

**Economic and Social Council**Distr.: General  
13 December 2016

Original: English

**Economic Commission for Europe****Inland Transport Committee****Seventy-ninth session**

Geneva, 21-24 February 2017

Item 13 of the provisional agenda

**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 2016, relevant for the countries in the United Nations Economic Commission for Europe (UNECE) region and particularly for the Inland Transport Committee to consider in light of its regional and global activities; and

(b) Information about cooperation between EU and UNECE.

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. 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 2016 in the field of inland transport, and also relevant for non-EU countries, are illustrated below.

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\* This document is submitted without formal editing.

## **II. Transport infrastructure**

### **A. Infrastructure - TEN-T - Connecting Europe**

2. The Commission adopted on 4 February 2016 new maps of the extension of the trans-European transport network (TEN-T) to Iceland, Norway and the countries of the Western Balkans.

3. For the Western Balkans region, the maps reflect an important agreement with the EU as regards the connectivity within the region and with the EU as a whole. This core network will provide a common reference for deploying and coordinating investments and traffic optimisation measures along strategic transport routes. These indicative maps were prepared with the concerned countries and endorsed at the Western Balkans 6 Summit in Vienna on 27 August 2015.

4. Adjustments were made to the existing maps for Iceland and Norway in order to reflect more accurately the alignment of the network on the ground, in accordance with the TEN-T criteria. They are based on a high-level agreement reached within the European Economic Area (EEA) Joint Committee.

5. A High-Level Agreement was also reached on 21 June 2016 on maps on the core network with Turkey and with the Eastern Partnership countries.

### **B. Commission receives funding applications worth €13 billion and invites project promoters to make use of Investment Plan.**

6. The European Commission and the Innovation and Networks Executive Agency (INEA) have closed on 17 February 2016 the second call for proposals of the Connecting Europe Facility (CEF), worth more than €7.6 billion to finance key transport projects in the European Union. 427 project proposals were received, totalling €2.96 billion of requested EU funding. An optimal use of CEF funding is an integral part of the Commission's Investment Plan and delivers on President Jean-Claude Juncker's agenda of growth and job creation. The applications having the highest European added value will be shortlisted.

### **C. European Commission injects €6.7 billion in transport infrastructure to boost jobs and growth**

7. On 17/06/2016 the European Commission firmly delivered on President Juncker's top priority of creating jobs and boosting growth in the European Union, by unveiling a list of 195 transport projects that will receive €6.7 billion of funding under the Connecting Europe Facility (CEF).

8. This investment is expected to unlock additional public and private co-financing for a combined amount of €9.6 billion. The selected projects will notably contribute to the digitalisation and decarbonisation of transport, in line with the broader political agenda of this Commission. The Member States eligible for the Cohesion Fund received almost 85 per cent of the funding, which will help bridge the infrastructure disparities across the EU.

9. Selected projects are primarily located on the core trans-European transport network (TEN-T). Among the beneficiaries are flagship initiatives such as the rehabilitation of the Brasov Sighisoara rail section in Romania, the railway connection Aveiro Vilar Formoso in Portugal, the development of a standard gauge railway line in the Rail Baltic corridor, the

implementation of the SESAR Deployment Programme and the modernisation of railway line E30 (the Zabrze - Katowice - Krakow section) in Poland.

10. For the inland navigation sector, the CEF calls for applications supported a number of important projects including, among others the "Fairway Danube" project, involving cooperation of 7 Danube Member States identification of physical bottlenecks to inland navigation; the new bridge in the cross-border section between Hungary (Komarom) and Slovakia (Komarno); the "SWIM" project, aimed to carry out pilot capital dredging works to reinstate a good navigation status along the most critical Romanian-Bulgarian common sector; or the upgrade of the Gabčíkovo locks in Slovakia in proximity of the Hungarian border.

#### **D. TEN-T Days 2016: Stimulating innovative investment in transport infrastructure**

11. On 20-22 June Ministers from the EU Member States and almost 3000 transport experts and CEOs joined the 2016 edition of the high-level transport conference "TEN-T Days" in Rotterdam. This edition covered the development, implementation and financing of the Trans-European Transport Network, with a particular focus on the Commission's Investment Plan for Europe. On this occasion, EU Ministers adopted the Declaration of Rotterdam taking stock of the major developments and endorsing main orientations for transport infrastructure policy.

