



Economic Commission for Europe**Inland Transport Committee****Eighty-second session**

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Strategic questions of partnerships and technical assistance —**Partnerships and activities of other organizations of interest to the Committee:****Transport developments in the European Union****Transport developments in the European Union in 2019****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 2019, 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 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, sustainable 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 2019 in the field of inland transport, and also relevant for non-EU countries, are illustrated below.



II. Transport Infrastructure

A. European Union Investment in transport infrastructure

1. Connecting Europe Facility (CEF) 2014–2020

2. The CEF is an EU fund for the transport, energy and digital sectors, directly managed by DG Move and under implementation by the Innovation and Networks Executive Agency (INEA). CEF Transport calls have focused on **infrastructure** completion along the TEN-T Core Network (cross-border sections, missing links or bottlenecks), **digitalisation** (e.g. European Railway Traffic Management — ERTMS and Single European Sky functionalities — SESAR), as well as **innovation** and **alternative fuels**. Since 2014 the EU has supported 794 Actions under CEF Transport, representing a CEF investment of EUR 22.1 billion in transport infrastructure projects, for a total investment of EUR 47 billion (CEF grants combined with other public and private sources of funding). CEF investment focuses on sustainable modes of transport (around 70% for rail).

3. The selection decision for the **CEF Annual Call 2019** was adopted on 16 October 2019. 39 projects were selected for CEF funding of EUR 117.2 million in total (31 projects on the TEN-T comprehensive network receiving EUR 97.7 million and 8 projects to reduce rail freight noise receiving EUR 19.5 million). All grant agreements are expected to be signed by early 2020.

4. The **CEF Multiannual Call 2019** was launched on 16 October 2019, with a deadline for submission of proposals on 26 February 2020. The call's total indicative budget is EUR 1.4 billion: EUR 750 million for the General envelope and EUR 650 million for the Cohesion envelope. The budget is formed by amounts brought back into the programme following termination of and/or amendments to existing grant agreements for CEF funded projects under the 'use-it-or-lose-it' principle.

5. The **CEF Transport Blending Facility** was launched on 15 November 2019. The facility is an innovative approach to promote the substantial participation of private sector investors and financial institutions in projects contributing to the environmental sustainability and efficiency of the transport sector in Europe. It is delivered as a rolling call: project applications will be submitted and evaluation carried out on quarterly basis until March 2021, unless the budget is exhausted earlier. The very first deadline for applicants to submit the grant application forms was 14 February 2020. The budget is EUR 198 million, of which half (EUR 99 million) will support ERTMS deployment both on-board and track-side, and the other half (EUR 99 million) will support deployment of alternative fuels, both mobile asset and infrastructure.

2. CEF Debt Instrument

6. The goal of the CEF Debt Instrument is to offer an alternative to traditional grant funding by offering competitive financial products for priority investments in transport, energy and telecommunications. Several projects have been supported in rail, motorways, ports, shipping and alternative fuels deployment. In total, 20 projects have been signed, approved or are under approval. The CEF Debt Instrument (CEF-DI) Delegation Agreement was amended in June 2019 in order to focus on green innovative investments, ensure complementarity with the European Fund for Strategic Investments (EFSI). As a result, there is a list of projects for which investment of EUR 1.8 billion is planned, including projects on deployment of electric public buses and recharging infrastructure, development of electric and hydrogen charging points, road to rail terminals and zero-emission inland waterway transport.

3. European Fund for Strategic Investments (EFSI)

7. Under the Investment Plan for Europe (Junker Plan), EFSI deploys innovative financial instruments including bonds and various forms of risk finance instruments. As of the November 2019, EFSI Investment Committee has approved a total of 81 operations contributing to transport objectives, triggering EUR 32.2 billion in investments. In addition,

6 loan programmes have been approved expected to leverage close to EUR 3.8 billion in transport investment.

4. European Structural and Investment Funds (ESIF) 2014–2020

8. In the 2014–2020 period, Cohesion Fund and European Regional Development Fund (ERDF) will contribute EUR 70 billion for building a modern and sustainable European transport system, with a strong focus on less-developed Member States and regions. Around half the budget of the Cohesion policy for transport is dedicated to projects located on the TEN-T and half the budget for other national, regional, and local transport and mobility projects. In particular, ERDF and Cohesion support for TEN-T projects is EUR 33.5 billion (EUR 26.4 billion from the Cohesion Fund and EUR 7.1 billion from the ERDF) and EUR 36.6 billion (EUR 9.2 billion from the Cohesion Fund and EUR 27.3 billion from the ERDF) for other transport projects.

