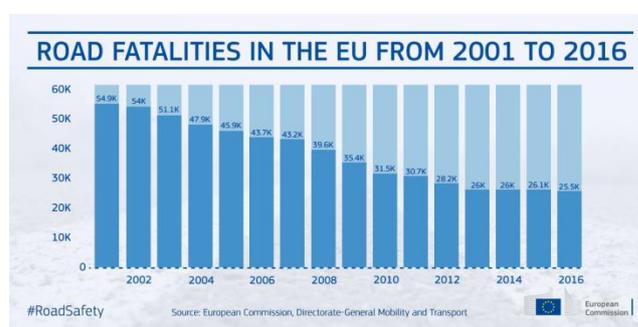
€1.8 billion for the 15 member States eligible for support from the Cohesion Fund (for the 2014-2020 period, Cohesion Fund support concerns Bulgaria, Croatia, Cyprus, the Czech Republic, Estonia, Greece, Hungary, Latvia, Lithuania, Malta, Poland, Portugal, Romania, Slovakia and Slovenia) in order to further bridge infrastructure disparities.

III. Road Transport and Road Safety

A. Encouraging results in 2016 call for continued efforts to save lives on European Union roads

16. Final road safety statistics for 2016 released by the European Commission show a drop of 2 per cent in the number of fatalities recorded across the EU last year. In 2016, 25,500 people lost their lives on EU roads, which is 600 fewer than in 2015 and 6,000 fewer than in 2010. A further 135,000 people were seriously injured on the road according to Commission estimates.

17. Following two years of stagnation, 2016 marks the return of a positive downwards trend and over the last six years, road fatalities have been cut by 19 per cent. While this pace is encouraging, it may nevertheless be insufficient if the EU is to meet its target



of halving road fatalities between 2010 and 2020. This calls for further efforts from all actors and particularly from the national and local authorities, which deliver most of the day-to-day actions, such as enforcement of traffic rules and awareness-raising of road safety risks.

18. The chances of being killed in a crash vary from a member State to the other. Although the gap narrows every year, those living in the member States with the highest fatalities rates are still over three times more likely to be killed on the road than those living in the countries with the lowest rates.

19. The year 2016 was also the first time the Commission published data on serious road traffic injuries according to a new common definition, from 16 member States representing 80 per cent of the EU population. Based on this data, the Commission estimates that 135,000 people were seriously injured across the EU. Vulnerable road users, such as pedestrians, cyclists and motorcyclists accounted for a large proportion of seriously injured people.

20. Putting back road safety high on the political agenda is vital to have better road safety records. Early in 2017, under the Maltese Presidency, the Commission coordinated member States efforts to adopt the 'Valletta Declaration on Road Safety'. The Declaration, endorsed at a Ministerial Conference and translated into Council Conclusions in June, is a landmark achievement for road safety, with common agreement on some very important topics for the future, and particularly on serious injuries with a new reduction target of 50 per cent between 2020 and 2030.

21. Reflecting the commitments made by EU28 under the Valetta Declaration, the Commission also started work on the next strategic framework for the period 2020-2030. The framework will recognise that a comprehensive road safety policy should be based on

cooperation between authorities in various domains and that only concerted measures can lead to real improvements. In parallel, legislative work is also needed to respond to new challenges.

B. Road safety: Commission proposes to modernise the training of professional drivers

22. In February 2017 the European Commission presented a proposal to update and clarify the rules on the initial qualification and periodic training of truck and bus drivers. The objective of this proposal was to contribute to higher road safety standards and to facilitate the mobility of professional drivers. The main novelties included the modernisation of the training, highlighting for example the protection of vulnerable road users and the optimisation of fuel consumption, as well as better recognition of training undergone in another member States.

C. Road infrastructure and tunnel safety

23. A critical component of road safety is making sure that infrastructure and vehicles are forgiving to human mistakes. Thus, road infrastructure safety management procedures aim to ensure the safety of existing and planned roads. Well-designed and properly maintained roads can reduce the probability of road traffic accidents happening and can also reduce the severity of accidents that do happen.

24. The EU regulatory framework for road infrastructure safety management is composed of two Directives: Directive 2008/96/EC on road infrastructure safety management (the Road Infrastructure Directive) and Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network (the Tunnel directive).

