



# Economic and Social Council

Distr.: General  
18 December 2012

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

#### Seventy-fifth session

Geneva, 26–28 February 2013

Item 13 of the provisional agenda

**Transport developments in the European Union**

### Transport developments in the European Union

#### Note by the secretariat

##### *Summary*

The note provides the Inland Transport Committee (i) with a brief review of some of the main policy developments in, decisions by and activities of the European Union (EU) in the course of 2012 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-fifth session of the Inland Transport Committee. Related UNECE activities are mentioned to show relevance and complementarities.

This note serves purely to facilitate information sharing.

## I. Introduction

1. The EU transport policies aim at fostering clean, safe and efficient mobility throughout Europe, underpinning the internal market of goods and the right of citizens to travel freely throughout the EU. The European Union is working towards a form of mobility that is sustainable, safe, energy-efficient and respectful of the environment. The main actions – new legislations, consultations, publications, initiatives – performed by EU during 2012 in the field of inland transport – also relevant for non-EU countries, either due to their impact on third country traffic or for best practice – are illustrated below.

## II. Transport infrastructure

2. The European Commission announced on 28 March 2012 the projects selected to receive over €160 million in EU co-financing from the trans-European transport network (TEN-T) programme to continue improving transport infrastructure across the EU. The 26 selected projects would use the EU's financial support to speed up the implementation of important priorities of the TEN-T Programme in order to contribute to delivering a safe, competitive and efficient transport infrastructure network.

3. The 2011 Multi-Annual Programme Call granted €161.3 million in total funding and aimed to finance the highest priorities of the TEN-T network, focusing on three fields:

(a) Motorways of the Sea (MoS – TEN-T Priority Project 21), providing viable alternatives for congested roads by shifting freight to sea routes – 7 projects selected, €47.8 million in funding;

(b) River Information Services (RIS), involving traffic management infrastructure on the inland waterway network – 4 projects selected, €10.2 million in funding;

(c) European Rail Traffic Management System (ERTMS) – 15 projects selected, €103.3 million in funding.

4. The TEN-T Executive Agency, which is entrusted with the financial and project management of the TEN-T programme, received 47 eligible proposals. 26 of these were selected, after a meticulous selection procedure, as the ones best meeting the criteria set out in the 2011 Multi-Annual Call, which was published on 28 June 2011.



5. The selected projects, whose objectives range from improving viable, regular and reliable sea-based transport services in Motorways of the Sea to equipping trains and lines with the most advanced version of ERTMS, involve 21 member States. The grants will also help to mobilize substantial public and private financing.

6. The TEN-T network consists of two layers: a core network to be completed by 2030 and a comprehensive network feeding into this, to be completed by 2050. The comprehensive network will ensure full coverage of the EU and accessibility of all regions. The core network will prioritize the most important links and nodes of the TEN-T, to be fully functional until 2030. Both layers include all transport modes: road, rail, air, inland waterways and maritime transport, as well as intermodal platforms.

7. The TEN-T guidelines set common requirements for the TEN-T infrastructure – with tougher requirements for the core network. This will ensure fluent transport operations throughout the network. The policy also fosters the implementation of traffic management systems which will allow optimizing the use of infrastructure and, by increasing efficiency and supporting innovative propulsion technologies, reducing CO<sub>2</sub> emissions.

8. The Commission proposed creating corridors to facilitate the implementation of the core network, covering the most important cross-border projects. Ten corridors will provide the basis for the coordinated development of infrastructure within the core network. Covering at least 3 modes, 3 EU member States and 2 cross-border sections, these corridors will bring together the EU member States concerned, as well as the relevant stakeholders, for example infrastructure managers and users. European coordinators will chair "corridor

platforms" that will bring together all the stakeholders — these will be a major instrument to guarantee coordination, cooperation and transparency.

9. The core network will connect:

- (a) 83 main European ports with rail and road links;
- (b) 37 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.