B. European Union Budget for the Future 2021–2027

1. Connecting Europe Facility 2021–2027

9. A common understanding on the regulation of the CEF 2021–2027 between Council and the European Parliament was reached on 7 March 2019, leaving aside all budgetary provisions, pending further progress on the MFF (EU's multi-annual financial framework). Negotiations will resume once the overall MFF agreement has been reached (expected Q2/Q3 2020) and the final agreement should be swift thereafter. The entry into force of the CEF 2021–2027 can be expected Q4 2020 at the earliest. The provisions of the common understanding on the CEF 2021–2027 lay down that Commission shall adopt by 31 December 2020 the first multi-annual work programmes for all three sectors of the CEF; transport, energy and digital. This would include the timetable of the calls for proposals for the first three years of the work programme, their topics and indicative budget as well as a prospective framework covering the entire programming period.

2. Regional Development and Cohesion Policy 2021–2027

10. The proposal for a Common Provisions Regulation (CPR) sets out common provisions for seven shared management funds at the EU level, among which two of the funds — ERDF and Cohesion Fund — offer financing opportunities for transport projects. In order to simplify the legislation, further provisions applicable to both ERDF and Cohesion Fund are further clarified in a separate proposal for a Regulation. The Commission's proposal sets out an amount of EUR 330.6 billion for economic, social and territorial cohesion for the next period, where in particular EUR 200.6 billion is dedicated to ERDF and EUR 41.3 billion to Cohesion Fund (of which a contribution to CEF Transport of EUR 10 billion). Negotiations are on-going. The aim is to adopt all programming documents as soon as the Regulations enter into force (by end of 2020).

3. InvestEU

11. Invest EU will bring together under one roof the multitude of EU financial instruments currently available to support investment in the EU. The European Parliament and Council reached a common understanding on the InvestEU regulation in April 2019. The proposed guarantee budget under the Sustainable Infrastructure Window is EUR 11.5 billion (40% will be provisioned in the budget) leading to a targeted total investment raised of EUR 185 billion. In addition, investments in innovative transport technologies can be supported by the InvestEU – Research, Innovation and Digitalisation window. The aim is to sign first Guarantee Agreements by the end of 2020 for the programme to start in 2021.

C. Sustainable financing

12. The Council and Parliament have started negotiations on a proposed regulation setting up an EU-wide classification system, or "taxonomy", of environmentally sustainable economic activities. Under the Commission's legislative proposal on taxonomy, the

Commission is empowered to adopt delegated acts specifying the technical criteria for determining when an economic activity "substantially contributes" to an environmental objective, while causing "no significant harm" to any other environmental objective, i.e. is deemed sustainable. In June 2018, the Commission set up a technical expert group on sustainable finance (TEG) to assist notably in two key areas: 1) taxonomy 2) and EU Green bond standard, which presented its technical report one year later. The TEG report focuses on land transport. It does not address aviation and maritime shipping, but acknowledges that they will have to be considered as part of further work on the Taxonomy.

D. European Union-China Summit: deepening the strategic global partnership for transport

13. Established in 2015, the EU-China Connectivity Platform (CP) serves as a means for dialogue and exchange on transport infrastructure. The 4th Chairs' meeting under the CP took place on 8 April 2019 in Brussels. The key deliverable was the agreement on the Terms of Reference for a Joint Study on sustainable railway-based comprehensive transport corridors between Europe and China, endorsed at the EU-China Summit in Brussels on 9 April 2019.

14. Through these activities under the CP, both sides work towards greater openness, transparency, reciprocity in market access, and a level playing field for businesses and sustainable connectivity between the EU and China. Moreover, China participated in the Europe Connectivity Forum on EU-Asia Connectivity that took place on 27 September in Brussels.

15. In the aviation sector, the EU-China Civil Aviation Safety Agreement and the Agreement on Certain Aspects of Air Services were signed in Brussels on 20 May 2019.