12. Also, Transport Ministers of the Danube riparian states signed a Ministerial Declaration reaffirming the commitment to improve navigability conditions in the Danube. Inter alia, the Ministers reaffirmed the will to cooperate with relevant coordinating bodies for the establishment of joint initiatives for the efficient and effective implementation of the Danube Master Plan.

### **III. Road Transport and Road Safety**

#### **A. Road Transport: Commission adopts common rules to facilitate enforcement and enhance road safety**

13. On 18 March, the Commission adopted common rules to facilitate enforcement and enhance road safety. The European Commission adopted a series of rules applicable to road hauliers and road passenger transport operators. They include a common classification of serious road safety infringements under transport legislation, as well as new specifications for smart tachographs (the device that records driving times of lorry, bus and coach drivers) making the best use of new digital technologies such as Galileo. The objective is to enhance road safety, contribute to a fairer competition between road transport operators and to facilitate a consistent enforcement of EU rules across borders. Removing legal and technical access barriers to the road transport market and to strengthening the enforcement of applicable social legislation is a priority on which the Commission intends to work further in the coming months, as was announced in the 2016 Commission Work Programme. These initiatives were discussed with member States and stakeholders during a Road Transport Conference on 19 April.

14. The Commission regulation on the classification of infringements provides for a common classification of serious and very serious infringements of the EU road transport rules, which, when ascertained, may lead to the loss of good repute of a road transport operator. This may further lead to the operator losing the Community licence necessary to

run a transport business in the EU. The common classification will reduce divergences in the way member States deal with the same infringements and will provide incentives for better compliance with the EU rules contributing to enhancing road safety and ensuring fair business and working conditions. It will contribute to improving effectiveness of cross-border enforcement, as Member States are obliged to exchange the information on serious and very serious infringements through the electronic system called European Register of Road Transport Undertakings (ERRU). Member States are obliged to transpose this common classification by 1 January 2017. The adopted list of infringements is not fully complete yet. The Commission is exploring possibilities for upgrading it within the ongoing work on preparing a set of road initiatives.

15. The new specification for the smart tachograph makes full use of advanced digital technologies such as the GALILEO and EGNOS satellite positioning systems. It will transmit its data directly to road controllers when the vehicle is moving, avoiding unnecessary stops for the hauliers and making the controller's job more efficient. It will be connected with other telematics applications (such as smart parking or pay as you drive apps), Start and final location of journeys will be automatically recorded. The new smart tachograph will be a decisive step towards more effective enforcement of road transport legislation.

## **B. Road Safety: new statistics call for fresh efforts to save lives on European Union roads**

16. The 2015 road safety statistics published on March by the European Commission confirmed that European roads remain the safest in the world despite a recent slowdown in reducing road fatalities. Twenty six thousand people lost their lives on EU roads last year, 5,500 fewer than in 2010. There is however, no improvement at EU level compared to 2014. In addition, the Commission estimated that 135,000 people were seriously injured on EU roads. The social cost (rehabilitation, healthcare, material damages, etc.) of road fatalities and injuries is estimated to be of at least €100 billion.

17. The average EU fatality rate for 2015 was 51.5 road deaths per 1 million inhabitants, similar to the past two years. This slowdown, which follows a significant reduction of 8 per cent in 2012 and 2013, has several contributing factors, such as a higher interaction between unprotected and motorised road users in our cities. Vulnerable road users (pedestrians, cyclists, etc.) also account for a large proportion of the 135,000 people the Commission estimated that they were injured. This is the first time the Commission publishes such a figure, as EU Member States have started to report comparable and reliable data on serious road traffic injuries. This is the first step towards a European approach to serious injuries.

18. The country-specific statistics reveal that the number of road fatalities still varies greatly across the EU, though this gap is becoming smaller every year. Some traditionally well-performing countries recorded less progress while three of the Member States with the highest number of road deaths improved their road safety situation.