### **III. Road Transport**

#### **A. EU road haulage market**

10. The 2011 White Paper on Transport identified the removal of remaining restrictions to cabotage as a priority (flagship initiative 1.1.6) and Regulation 1072/2009/EC, in its Article 17(3), requires the Commission to draw up a report on the situation on the EU road haulage market. If appropriate, the report may be accompanied by a legislative proposal to further open domestic markets, including cabotage. The European Commission will deliver a report on the subject mid-2013. A road package including a proposal on opening of domestic markets is expected around June 2013.

11. In order to prepare the drafting of this report, Mr. Siim Kallas, Vice-President of the European Commission and Commissioner responsible for transport, brought together a High Level Group of "wise men" to provide a first independent expert opinion. This High Level Group carried out a wide consultation of the stakeholder community to gather information from actors of the sector regarding the market situation, including calling a public hearing on 28 February 2012 in Brussels.

12. This public hearing brought together national and European trade associations from the road haulage sector, as well as other interested parties involved in the road haulage market. The hearing was chaired by Prof. Bayliss, Chair of the High Level Group, in the presence of the members of the Group.

13. The High Level Group, which met for the first time on 27 June 2011, should assess the level of harmonization of the rules in the fields of social and safety legislation, enforcement and road user charges in order to advise the Commission, before any decision on further opening domestic road transport markets, including further liberalization of cabotage. Its report<sup>1</sup> published on 19 June 2012 concluded that further opening of domestic road haulage markets is possible and could bring economic and social benefits. The High Level group identified four major obstacles to the completion of the internal market for road haulage: driver shortages, inconsistent enforcement practices, restrictions to cabotage and barriers to rolling out innovation. The Group recommended a stepwise approach to market opening.

14. The Commission is now carrying out its own impact assessment to prepare a legislative proposal for mid-2013.

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<sup>1</sup> <http://ec.europa.eu/transport/modes/road/doc/2012-06-high-level-group-report-final-report.pdf>

## B. Road Driving time and rest periods

15. Article 13 of Directive 2002/15/EC and Article 17 of Regulation (EC) 561/2006 require that the European Commission produces a report every two years on the implementation of this Regulation by member States and developments in the fields in question. The report is based on information and data submitted by member States to the European Commission.

16. Regulation (EC) 561/2006 provides a common set of EU rules for maximum daily, weekly and fortnightly driving times, as well as daily and weekly minimum rest periods for all drivers of road haulage and passenger transport vehicles, subject to specified exceptions and national derogations. The scope of operations regulated is tremendously diverse; it includes: passenger transport and road haulage operations, both international and national, long and short distance, drivers for own account and for hire and reward, employees and self-employed. According to the report, there are two main types of improvements in implementation of the legislation:

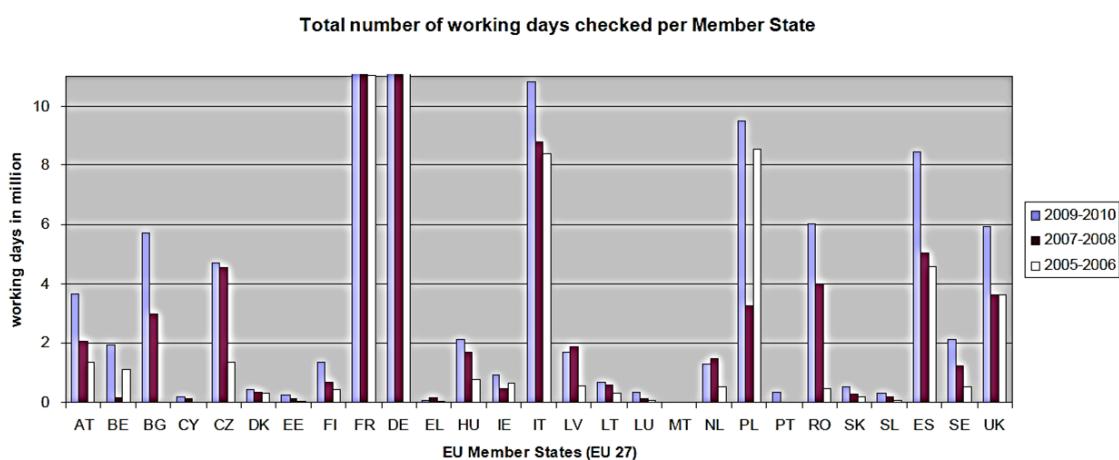
(a) improvements in enforcement by member states, in particular as regards: performance of reaching the thresholds set in the legislation, data collection and reporting discipline, etc.;

(b) improvements in application of the rules by professional drivers and transport undertakings.