16. The joint agreed minutes of the Chairs' meeting are available, along with the list of European transport infrastructure projects presented under the EU-China Connectivity Platform.¹

E. Transport Community in the Western Balkans

17. In 2019 we achieved several important objectives:

(a) On policy priorities: 3 declarations representing the commitment of the "Western Balkans Six" to deliver – with the EU support and the Transport Community Secretariat– on a regional rail strategy, on a comprehensive action plan on road safety, and on a comprehensive action plan on border crossing facilitation were endorsed by the Western Balkan leaders at the Western Balkan Summit in July 2019.

(b) On supporting tools: the Commission welcomed the signing of the agreement on Transport Community Permanent Secretariat and its subsequent operationalisation from 6 May. The entry of the Transport Community Treaty framework facilitates the development of a comprehensive and sustainable approach to transport policy that promotes regional mobility, low-emissions transportation and inclusivity. Parties have reiterated their support for the planned endorsement of the Regional Rail Action Plan by the end of 2019 and the subsequent works on the development of the regional rail strategy in the Western Balkans. The inauguration of the headquarters of the Transport Community Secretariat took place in September in Belgrade and secretariat staff are currently being recruited.

(c) On financing: at the Western Balkan summit in Poznan (4–5 July), The Western Balkan Leaders welcomed the EU's intention to provide in 2019 and 2020 financial assistance to design concrete improvements to remove high risk road sections on the TEN-T network in South East Europe and at improving the efficiency of operations and the quality of infrastructure and border/common crossing points.

¹ https://ec.europa.eu/transport/themes/international/eu-china-connectivity-platform_en

F. New Trans-European Network maps to improve connectivity with Eastern Partnership countries

18. Following the adoption of the maps of the Trans-European Transport Network (TEN-T core network) in Armenia, Azerbaijan, Belarus, the Republic of Georgia, the Republic of Moldova and Ukraine, in January 2019 the European Commission published an Indicative TEN-T Investment Action Plan listing priority projects in each of the Eastern Partner Countries with the aim to support completion of the indicative core TEN-T network by 2030. The Plan is a tool that should facilitate a better coordination between possible EU financial support, international financial institutions, national resources and private sector stakeholders.

19. The identified projects will require a total investment of EUR 12.8 billion. In concrete, once implemented, the projects will deliver 4,800 km of road and rail construction, rehabilitation and modernisation, projects for 6 ports, 7 aviation projects, 11 logistics centres and 3 border crossing points.

III. Road Transport

Training for professional drivers

20. The Commission had proposed to enhance rules on professional drivers' training to improve road safety standards in February 2017, as a revision to Directive 2003/59/EC.

21. The revision of Directive 2003/59 was adopted in April 2018 (as Directive 2018/645).

22. The revised directive:

- modernises the training by putting the accent on road safety, including for example the protection of vulnerable road users and the use of driver assistance systems, emphasizing the optimisation of fuel consumption and introducing the use of new technology, like e-learning options;
- clarifies the rules on minimum ages between the Professional Drivers' Directive and EU rules on driving licenses;
- ensures the mutual recognition of training followed in a Member State different from the Member States of residence; and
- makes the Directive clearer and easier to interpret.

23. In addition, the Parliament decided to establish an electronic exchange system for drivers' qualifications, which helps the mutual recognition of training undergone in another EU Member States and can also be used by enforcement authorities.

IV. Rail Transport

A. Sixth edition of the Rail Market Monitoring Survey

24. Monitoring the railway markets is necessary in order to inform the policy choices both at EU and national level. Since 2007, the Commission has collected data on rail market developments in the EU Member States and publishes, every two years, a Rail Market Monitoring Survey report (RMMS), addressed to the European Parliament and the Council of the European Union. The report provides an overview of the main developments in rail markets and covers a broad range of topics such as the use of EU rail networks, the evolution of rail services in the internal market, as well as evolution of framework conditions in the rail sector such as infrastructure charging, capacity allocation, limitations and barriers to more effective services, investments made in railway infrastructure, prices, quality of services, use of public service contracts, degree of market opening and utilisation of access right, licensing, employment and related social conditions.