25. The current EU legislation covers roads and tunnels within the Trans-European Transport Network (TEN-T), which is a network of main European roads (primarily motorways and national/main roads). (Map of the TEN-T network).

26. The European Commission is currently working on updating the legislation by including those areas for potential improvements of road infrastructure safety recent evaluation studies clearly identified. The update looks for possible wider benefits of the directive, such as additional protection for vulnerable road users or proactive identification of dangerous sections of roads. It is also assessing how to encourage the extension of the safety principles applying to TEN-T road also to other more dangerous parts of road networks.

IV. Rail Transport

A. European railway signalling system

27. In January 2017 the European Commission adopted an implementation regulation on the new European Rail Traffic Management System European Deployment Plan (ERTMS EDP). ERTMS allows trains to run seamlessly across borders by replacing differing national technical systems. The plan sets new targets until 2023 by which about 50 per cent of the Core Network Corridors shall be equipped. In 2023, the ERTMS EDP will be updated again setting out the precise implementation dates for the remaining part of the corridors between 2024 and 2030. The new deployment plan will facilitate the investment and resource planning of railway undertakings and infrastructure managers.

28. ERTMS is a control, command, signal and communication system that has been available on the European market for more than 20 years. It is a software-based system for railway management and safe regulation that continuously ensures that the train does not exceed the safe speed and distance. This standardised European signalling system will replace 25 different national signalling systems and remove one of the main bottlenecks of an interoperational European railway network.

29. Currently trains cannot cross borders without stopping due to the different national signalling systems in operation. ERTMS makes the systems interoperable. Another benefit is the higher safety level that ERTMS provides compared with the vast majority of the existing national systems. ERTMS implementation enables higher speeds and reduces the distance between operating trains that leads to direct increases of capacity and productivity. ERTMS-equipped trains can be operated with a higher rate of reliability and punctuality, which contributes to modal shift.

30. The implementing regulation replaces the old ERTMS EDP of 2009. The deadlines of the old deployment plan for six ERTMS corridors became unrealistic due to shortage of financing, limited number of available qualified experts or technical problems during implementation. Furthermore, the geographical scope and the definite deadline for implementation have been aligned with the requirements of the Regulation (EU) Nr 1315/2013 in the recently adopted deployment plan.

B. Rail Baltica: Time to move forward

31. A new cost-benefit analysis on the Rail Baltica project was presented in April 2017 at the Rail Baltica Global Forum in Riga. The analysis concluded that the project has the potential to bring important socioeconomic benefits, such as reduced travel times, a lower carbon footprint and increased exports to the whole region. The Ministers for Transport of Estonia, Latvia, Lithuania and the Vice-Minister of Poland, who were present at the Forum, confirmed their strong commitment to the realisation of the project, agreeing that it is time to move forward with its implementation.

32. Rail Baltica is a project aiming to connect the Baltic States to the European railway network by a modern and fast rail connection. It is the most important project of the North Sea-Baltic Core Network Corridor of the Trans-European Network (TEN-T). With the current progress made in planning, management and financing, the project is expected to be operational within ten years from now.

C. European Commission modernises European rail passenger rights

33. The European Commission updated the European rules on rail passenger rights to better protect train travellers in case of delays, cancellations or discrimination. Rail passengers should be fully protected no matter where they travel in the EU. The Commission also wanted to guarantee adequate passenger information and to significantly improve the rights of passengers with disabilities or reduced mobility. At the same time, the Commission's proposal is proportionate and recognises that rail operators can, under strict circumstances, be exempted from having to compensate passengers in the event of delay.

34. The Commission's proposal updated the existing rules on rail passenger rights in five key areas:

(a) Uniform application of the rules: long distance domestic and cross-border urban, suburban and regional services can no longer be exempted from the application of passenger rights rules. Today, only 5 member States (Belgium, Denmark, Italy, the

Netherlands and Slovenia) fully apply the rules, while others have put in place varying degrees of exemptions. This significantly deprives passengers from their rights.