17. Figure 1 provides an overview of the working days checked per member State. During the reporting period 2009–2010, member States increased the number of checks performed whereas the threshold of minimum working days to be checked rose from 2 per cent in 2009 to 3 per cent in 2010.

Figure 1

**Total number of working days checked per member State**

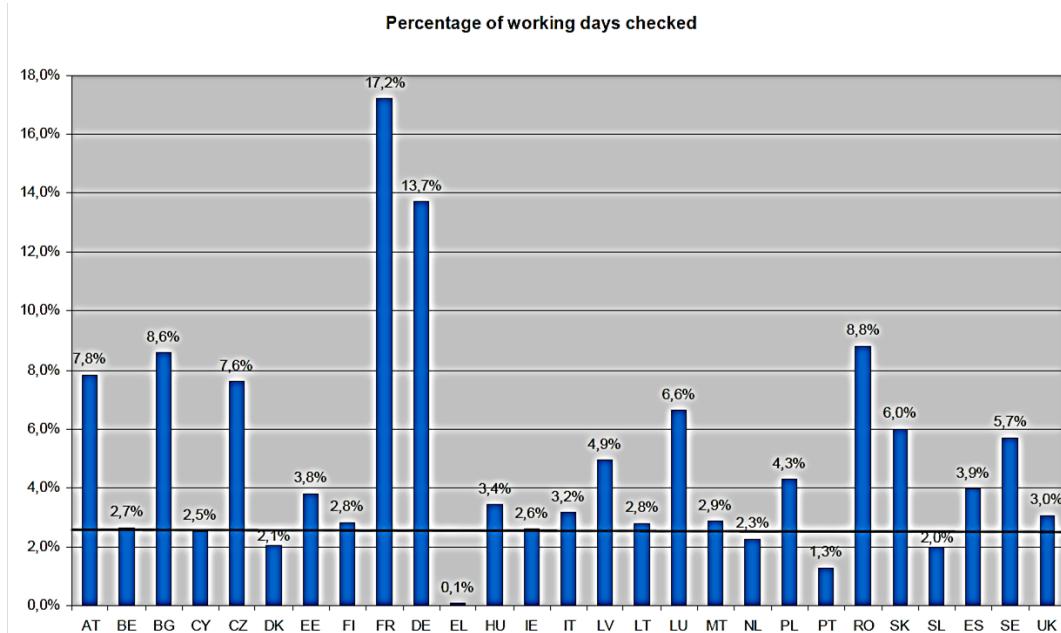


18. There are several member States that performed significantly more checks than required by the legislation: France, Germany, Romania, Bulgaria, Austria, the Czech Republic and Luxembourg in decreasing order. According to the data provided, France performed most of the working days checked compared to the required minimum checks,



followed by Germany. Together, these two countries account for over half of the total working days checked by all member States (76 million out of around 146 million).

**Figure 2**  
**Percentage of working days checked per member State**



19. Figure 2 provides an overview of the performance of each Member State in comparison to the threshold of 2.5 per cent of the overall working days, which is marked by a thick line in the diagram. In general, most member States reported an increase in the number of working days checked, except Greece, Latvia and the Netherlands. This significant increase is also reflected in the total number of working days checked, which rose by 74 per cent compared to the last report (up from 83.7 million to almost 146 million).

20. On the basis of these data and looking at Table 1, it appears that the fleet composition is very diverse in the EU, with about 50 per cent of the fleets in circulation in some member States consisting of modern vehicles less than 4 years old (Austria, Belgium, Bulgaria, Finland, France, Germany and Luxembourg), while in other member States the share of modern vehicles in circulation appears to be rather low (Cyprus, Greece, Latvia, Poland, Portugal and Romania).