25. In February 2019, the Commission adopted and published the sixth edition of the RMMS report, which covered rail market developments up to the year 2016. The report is available on DG MOVE website together with its accompanying Staff Working Document, the dataset used and relevant infographics.²

B. Launch of the European Rail Facilities Portal

26. In order to improve efficiency and promote a level playing field in the provision of rail services in the EU, the Commission funded the development of a GIS web-based information system, allowing rail service facility operators to upload the descriptions of their facilities in a single on-line system – a pre-requisite for enabling rail operators to access and use service facilities on a non-discriminatory basis. The European Rail Facilities Portal became operational in June 2019.³ The focus is on facilities located in the EU and along the EU rail freight corridors, but the Portal can also include information on rail facilities in third countries.

C. Eurobarometer on rail satisfaction: Europeans increasingly satisfied with passenger rail services

27. As of 16 June 2019, in accordance with the Fourth Railway Package technical pillar adopted by the European Union in May 2016, the European Union Agency for Railways (ERA) started its role as EU body for vehicle authorisation, safety certification and ERTMS trackside system approval. The first vehicle authorisation was issued on 5 July 2019 and the first single safety certificate was issued on 16 September 2019. ERA's new role as authorising and certifying authority greatly contributes to the simplification of processes and the reduction of technical barriers and costs, in particular for rail transport operation in several EU Member States. ERA serves as 'one-stop shop' and provides for a single integrated process to submit applications for vehicle authorisations, single safety certificates or to request ERTMS approval.⁴

V. Inland Water Transport

A. General policy developments

28. The implementation of the NAIADES II action programme (2014–2020) for the promotion of inland waterway transport is ongoing: the mid-term progress report was published in 2018.

29. The review of NAIADES for the post-2020 period will look into ways to promote the sector through better technological take-up and modernisation. Therefore we are hoping for a NAIADES III (follow-up) programme, into which digital initiatives are likely to be integrated. We are working closely together with stakeholders through the Naiades Expert groups.

30. The River Information Services Directive (2005/44) evaluation study is ongoing and will likely be over early 2020.

31. The Impact assessment study for a proposal on electronic tools for inland navigation crew and vessels documents is ongoing and will be over early 2020.

32. An evaluation study on the IWT legislation related to market access will be launched early 2020

² https://ec.europa.eu/transport/modes/rail/market/market_monitoring_en

³ <https://railfacilitiesportal.eu/>

⁴ More information on: <https://www.era.europa.eu/>

B. Financing for Inland Waterway Transport – CEF

33. The Connecting Europe Facility (CEF) Programme provides 7% of its overall funding to inland waterways. In numbers, the (IWW) portfolio includes 54 signed Grant Agreements for a total CEF support of € 1.8 billion.

34. The CEF funded Actions target major bottlenecks, and concentrate on five areas of interventions: (i) construction of missing links, (ii) removing navigation bottlenecks, (iii) resolving capacity issues at key locks and inland/maritime ports, (iv) ensuring a long-term good navigation status side by side with a good ecological status and (v) addressing operational bottlenecks through RIS implementation.

35. CEF funds for Transport: the current CEF multiannual Call (Call opened on 16 October 2019 and will close on 26 February 2020) includes ‘*ICT projects for inland ports in particular Single Window applications*, as well as applications to *streamline administrative formalities through a better use of information, communication and positioning technologies*, particularly EGNOS and Galileo.

VI. Road Safety

A. Data show slight improvements in 2018 but renewed efforts are urgently needed

36. The 2018 EU road safety statistics showed a slight decrease in the number of fatalities compared to 2017.

37. About 25 150 people lost their lives on EU roads in 2018, which is 1% fewer than in 2017 and 20% fewer than in 2010. While this trend is encouraging, reaching the EU objective of halving road fatalities between 2010 and 2020 is now virtually impossible. In addition, it is estimated that another 135 000 people were seriously injured last year, including a large proportion of vulnerable users: pedestrians, cyclists and motorcyclists. Beside the victims and their families, road fatalities and injuries also affect the society as a whole, with an estimated socio-economic cost (rehabilitation, healthcare, material damages, etc.) of EUR 280 billion a year.

38. With an average of 49 road fatalities per one million inhabitants, European roads remained by far the safest in the world in 2018. Within the EU, Ireland (30 deaths per million inhabitants), Denmark (30) and Sweden (32) reported the best records in 2018.