(b) Information and non-discrimination: improved provision of information about passenger rights, e.g. by printing it on the ticket. Passengers who use connected services with separate tickets must be informed on whether their rights apply to the whole journey or only to the different segments. Discrimination on the basis of nationality or residence is prohibited.

(c) Better rights for persons with disabilities or reduced mobility: mandatory right to assistance on all services and full compensation for loss or repair of mobility equipment. Relevant information has to be given in accessible formats and rail staff must receive disability awareness training.

(d) Enforcement, complaint-handling procedures and sanctioning: clear deadlines and procedures for complaint handling and clear responsibilities and competencies of national authorities responsible for the application and enforcement of passenger rights.

(e) Proportionality and legal fairness: a ‘force majeure’ clause will exempt rail companies from having to pay compensation in the event of delays caused by natural catastrophes, which they could neither foresee nor prevent. Under the current rules, rail companies have to pay compensation even when faced with such events.

V. Inland Waterways

A. The NAIADES II Policy Communication

35. The NAIADES II Communication sets out the EU programme for policy action in the field of inland waterway transport for the period 2014-2020. Actions are taken in the following key areas of intervention: (i) Infrastructure; (ii) Innovation; (iii) Functioning of the Single Market; (iv) Environmental performance; (v) Human factor; and (vi) Integration into multimodal logistics chains.

36. In 2017 the work on the report on the mid-term implementation of NAIADES II Action Plan has been started. The report should be delivered in 2018.

37. NAIADES II calls upon the sector to take more ownership of research, development and innovation initiatives under the Horizon 2020 Programme. Priorities for the sector are the development of cleaner propulsion alternatives, multi-modal integration based on digitalisation and advanced logistics options and enhancement of human factor. An important development in that regard is the introduction¹ of advanced emission standards for new engines for inland navigation vessels in the horizon of year 2019-2020.

38. The inland waterway transport market is fully liberalised in the EU. However, certain rules are still set at regional or member State level. Lack of harmonization in these areas may represent barriers for the functioning of the internal market. The adoption of Directive (EU) 1629/2016 consolidates the role of the European Committee for Inland Navigation Standards (CESNI) and represents an important progress in that regard. We are in a process of updating ES-TRIN (new version of standards for inland navigation vessels adopted by CESNI in 2017) to be applied as of 7 October 2018.

39. Inland waterway transport is a sector with long traditions and European know-how. It is essential to maintain this high level of professionalism also for the future generations.

¹ https://ec.europa.eu/growth/sectors/automotive/environment-protection/non-road-mobile-machinery_en

Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation adopted on 14 December 2017 will bring significant benefits in addressing the labour shortage by facilitating labour mobility. Crew members will be able to exercise their profession in a cross-border environment in an easier way as the Union certificates of qualification will be recognised on all inland waterways throughout the Union. Moreover, the recognition will be built on a modern competence-based system that will increase safety and improve the attractiveness of the profession. The Commission shall adopt the implementing and delegated acts referred to in the Directive by 17 January 2020. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 17 January 2022. Any third country may submit to the Commission a request for recognition of national certificates, service record books and logbooks that have been issued by its authorities where the issuing of such documents is subject to requirements that are identical to those laid down in this Directive.

B. Towards the digitalisation in inland navigation

40. With a view to develop the digitalisation in the sector, the European Commission has been developing and/or maintaining various tools and projects. Some of them are mentioned below.

41. The TENtec databases incorporate the data collected from EU member States and provide the Commission with the means of identifying critical issues, transport 'bottlenecks' and issues related to interoperability across borders. There will be three levels ensured by TENtec: the corridors, the core network and the comprehensive network. Currently, the inland waterway data in TENtec is available only for core network corridor sections. In order to increase the data quality and input rate in TENtec, dedicated data collection studies have been launched in 2015-2017 and will provide results in 2018. Now, the TENtec GIS-based Private portal for policymaking (OMC) is being under development.

42. In 2015, the Commission initiated work for a Digital Inland Waterways Area (DINA) with the aim to digitalise information flows in inland water transport, thus allowing its seamless integration in multimodal logistic chains. For example, it has commanded a study on a concept of Digital Inland Waterway Area (DINA)² and Digital Multimodal Nodes (DMN), it has started an evaluation of the River Information Services Directive 2005/44, and launched an impact assessment for digital tools in inland navigation.