**Table 1**  
**Number and percentage of analogue and digital tachographs found on vehicles checked at the roadside**

Member States	Total of known tachograph type	Analogue tachograph	Digital tachograph	Percentage Digital	Percentage Analogue
Austria	197 587	98 200	99 387	50	50
Belgium	72 113	1 508	70 605	98	2
Bulgaria	653 190	326 596	326 595	50	50
Cyprus	4 896	4 811	85	2	98
Czech Republic	187 318	131 706	55 612	30	70
Denmark	not reported				

<i>Member States</i>	<i>Total of known tachograph type</i>	<i>Analogue tachograph</i>	<i>Digital tachograph</i>	<i>Percentage Digital</i>	<i>Percentage Analogue</i>
Estonia	8 835	6 105	2 730	31	69
Finland	83 963	33 585	50 378	60	40
France	1 856 146	174 049	1 333 874	88	12
Germany	3 826 874	1 453 858	2 373 016	62	38
Greece	1 658	1 263	395	24	76
Hungary	439 754	285 134	154 620	35	65
Ireland	16 089	10 465	5 624	35	65
Italy	268 093	195 540	72 553	27	73
Latvia	36 692	28 354	8 338	23	77
Lithuania	65 726	48 753	16 973	26	74
Luxembourg	12 470	5 744	6 726	54	46
Malta	79	54	25	32	68
Netherlands	35 557	23 750	11 807	33	67
Poland	542 451	443 108	99 343	18	82
Portugal	12 375	10 852	1 523	12	88
Romania	415 567	343 548	72 019	17	83
Slovakia	10 688	6 444	4 244	40	60
Slovenia	18 616	14 900	3 716	20	80
Spain	not reported				
Sweden	36 467	18 969	17 498	48	52
United Kingdom	284 927	220 613	64 314	23	77
<b>Total</b>	<b>8 739 908</b>	<b>3 887 909</b>	<b>4 851 999</b>		
<b>Average</b>				<b>56</b>	<b>44</b>

## IV. Rail Transport

21. ETCS (European Train Control System) is the European standard for train signalling and speed control. Deployment of ETCS across key freight and high speed corridors will greatly improve the competitiveness of European railways. The ETCS concept is simple: information is transmitted from the track to the train, where an onboard computer calculates the maximum authorized speed and then automatically slows down the train, if necessary. ETCS is part of the European Rail Traffic Management System (ERTMS). The other component is GSM-R, the GSM-based communication standard for railway operations.

22. Currently, there are more than 20 different signalling systems in operation in Europe and their incompatibility is a major technical barrier to international traffic. For example, adding an additional national system in an existing locomotive, already authorized in different countries, and obtaining again all authorizations may cost more than €2 million and may take more than two years. ETCS goal is to eliminate these costs.

23. On 25 January 2012, the European Commission adopted a recast decision on the related technical specification for Interoperability



(TSI) applicable to both high-speed and conventional rail networks and which includes provisions strengthening the certification and authorisation process of lines and trains equipped with the (ETCS).

24. On 16 April 2012, the European Commission and the Danish Presidency opened a 2-day conference in Copenhagen on the European Rail Traffic Management System (ERTMS). This conference was a major event to boost the interoperability of the European railways, a milestone towards the single railway area. The conference addressed those obstacles that must first be overcome in order to achieve a seamless cross-border service Europeans really need. Moreover, a Memorandum of Understanding was signed between European Rail sector associations, the European Railway Agency and the European Commission to deepen their cooperation in order to promote further the swift and coordinated deployment of ERTMS in Europe. The conference also gave an opportunity to present a recommendation by the European Railway Agency on how to improve technical rules for the deployment of the ERTMS system. This will enable infrastructure managers to gain efficiency and reduce costs when installing ERTMS. The European Commission adopted the corresponding Decision on 6 November 2012.