39. In addition, the performance gap between Member States further narrowed in 2018, with only two Member States recording a fatality rate higher than 80 deaths per million inhabitants (Romania and Bulgaria).

40. In order to further improve its road safety records, the Commission has adopted, as part of the third Mobility Package in May 2018, a policy framework for our road safety work 2021–2030 and a strategic action plan with targeted measures for all priority areas (governance, financial support, infrastructure, vehicles, safe road use, emergency response). The framework confirms the EU’s “Vision Zero”, zero fatalities and serious injuries by 2050, and sets new interim targets of a 50% reduction in fatalities and also, for the first time, a 50% reduction in serious injuries between 2020 and 2030. In June 2019, the Commission published a list of eight key performance indicators for road safety, to track progress across the EU.

B. Road safety legislation

41. The 3rd Mobility Package of May 2018 also included two legislative initiatives to improve road safety. Both have been adopted in 2019.

42. The **revised Vehicle General Safety Regulation** makes 19 vehicle safety features — including advanced emergency braking, intelligent speed assistance, lane keeping assistance,

distraction recognition — mandatory, first for all new vehicle types (mostly as of 2022) and in a second stage for all new vehicles (mostly as of 2024). This means that the newest and most effective safety features will benefit not only those who can afford the most expensive vehicles, but all road users. This legislation is estimated to save 7300 lives and prevent 38,900 serious injuries over ten years.

43. The **Road Infrastructure Safety Management Directive**, which puts in place procedures to assess the safety quality of roads throughout their lifetime (at design, construction and operation stage), has been revised in 2019. The revision extends its scope beyond TEN-T to primary roads and obliges Member States to carry out a new proactive safety procedure, screening the entire road network included in the scope of the directive for safety risks (network-wide risk assessment). The revision also obliges authorities to take the needs of vulnerable road users (pedestrians, cyclists, motorcyclists) into account systematically. The revised rules are estimated to save 3200 lives and prevent 20,700 serious injuries (2020–2030).

VII. Land Transport Security

44. Activities focused on freight transport security, by setting up procedures which are both efficient and which do not constitute an administrative obstacle to the movement of goods, based on:

- Harmonisation of administrative procedures (e.g. EU Customs Code).
- Establishment of administrative single windows (notably the European Single Window for maritime transport, which will be operational in 2025).
- Dialogue and information sharing between the authorities of the Member States.
- Full use of the digitalisation of transport and logistics to simplify procedures and foster cooperation.

45. Additionally, the European Commission has undertaken a number of initiatives to improve land transport security, such as:

- Creation of safe and secure parking spaces on major European axes for heavy goods vehicles.
- Dissemination of security information for truck drivers and logisticians.
- Setting up of expert groups bringing together the national authorities and the private sector to exchange best practices and information for land transport security.

46. In 2012, The Commission established the expert group on land transport security (LANDSEC) gathering national experts from Ministries for Transport and for Interior as well as EU sectorial organisations involved in land transport security. The LANDSEC expert group meets four times per year. The 26th LANDSEC meeting will be organised in April 2020.

47. The Commission established an EU Rail Passenger Security Platform bringing together the Commission, the EU Member States and key stakeholders. The Platform has met six times until February 2020. Although primarily intended to improve the security of rail passengers and staff, the measures will have a beneficial effect on rail freight security.

48. In December 2019, the Commission launched a project for the realisation of a cybersecurity toolkit for transport companies, for a duration of 9 months. The goal is to develop an interactive toolkit providing principles of good cyber-hygiene in a transport context.

VIII. Urban Transport and Mobility

A. Urban mobility initiatives

49. **Eltis** is the urban mobility observatory is Europe's one-stop-shop for urban mobility practitioners. There has been plenty of interest from countries outside the EU in introducing such an urban mobility platform as Eltis on a national level (Turkey and Latin America).

50. **CIVITAS Initiative** include towns and cities worldwide that became members of an inspiring sustainable mobility club. This is a knowledge exchange platform for towns and cities committed to introducing innovative measures supporting clean urban transport.

51. The European Commission's newly-revised Guidelines for **Sustainable Urban Mobility Plans (SUMPs)** were launched in October 2019, taking into account the wealth of experience from cities, the additional guidance materials available from EU-funded projects (including CIVITAS) and the new mobility developments and societal changes. This concept of Sustainable Urban Mobility Plans aims to tackle the challenges of congestion, air/noise pollution, climate change, road accidents, unsightly on-street parking, etc.