C. Implementation of the TEN-T network in 2014-2015

43. Inland waterways in the TEN-T network are almost fully compliant with respect to the European Conference of Ministers of Transport (CEMT) requirement for class IV and to a good extent also with respect to the implementation of River Information Services (RIS), whereas compliance with the criteria of permissible draught is still below 75 per cent. One hundred per cent of the seaports are connected to rail, but the connection of ports to the inland waterways of CEMT class IV is far from compliancy.

44. In the course of 2014-2016, the Core Network Corridor studies identified a set of key performance indicators (KPIs) in order to measure the evolution of the TEN-T corridors over time and monitor their compliance levels with the infrastructure quality standards set out in the TEN-T Regulation. As applied to inland water transport, these KPIs include the following (in terms of freight traffic):

² <https://ec.europa.eu/transport/sites/transport/files/studies/2017-10-dina.pdf>

<i>Indicator</i>	<i>Calculation</i>	<i>Target, % 2015, %</i>	<i>Value in</i>
CEMT requirements for class IV	Length of inland waterways classified as at least class IV, as a proportion (%) of the waterway network	100	95.4
Permissible draught (minimum 2.5 m)	Inland waterway network permitting a vessel of 2.5 m draught, as a proportion (%) of the waterway section	100	68
Permissible height under bridges (minimum 5.25 m)	Inland waterway network with vertical clearance of at least 5.25 m under bridges as a proportion (%) of the waterway section	100	Not applicable
RIS implementation	Inland waterway network on which the minimum technical requirements of the RIS directive are met, as a proportion (%) of the waterway section	100	79.6

Note: * The deadline for the core network is 2030 and for the comprehensive network is 2050.

45. Infrastructure funding for inland waterways projects has been given priority in the successive calls for applications under the Connecting Europe Facility (calls 2014, 2015, 2016 and 2017). Supported projects aim to help connect industrial regions and urban areas and link them to ports, modernisation of inland ports as points of interconnection between the waterways and other modes of transport and River Information Services (RIS) and its related projects.³ In 2017, the Commission launched a Blending Call (grants complemented with financial instruments). Three inland waterways projects were selected and will start in 2018.

46. The Structural and Investment Funds for Regional Development purposes have also supported inland navigation projects. In that context, the European Strategy for the Danube Region supports cross-border cooperation with EU neighbouring countries, such as the Interreg Danube Transnational Programme.⁴

47. The TEN-T Guidelines require that the waterways part of the Core Network Corridors achieve and maintain ‘good navigation status’ (GNS) while respecting environmental standards. The Guidelines also pay particular attention to free-flowing rivers which are close to their natural site and which can therefore be the subject of specific measures. The European Commission has launched a study on the GNS concept in view of providing practical guidance to Authorities, infrastructure managers and stakeholders at large, which will be available in 2018.

D. Smart, Green and Integrated Transport: Work Programme 2018-2020

48. Horizon 2020, the biggest EU research and innovation funding programme with nearly €80 billion budget is available over 7 years (2014 to 2020).

49. The subprogramme ‘Transport’, section ‘Smart, Green and Integrated Transport’ addresses these activities by three Calls for proposals: (a) Mobility for Growth; (b) Green Vehicles and (c) Small Business and Fast Track Innovation for Transport. Among the projects supported by Horizon 2020 in the period 2014-2017, the Prominent project (Promoting Innovation in the Inland Waterways Transport Sector) focuses on transition

³ List of CEF supported projects available at <https://ec.europa.eu/inea/en/connecting-europe-facility/cef-transport/projects-by-transport-mode/water>

⁴ www.interreg-danube.eu/

towards efficient and clean vessels, certification and monitoring of emission performance and harmonization and modernisation of professional qualifications.⁵ The Work Programme 2018-2020 for Horizon 2020 was adopted on 27 October 2017. It includes, in particular, calls for low carbon and sustainable transport, sustainable infrastructure and innovative vessels, the autonomous ship concept, etc.