25. Other technical specifications for interoperability were updated in 2012: the TSIs related to operation and traffic management and to telematics applications for freight and passengers services. On the latter, stakeholders prepared detailed implementation guides and master plans.

26. On 1 June 2012, Mr. Kallas participated in the seventh rail business forum "Strategic Partnership 1520" in Sochi (Russian Federation).

27. The conference triggered a comprehensive debate over the future shape of railway transport across the whole of Eurasia. The main topics included regulatory and interoperability issues, the development of freight traffic on the Trans-Siberian route, the transportation charges on goods in transit and the coordination of infrastructure projects aimed at removing bottlenecks and facilitating seamless transport. In this view, Vice-President Kallas emphasized the need to enhance the cooperation within international railway organizations. He also underlined the contribution of the EU rail industry to overcoming interoperability barriers.

28. The first railway package consisted of three directives (2001/12/EC, 2001/13/EC and 2001/14/EC) which were substantially amended in 2004 (second package) and 2007 (third package). Its purpose was to revitalize railway transport (still largely in the hands of dominant State owned operators, confined to their national markets) by gradually opening it to competition at Europe-wide level. In terms of EU legislation, the market for rail freight transport has been open since 2007 and for international passenger services since January 2010.

29. The level of success of this policy is demonstrated by the stabilization of rail's modal share during the last decade, after a long period of decline (its share among inland modes has remained around 17.1 per cent in tonne kilometres for rail freight and between 8.6 and 8.4 per cent in passenger kilometres for rail passenger transport, since 2002). But, despite this achievement, which was difficult to arrive at, the establishment of a single rail market is a fragile construction and is hampered by several problems.

30. The recast of the first railway package is: firstly, an exercise in legislative simplification and consolidation ("*codification*") with the merger of the three directives in force and their successive amendments (all in all nine directives, one decision and two acts of accession). The recast also aims to modernize the legislation and tackle key problems areas which have been identified on the market over the last ten years.

31. The new rules entered into force on 15 December 2012 (Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area) and tackle three major problems on the market: (1) strengthening the power of national regulators; (2) improving the framework for investment in rail (3) ensuring fair access to rail infrastructure and rail related services. They are a direct response to many complaints from operators in recent years.

## V. Inland Water Transport

### A. New guidelines on inland navigation and nature protection

32. On 18 October 2012, the European Commission issued new guidelines on inland navigation and nature protection to assist this important sector in applying EU environmental legislation. The guidelines "Inland waterway transport and Natura 2000 — sustainable inland waterway development and management in the context of the EU Birds and Habitats Directives" explain how best to ensure that activities, related to inland navigation, are compatible with EU environmental policy, in general, and nature legislation, in particular. The document also emphasizes the significance of inland navigation for securing long-term sustainability of the EU transport network and highlights the achievements of this sector in integrating nature protection into its activities to date.

33. Janez Potočnik, Commissioner for Environment, hoped that the document will be "a useful tool to increase understanding between investors, planners, decision-makers and nature conservation promoters, enabling them to design sustainable navigation projects that meet the objectives of inland waterway transport while still respecting the ecological values of rivers".

34. The guidelines take a holistic approach to inland waterway transport and nature protection. They explain the policy context of inland navigation and biodiversity conservation in Europe. They stress that Natura 2000 sites are not designed to be 'no development zones' and that new developments are not excluded, provided that they guarantee a sufficient level of nature protection. The document also explains the legal obligations of infrastructure developers and managers from the point of EU environmental legislation, with a particular focus on the Birds and Habitats Directives. A number of case studies are presented, with examples of good practice, showing how inland waterway development and management can go hand-in-hand with nature protection. The guidelines particularly emphasize the benefits of integrated planning, whereby environmental requirements are taken into consideration at every stage of the infrastructure development process and the participation of different stakeholders, including non-governmental organizations (NGOs) and civil society, is ensured in an active and transparent manner, securing win-win solutions for both sectors.