52. **2013 Urban Mobility Package** catalyses joint action towards more sustainable urban mobility, and reinforces the support provided to European cities through coordinated measures at EU level and in the Member States in the fields of urban logistics, urban access regulations, urban intelligent transport systems and urban road safety. The 2013 Urban Mobility Package is currently being evaluated by the Commission, with the support of an external study.

53. European Mobility Week is the flagship awareness-raising campaign. The European Mobility Week takes place from 16 to 22 September every year and culminates in the well-known Car-Free Day/s. The 2019 session constituted a fourth consecutive record-breaking year, with the registration of over 3000 towns and cities from 50 countries worldwide. Towns and cities worldwide are warmly invited to join us in September 2020!

54. A Conference on **Micromobility** (Ljubljana, 14 October 2019) was hosted by the Commission. The conference conclusions were that alongside integration in local transport plans and safety issues, the main issues to be tackled are the rights and duties of mobility platforms, accessibility/inclusiveness of new mobility solutions, the need for coordination and governance at different levels, the need for a common regulatory framework and the needs of rural and remote areas.

55. **Horizon 2020 City Mission — Climate-neutral and smart cities.** The EU's next research and innovation funding programme will replace Horizon 2020 from 2021 onwards. The Commission's proposal for Horizon Europe is an ambitious €100 billion research and innovation programme. The proposal (still under discussion within the broader framework of the EU's budget 2021–2027), included research and innovation 'missions', which aim to increase the effectiveness of funding by addressing clearly defined targets.

56. Climate-neutral and smart cities is one of the five mission areas. With half of the world's population currently living in urban areas, with an expected increase to 80% by 2050, the importance of this mission area cannot be underestimated. It will help the EU meet the targets set by international policy frameworks, such as the Paris Agreement on climate change, the UN's Sustainable Development Goals, the Urban Agenda for the EU and the Habitat III New Urban Agenda. Actions in cities will play a key role in delivering all of these.

B. Adaptation to Climate Change and Social Transformation

57. **European Green Deal (EGD)** – In December 2019 the Commission presented the EGD; a package of measures that aims at making Europe a climate-neutral continent by 2050. Currently, transport represents 25% of EU emissions. To reach the objectives set by the EGD a 90% reduction in transport emissions is needed by 2050. In this regard, the Commission is working on a comprehensive strategy for sustainable and smart mobility which will include among its priorities an increased uptake of sustainable alternative fuels. Ensuring a sufficient

coverage of alternative fuels infrastructure is a key step in our transition towards low- and zero-emission mobility.

58. **Clean Vehicles Directive** — A high quality, accessible and reliable public transport system is key to reducing car traffic, congestion and related emissions. The EU recently adopted a revised version of the Clean Vehicles Directive, which introduces a definition of ‘clean vehicle’ and establishes minimum national targets for the procurement of clean light-duty vehicles (cars and vans), clean trucks and clean buses, with a specific sub-target for zero-emission buses. These national targets are defined in accordance with each Member State's economic capacity (GDP per capita) and exposure to pollution (share of urban population). The new Directive will be transposed by Member States by August 2021, and it will apply to new public procurement launched from this date onwards.

59. The Commission has launched its Clean Bus Europe Platform APOLLO-EU to provide over 50 cities with technical support and the opportunity to participate in mini-twinning events and study visits, in order to learn from leading cities regarding the challenges of switching to clean buses (depots to be adapted, drivers and workers to be trained, holistic treatment of whole system).

60. **Intelligent Transport Systems Directive** – this provides a supporting framework and enabling conditions for the coordinated and effective deployment of intelligent transport systems in road transport. It includes the Delegated Regulation 2017/1926 on Multimodal Travel Information Services (MMTIS), published in October 2017.

61. The objectives of MMTIS are to:

(a) Make EU-wide multimodal travel information services accurate and available cross border.

(b) Certain data made available through the National Access Points (NAPs) could also be used in the public interest to produce transport analysis.