E. Expert Groups established by the European Commission

50. A Commission expert group is a consultative body set up by the Commission or its departments to provide them with advice and expertise in the policymaking process (preparation of legislative proposals and policy initiatives, implementation of EU legislation, programmes and policies, etc.).⁶

51. In 2017, the Commission established four Expert Groups. ECE and the River Commissions participate in the meetings of these Expert Groups:

(a) Expert Group on inland waterway transport (NAIADES II implementation group). The first meeting of the Expert Group (26 June 2017 in Brussels) was dedicated to the main developments in the EU policy in 2016-2017 and priorities 2018-2020. They covered issues related to the quality infrastructure, innovations, smooth functioning of inland water transport, the draft directive on professional qualifications and the integration of inland waterway transport into the multimodal logistics chain;

(b) Expert Group on social issues in inland navigation relevant to inland water transport. At the first meeting of the Expert Group (7 September 2017, Brussels), issues related to the future EU Directive on the recognition of professional qualifications in inland navigation were addressed, including the preparation of CESNI standards for delegated acts and the preparation of the delegated act for the European Crew Qualifications Database; a EU concept on digital tools for facilitating and ensuring enforcement of legislation in the field of inland water transport were presented;

(c) Expert Group on technical requirements for inland waterway vessels. At the first meeting (13 October 2017, Brussels) issues related to ongoing work on the implementation of Directive (EU) 2016/1629, including the delegated and implementing acts on technical requirements for inland navigation vessels, were presented.

(d) Expert Group for the 'Digital Inland Waterway Area'. The DINA initiative fits under the Commission's strategy for a Digital Single Market and aims to promote the digitalisation of inland waterway transport, including its interconnection with other transport modes, thereby contributing to its improved competitiveness in the multimodal supply chain. The first meeting will take place in February in Brussels.

VI. Intelligent Transport Systems

A. Review of Directive 2004/52/EC and Decision 2009/750/EC on the European Electronic Toll Service

52. Many roads in the EU are toll roads, i.e. vehicles must pay for their use. Most people are aware of the tolls on concession motorways, e.g. in France or in Italy, which have a

⁵ <https://ec.europa.eu/inea/en/horizon-2020/projects/h2020-transport/waterborne/prominent>

⁶ The Register can be consulted at <http://ec.europa.eu/transparency/regexpert/index.cfm>

physical dimension with toll plazas across the motorways, where drivers pay in cash or cards proportionately to the distance covered. In central European countries, car drivers are more used to stickers (vignettes) affixed to the windshield, which give access to the road network of the country for a given period of time.

53. Besides those physical means of payment, it is possible, or even mandatory, on some roads to pay tolls electronically, e.g. in London, one must register online before entering the congestion charge zone, and pay upon receipt of an invoice. On the already mentioned toll plazas, special lanes are generally reserved for vehicles equipped with on-board transponders, which allow automatic calculation of the toll due and its deduction from the account of the user.

54. While it is generally proposed only as a handy alternative to manual payment for cars, electronic tolling is much more used for trucks. In Austria, Belgium, the Czech Republic, Germany, Hungary, Poland and Slovakia it is even the only practical means for trucks to pay for the roads, while in other countries (Croatia, France, Greece, Ireland, Italy, Portugal, Spain) most trucks use it because it is simpler.

55. With so many electronic tolling systems in Europe, vehicles frequently travelling across the continent must be equipped with a good dozen on-board units to be able to pay tolls in each country. To help them, the European Union provided for the creation of a European Electronic Toll Service (EETS) which allows seamless payment of electronic road tolls across the EU with a single on-board unit, under one contract and a single invoice.

56. An EETS was to be offered to trucks and buses in 2012, and to other vehicles (notably cars) in 2014. So far, however, the concept has not become reality. The Commission is therefore critically looking at what went wrong and intends to revise its legislation so that the EETS can be offered to EU citizens and businesses as soon as possible. The legislative revision will equally provide the opportunity to look at electronic tolling from a wider perspective, and check if the objectives of the existing legislation were not set too narrowly (or too widely).

B. Intelligent Transport: Sector issues further guidance towards cooperative, connected and automated mobility in the European Union

57. Following an invitation of the European Commission, industry representatives and public authorities have in September 2017 agreed on a further developed shared vision on the interoperable deployment of Cooperative Intelligent Transport Systems (C-ITS) towards cooperative, connected and automated mobility (CCAM) in the European Union.