35. This document is the fourth guidance document on application of EU nature legislation in the context of strategic EU sectors. Previously published guidelines dealt with wind energy, non-energy mineral extraction industry and developments in ports and estuaries.

## B. Revision of NAIADES

36. The European Commission has taken a step towards a substantial revision of Navigation and Inland Waterway Action and Development in Europe (NAIADES), the action programme in support of inland waterway transport, running until 2013. The revision of NAIADES focused on concrete actions which would help realize the potential of inland waterway transport and boost its contribution to sustainable and efficient transport.

37. The revision of the NAIADES action programme is expected to lead to the adoption of the NAIADES II Communication, foreseen in 2013. In its Staff Working Paper, the Commission Services presented concrete actions under preparation:

- (a) Infrastructure — planned actions for inland navigation under the existing programmes and under the forthcoming instruments of the next multi-annual financial framework for the period 2014–2020 (financial and technical assistance);
- (b) Market — assistance for integrating inland waterways into the multimodal logistic chains; financial incentives for inland navigation;
- (c) Fleet — measures to reduce emissions (for example standards);
- (d) Jobs and skills — actions aimed at increasing harmonisation of standards for professional training and certification;
- (e) Information exchange and sharing — review of the River Information Services policy.

## VI. Road Safety

### A. New European driving licence

38. On 19 November 2012, the European Commission adopted technical changes to the Directive on driving licences in order to provide more flexibility and a smoother transition to the new driving licence regime. The amendment aims to avoid an unnecessary administrative burden to citizens or industry. There are around 300 million European citizens with a driving licence, and most of them will be concerned about this new Directive. This means that, instead of having over 100 driving licence models, all driving licences issued from 19 January 2013 onwards by member States shall follow a harmonized EU model, which is in the form of a plastic card.

39. Directive 2006/126/EC on driving licences will introduce, as from 19 January 2013, a single European driving licence model, as well as new driving licence categories. November's 2012 amendment covers four areas:

- (a) EU-wide harmonized codes on the driving licence indicate specific entitlements to drive. The amendment updates these codes on the driving licence and takes into account the 'acquired rights' under the previous rules;
- (b) It gives clarification for the driving test on categories C and D vehicles, equipped with hybrid or semi-automatic transmission systems. This aims to avoid restrictions for such drivers in the future and to include certain elements related to eco-driving;
- (c) Non-professional drivers of C1 vehicles (i.e. craftsmen, firemen, motorhome drivers) will benefit from lighter testing than professional drivers. This means that non-professional drivers will not be tested on topics related to commercial transport operations, driving and resting time as well as the use of the tachograph;

(d) It modifies the requirements for the motorcycles used for the practical driving test, taking into account the existing models of motorcycles on the market. This will enable, for instance, the use of electric motorcycles for the test. The European Commission has initiated the necessary to adopt a legal provision by the first quarter of 2013 that gives member States the possibility to apply some flexibility on the characteristics of test motorcycles until 31 December 2018, thus avoiding economic burden to the training industry.



40. The new card will reduce the possibilities of fraud by introducing security features and administrative validity periods. Category A and B will have an administrative validity between 10 years and 15 years, whereas category C and D have one of 5 years.

41. The new European driving licence will also protect vulnerable road users by introducing progressive access for powered two-wheelers. The system of progressive access implies that driving experience with a less powerful motorcycle is required before driving a more powerful one. Mopeds will also constitute a separate category called AM.

## B. Road safety: Tougher vehicle testing rules to save lives

42. Vehicle checks are fundamental to road safety. More than five people die on Europe's roads every day in accidents linked to technical failure. The European Commission has adopted new rules to toughen up the testing regime and widen its scope. Technical defects contribute heavily to accidents. They are responsible for 6 per cent of all car accidents, translating into 2,000 fatalities and many more injuries yearly. 8 per cent of all motorcycle accidents are linked to technical defects.

43. The main problem is that there are simply too many vehicles with technical defects on the road. Recent studies from the United Kingdom of Great Britain and Northern Ireland and Germany indicate that up to 10 per cent of cars at any point in time have a defect that would cause them to fail the tests. Moreover, many technical defects with serious implications for safety (such as Anti-lock Braking System (ABS) and Electronic Stability Control) are not even checked under current rules.