62. First NAPs to be ready by 1 December 2019. The NAPs are now available for most of the Member States,⁵ for MMTIS data, but also for other data related to real-time traffic information services, road safety-related information services and safe and secure truck parking information services. In line with the European Strategy for Data adopted on 19 February 2020, the Commission will establish a stronger coordination mechanism to federate the National Access Points established under the ITS Directive through a EU wide CEF Programme Support Action in 2020.

63. The evaluation of the ITS Directive has been completed and published on 9 October 2019,⁶ together with a report to the Council and Parliament on the implementation of the ITS Directive⁷ and with the analysis of Member States national ITS reports. Following the launch of work on a possible revision of the ITS Directive, a proposal is expected in 2021.

64. In line with the adoption of the new working programme of the Directive in December 2018,⁸ in 2020, extension to be considered of the scope of another Delegated Regulation (2015/962) on EU-wide real-time traffic information services, to include the local level (for example data related to Urban Vehicle Access Regulations or other essential data, e.g. speed limits, to be made accessible via National Access Points), as well as to possibly include recharging/refuelling points and access to vehicle data for road operation purposes.

65. Following its 2016 Communication “A European strategy on **Cooperative Intelligent Transport Systems**, a milestone towards cooperative, connected and automated mobility” the main target — large-scale deployment by 2019 — has been achieved. We now have the best-selling European car equipped with C-ITS as standard and 18 Member States coordinating infrastructure deployment in the C-ROADS platform.

66. **Automated Mobility**: in June 2019, the Commission launched the **Single Platform on Cooperative, Connected and Automated Mobility (CCAM Platform)** to gather all

⁵ https://ec.europa.eu/transport/themes/its/road/action_plan/nap_en

⁶ <https://ec.europa.eu/transport/sites/transport/files/legislation/swd20190368-its-ex-post-evaluation.pdf>

⁷ https://ec.europa.eu/transport/themes/its/road/action_plan/its_reports_en

⁸ https://ec.europa.eu/transport/sites/transport/files/legislation/c20188264_en.pdf

relevant public and private stakeholders, coordinate open road testing of connected and automated mobility, and link with pre-deployment activities. The Platform currently has 33 members (mainly pan-European associations), 22 EU member States, Norway, Switzerland, 81 observers, individual experts and ad hoc participants — represented by over 300 experts.

67. This diverse group works together to draft common agendas in areas including research and innovation, exchange of information on projects, etc. The results will provide key input for the Commission's future vision and action in the area of co-operative, connected and automated mobility (CCAM) under the forthcoming Multiannual Financial Framework, in particular regarding the Horizon Europe Programme and the creation of an EU partnership on CCAM. The vision is to develop innovative, user-centric, inclusive (shared) mobility and delivery services using fully connected and highly automated vehicles (SAE level 4). This will have a positive impact on road safety, traffic efficiency and cleaner, more inclusive mobility, thus combating fragmentation and providing interoperable solutions for the future deployment of CCAM.

C. **ELENA: supporting the deployment of sustainable and innovative urban mobility**

68. **ELENA (European Local Energy Assistance)** provides grants for project development assistance to public and private project promoters. It has already awarded around €120 million of EU support triggering €4.7 billion of expected investments on the ground in 21 countries.

69. The facility was created by the European Commission and the European Investment Bank (EIB) to support the preparation of bankable, ambitious and large-scale investment programmes in energy efficiency and distributed renewable energy. Since 2016, ELENA also supports projects in the field of sustainable and innovative urban mobility. Seven transport projects are currently benefitting from €13.9 million from the ELENA facility. These projects are expected to generate a total investment of €607 million.

70. Funded under the Horizon 2020 programme since 2014, ELENA is implemented by the EIB as part of an agreement with the European Commission. Support from the ELENA facility can cover up to 90% of eligible project development costs, which may include expenses related to feasibility and market studies; programme structuring; energy audits; financial structuring and/or preparation of tendering procedures and contractual arrangements. It does not cover costs related to the investment itself.

IX. Publications

Transport in the European Union: Current Trends and Issues

71. In March 2019, the report 'Transport in the European Union: current trends and issues' was published. The report draws an overview of the main challenges transport is facing both at the EU-level and in Member States. It sets out the key trends and issues for the single European transport area. An update of the report is upcoming. More information can be found here:

<https://ec.europa.eu/transport/sites/transport/files/2019-transport-in-the-eu-current-trends-and-issues.pdf>