58. The report followed on from the C-ITS Platform Phase I report from January 2016 and addressed the common technical and legal framework necessary for the deployment of C-ITS and also took the needs and possibilities of higher levels of automation into consideration.

59. This is another important step towards CCAM as C-ITS enable vehicles to communicate with each other and with the infrastructure. This can notably improve road safety and reduce congestion. It also ensures that road transport can reap all the benefits of digitisation and contribute to the Commission's aim of creating a Digital Single Market.

60. The outcomes of the second phase of the C-ITS platform also form an essential input for the ongoing preparation with member States experts of specifications for the provision of cooperative intelligent transport systems, in the form of a Delegated Regulation under the ITS Directive (2010/40/EU), to be adopted in 2018.

VII. Mobility

A. European Mobility Week: Record-breaking year with new sustainable mobility city champions

61. 2017 EUROPEANMOBILITYWEEK was the most successful edition of the flagship EU-wide sustainable mobility campaign yet, with a total of 2,526 participating towns and cities. This figure marks an increase of 110 from last year – itself a record breaking year. Other highlights include:

- Car-Free Day participation: 30 per cent more than in the previous year (1,352 towns and cities);
- 7 993 permanent measures were implemented (increase of 607 from the last year);
- Most popular permanent measures: NEW OR IMPROVED BICYCLE FACILITIES (over 1000) and PEDESTRIANISATION: Improvement of infrastructure and pedestrian areas (850);
- Big increase in the popularity of the EMW website (<http://mobilityweek.eu>): 76 232 unique visitors in September 2017, almost 19 000 more than in 2016.

62. In 2017 the European Commission also revealed the finalists and winners of the EUROPEANMOBILITYWEEK Award 2016. The finalists of the EMW award were Lisbon (Portugal), Malmö (Sweden) and Skopje (the former Yugoslav Republic of Macedonia). Lisbon scored well for making its public space available to pedestrians, while in Malmö, the main focus was on bicycles as a sustainable means of transport. The jury also pointed out the car-pooling project in Skopje helping its residents save money and protect the environment. Finally the award went to Malmö.

63. The following cities were also shortlisted:

- (a) Białystok (Poland)
- (b) Kruševac (Serbia)
- (c) Palma (Spain)
- (d) Prague (Czech Republic)
- (e) Samos (Greece)
- (f) Sofia (Bulgaria)
- (g) Valencia (Spain)

64. Shortlisted candidates display a long-term vision with strong communication and public involvement. They have an integrated approach and strategy for rewarding sustainable transport behaviour by the general public. The EUROPEANMOBILITYWEEK Award aims to showcase local authorities that demonstrate significant efforts in promoting sustainable urban mobility.

B. Commission gives a boost to youth mobility in Europe

65. The European Commission presented in March 2017 an initiative under the Erasmus+ programme which further supports learning and mobility of young Europeans. Called ‘Move2Learn, Learn2Move’, it would enable at least 5,000 young citizens to travel to another EU country in a sustainable manner – individually or together with their school class. The one-off initiative, which was linked to the 30th anniversary of the Erasmus

programme, was consistent with two central priorities of the Commission: to put a renewed focus on Europe's youth, and to facilitate EU citizens' mobility, particularly low emission mobility.

66. Move2Learn, Learn2Move built on an idea put forward by the European Parliament in 2016. It would be implemented through eTwinning, the world's biggest teachers' network. Part of Erasmus+, it enables teachers and pupils across Europe to develop projects together through an online platform.

C. Commission takes action for clean, competitive and connected mobility

67. The European Commission in May 2017 took action for a fundamental modernisation of European mobility and transport. The aim was to help the sector to stay competitive in a socially fair transition towards clean energy and digitalisation.

68. 'Europe on the Move' is a wide-ranging set of initiatives that will make traffic safer; encourage smart road charging; reduce CO₂ emissions, air pollution and congestion; cut red-tape for businesses; fight illicit employment and ensure proper conditions and rest times for workers. The long-term benefits of these measures will extend far beyond the transport sector by promoting growth and job creation, strengthening social fairness, widening consumers' choices and firmly putting Europe on the path towards zero emissions.