44. Existing EU rules setting minimum standards for vehicle checks date back to 1977, with only minor updates. Cars, driver behaviour and technology have developed extensively since then. The new proposals aim to save more than 1,200 lives a year and to avoid more than 36,000 accidents linked to technical failure.

45. Key elements of the new proposals include:

(a) Compulsory EU wide testing for scooters and motorbikes. Motorbike and scooter riders, particularly young riders, are the highest risk group of road users;

(b) Increasing the frequency of periodic roadworthiness tests for old vehicles. Between five and six years, the number of serious accidents related to technical failure increases dramatically;

(c) Increasing the frequency of tests for cars and vans with exceptionally high mileage. This will bring their tests in line with other high mileage vehicles such as taxis, ambulances, etc;

(d) Improving the quality of vehicle tests by setting common minimum standards for deficiencies, equipment and inspectors;

- (e) Making electronic safety components subject to mandatory testing;
- (f) Clamping down on mileage fraud, with registered mileage readings.

## C. Professional drivers Training

46. The European Commission published on 12 July 2012, a report on the application of legislation which requires professional drivers to undergo dedicated training. The report advises on specific issues to further improve the application of the legislation.

47. Directive 2003/59/EC on the initial qualification and periodic training of truck and bus drivers entered into force on 10 September 2003. The goal of the Directive is to enhance road safety in Europe by ensuring a common level of training, and the achievement of the necessary skills and competences for professional drivers to drive their vehicles. It establishes a mandatory level of initial qualification and periodic training for professional drivers in the European Union. The training is organized by training centres approved by the member States.

48. According to the report, despite the national differences among member States in the application of the Directive, the homogeneity of the national training systems is guaranteed by a set of standard training criteria. Member States are allowed to give drivers holding "acquired rights" time until September 2015 for bus drivers and until September 2016 for truck drivers to undergo the first session of periodic training.

49. The report suggests a few specific issues which can improve the application of the Directive, such as raising the involvement of social partners and enhancing cooperation between member States. A list of national contact points will facilitate the cooperation between national administrations to handle, among others, the cases of drivers attending the periodic training abroad. Moreover, the exchange of national timetables for periodic training should help overcoming any difficulty that enforcement authorities may face when checking drivers from abroad.

## VII. Customs and Border Crossing

### Road weights and dimensions

50. Heavy goods vehicles transporting goods in Europe, as well as buses and coaches, must comply with certain rules on weights and dimensions for road safety reasons and to avoid damages to roads, bridges and tunnels. Directive 96/53/EC sets maximum common measures, ensuring that member States cannot restrict the circulation of vehicles which comply with these limits from performing international transport operations within their territories. To avoid that national operators benefit from undue advantages over their competitors from other member States when performing national transport, they are bound to comply with the standards set for international transport.

51. By avoiding obstacles at borders and ensuring that no hauliers are exposed to unfair competition, this directive aims to facilitate the internal market and to ensure free movement of goods in Europe. For national transport, however, the Directive foresees a number of derogations and member States can decide to apply standards that deviate from the Directive for transport within their own borders, for instance for the transport of large loads such as forestry goods or longer combination of vehicles in Nordic countries.

52. These rules complement the requirements for type-approval of commercial vehicles laid out in Directive 97/27/EC. This directive (under responsibility of Directorate General

Enterprise) sets the framework for putting vehicles such as light-duty and heavy-duty vehicles, buses and trailers on the market and applies only to new vehicles, whereas Directive 96/53/EC sets out rules for all commercial vehicles, regardless of the date when they were first put into circulation.

## VIII. Climate Change

### **Urban transport – Future transport fuels**

53. Alternative fuels should gradually substitute fossil sources in the energy supply to transport and contribute to decarbonize transport. Other measures, such as transport efficiency improvements and transport volume management, play an important supporting role. Compatibility of new fuels with current vehicle technology and energy infrastructure, together with the possible need for disruptive system changes, should be taken into account as important determining factors influencing the introduction of alternative fuels.