69. Mobility has a major influence on the daily lives of European citizens and directly employs more than 11 million people. Yet, the sector is undergoing a number of technological, economic and social transformations whose pace is accelerating. Harnessing these changes is essential to deliver a Europe that protects, empowers and defends – a political priority for the Juncker Commission. To this end, the Commission today adopted a long-term strategy to turn these challenges into opportunities and deliver smart, socially fair and competitive mobility by 2025. The EU will drive this transition through targeted legislation and supporting measures, including infrastructure investment, research and innovation. This will ensure that the best clean, connected and automated mobility solutions, transport equipment and vehicles will be developed, offered and manufactured in Europe.

70. The Commission also intends to promote seamless mobility solutions so that citizens and businesses can travel easily across Europe. For instance, interoperability between tolling systems will enable road users to drive throughout the EU without having to be concerned by different administrative formalities. Common specifications for public transport data will also allow passengers to better plan their journey and follow the best route even if it crosses a border.

71. On 8 November 2017 the Commission took decisive action to reinforce the global leadership of the European Union in clean vehicles and implement the commitments of the European Union under the Paris Climate Agreement. It adopted a set of policy initiatives under the umbrella of the **Clean Mobility Package**.

72. The **Clean Mobility Package** includes the following documents:

- New **CO₂ standards** to help manufacturers to embrace innovation and supply low-emission vehicles to the market. The proposal also includes targets both for 2025 and 2030. The 2025 intermediary target ensures that investments kick-start already now. The 2030 target gives stability and long-term direction to keep up these investments. These targets help pushing the transition from conventional combustion-engine vehicles to clean ones.

- The **Clean Vehicles Directive** to promote clean mobility solutions in public procurement tenders and thereby provide a solid boost to the demand and to the further deployment of clean mobility solutions.
- An action plan and investment solutions for the **trans-European deployment of alternative fuels infrastructure**. The aim is to increase the level of ambition of national plans, to increase investment, and improve consumer acceptance.
- The **Directive on Passenger Coach Services**, to stimulate the development of bus connections over long distances across Europe and offer alternative options to the use of private cars, will contribute to further reducing transport emissions and road congestion. This will offer additional, better quality and more affordable mobility options, particularly for people on low income.
- The **battery initiative** has strategic importance to the integrated industrial policy of the European Union so that the vehicles and other mobility solutions of tomorrow and their components will be invented and produced in the EU.
- The revision of the **Combined Transport Directive (92/106/EEC)**, which promotes the combined use of different modes for freight transport (e.g. lorries and trains), will make it easier for companies to claim incentives and therefore stimulate the combined use of trucks and trains, barges or ships for the transport of goods.

73. The proposal for amending Directive on combined transport aims at further encouraging logistics companies to increase their share in the sustainable transport of goods, by moving more freight off the road in order to reduce negative side-effects of goods transport such as CO₂ emissions, congestion, noise and road accidents.

74. This will be achieved by revising and modernising the Directive to make the rules more effective and more efficient and provide additional incentives to shift long-distance freight from road to rail, inland waterways, and short-sea shipping. Concretely, the proposed modifications to the Directive will include a new definition of ‘combined transport’, clearer specifications of the enforcement conditions (including the possibility of using electronic means), an extension of the support measures (including investment measures to develop transshipment terminals) and better transparency and accountability of the proposed measures with notably a network of competent authorities.

75. The proposal will contribute to increasing the competitiveness of combined transport compared to road freight, with annual savings for industry of up to €7 billion per year from 2022 onwards, and hence to increasing the modal shift. From an environmental viewpoint, this increased modal shift is expected to be translated (from 2022 to 2030) to additional environmental savings amounting €1.6 billion, and corresponding to a reduction of 5,881 kton of CO₂ emissions, a reduction of 6,694 tons of NO_x and a reduction of 130 tons of particulate matter.

VIII. ECE and European Union cooperation

76. The EU and its member States have actively participated in all the transport intergovernmental forums of the United Nations serviced by the ECE secretariat, i.e. in the Economic and Social Council (ECOSOC) Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals, as well as in the Inland Transport Committee and its subsidiary bodies.