54. The European Commission established in March 2012 a stakeholder Expert Group on Future Transport Fuels, with the objective of providing advice to the Commission on the development of political strategies and specific actions aiming towards the substitution of fossil oil, such as transport fuel in the long term, and decarbonizing transport, while allowing for economic growth. In addition to the Expert Group on Future Transport Fuels, the European Commission has also called upon member States experts from the Transport & Environment Joint Expert Group to provide contributions and recommendations on the development of a long-term alternative fuel strategy.

## IX. Intelligent Transport Systems

### **European ITS Advisory Group**

55. Pursuant to Article 16 of Directive 2010/40/EU, the Commission has set up, in its Decision of 4 May 2011 (2011/C 135/03), the Group of Experts on Intelligent Transport Systems (the European ITS Advisory Group). On 27 January 2012, the members of the European ITS Advisory Group have been appointed by Mr. Matthias Ruete, Director-General for Mobility and Transport Directorate General.

56. The task of the European ITS advisory Group is to advise the European Commission on business and technical aspects of the deployment and use of ITS in the EU. The group is composed of 25 members from relevant ITS services providers, associations of users, transport and facilities operators, manufacturing industry, social partners, professional associations, local authorities and other relevant fora.



57. On 22 October 2012, the European Commission organized in Vienna its third Conference on Intelligent Transport in Europe. The objective of this high-level conference

was to provide and discuss results of the ITS Action Plan and to present the status of the implementation of the ITS Directive 2010/40/EU.

58. The agenda of the European Commission ITS Conference 2012 included the following topics:

- (a) Implementation progress in ITS Action Plan and ITS Directive;
- (b) Presentation and discussion of preliminary results on:
  - (i) Specifications under the ITS Directive;
  - (ii) Legal issues for ITS deployment;
  - (iii) European Multi-Modal journey planners.

## X. European Union Publications for 2012

### A. Innovation for our future mobility

59. The Transport Directorate of the European Commission's Directorate General for Research and Innovation strives to support excellent European research projects in the field of transport: projects that contribute to a cleaner, safer and smarter pan-European transport system and to a more competitive European continent. To this end, a budget of €4.16 billion is reserved under the Seventh Framework Programme for Research (FP7, from 2007–2013). The research funded ranges from wholly novel approaches to transport, to refining existing technology. It relies on hands-on experience from SMEs as much as on the knowledge of young academics and real life needs of manufacturers. The projects showcased in this publication give an overview of some of the results from European transport research and the impact they could have on future society and future mobility.

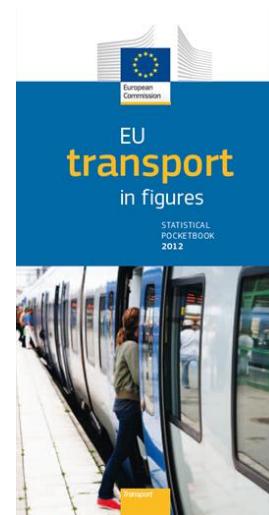


### B. EU Transport in Figures

60. This publication provides an overview of the most recent and most pertinent annual transport related statistics in Europe. It covers the EU and its 27 member States and, as far as possible, the current EU candidate countries and the EFTA countries.

61. The content of this pocketbook is based on a range of sources including Eurostat, international organizations, national statistics and, where no data was available, on EU estimates. EU estimates have mainly been produced to get an idea of the EU total. At the level of individual countries, they are merely indicative and should by no means be (mis-)interpreted as "official" data. 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, and, finally,

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

62. Most of the tables have data up to 2010; where available, more recent data have been provided.

## **XI. UNECE – European Union cooperation**

63. The EU — both through its member States and through the European Commission representatives — has been actively participating in all the transport intergovernmental United Nations fora 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 Labeling of Chemicals, as well as in the Inland Transport Committee and its subsidiary bodies.

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