## **C. Improving European Union road safety**

19. In order to reach the EU strategic target of halving the number of road deaths from 2010 to 2020, additional efforts are needed. Member States are the main actors as most of the day-to-day actions are delivered at national and local level: enforcement of traffic rules, infrastructure development and maintenance but also education and awareness raising campaigns. The European Commission acts where there is a clear EU added-value, for

instance through legislation enabling the cross-border enforcement of sanctions for traffic offences or by setting technical safety standards for infrastructure and vehicles. The Commission actively monitors the situation, stimulates and helps Member States to improve their performance through the exchange of data, knowledge and experience, and by sharing best practices.

20. Technological breakthroughs in the last decade have greatly improved vehicle safety. The significant advances in innovation and technology have a strong potential to improve road safety, in particular in the area of vehicle automation and connectivity. To pave the way towards automation and better management of traffic, the Commission has adopted a European Strategy on Cooperative Intelligent Transport Systems (C-ITS), a milestone initiative towards cooperative, connected and automated mobility (COM 2016/766). The objective of the C-ITS Strategy is to facilitate the convergence of investments and regulatory frameworks across the EU, in order to see deployment of mature C-ITS services in 2019 and beyond. This includes the adoption of the appropriate legal framework at EU level by 2018 to ensure legal certainty for public and private investors, the availability of EU funding for projects, the continuation of the C-ITS Platform process as well as international cooperation with other main regions of the world on all aspects related to cooperative, connected and automated vehicles. It also involves continuous coordination, in a learning-by-doing approach, with the C-ROADS platform, which gathers real-life deployment activities in Member States.

#### **D. Evaluation study on the application of Directive 2011/82/EU facilitating the cross-border exchange of information on road safety related traffic offences ("Cross-border Enforcement Directive")**

21. An evaluation study on the application of Directive 2011/82/EU facilitating the cross-border exchange of information on road safety related traffic offences ("Cross-border Enforcement Directive/CBE Directive") was performed in June 2016.

22. The study was commissioned to provide independent and unbiased evaluation:

(a) whether the CBE Directive is effective and efficient in reaching its objectives to improve road safety and facilitate cross-border enforcement of sanctions for road-safety-related traffic offences;

(b) whether it is relevant to the identified needs, namely to enable access to vehicle registration data through an interoperable electronic mean and provide road users with the information on road traffic rules in force in Member States;

(c) whether it is coherent internally and with other EU policies;

(d) whether it provides EU added-value and its effects are sustainable.

#### **E. Driving licences: Commission updates rules for drivers with cardiovascular diseases and diabetes**

23. In July 2016 the Commission adopted an update of the minimum medical requirements for drivers with cardiovascular diseases and diabetes. This issue is regulated by Directive 2006/126/EC on driving licences. The objective of the amendment was to reflect the latest medical knowledge while ensuring the best possible balance between road safety and mobility. The new provisions on cardiovascular diseases make a clear and simple distinction between situations when drivers may be allowed to drive and those when they may not because of their health conditions. Member States now also have the option to assess exceptional individual cases. The updated rules on diabetes make it easier to

determine if a driver is fit to continue driving. They help to avoid that drivers under adequate medical treatment are banned from driving.

## **F. Commission's Report on the operation of the Bus and Coach Passenger Rights Regulation**

24. In September, the Commission adopted a report on the operation of Regulation (EU) No 181/2011 concerning the rights of passengers in bus and coach transport. The overall implementation of the Regulation is satisfactory. Further efforts should concentrate on educating passengers about their rights. Also, certain national authorities should be more proactive in monitoring compliance and meetings between the Commission, national authorities, the industry and organisations representing passengers should continue to ensure the uniform application of the Regulation.

## **IV. Rail Transport**

### **A. Commission adopts new rules for access to rail infrastructure**

25. In April 2016, the Commission adopted rules to create fair conditions for new train services making better use of the available rail infrastructure.

26. Throughout the EU, rail service markets are characterised by dominant operators, which in some cases have close ties with infrastructure managers. Railway undertakings can block infrastructure for many years by way of framework agreements with infrastructure managers. In such a situation, the new rules will give better chances to operators that provide new services to get access to particular important lines thereby creating new opportunities for employment and investment. In consequence, this will render the rail market more competitive allowing business to better adapt to the changing needs of shippers and passengers.

27. Interested companies will be informed about the remaining capacity and the opportunity to conclude such contracts. The Commission's implementing regulation provides common criteria for concluding and modifying such agreements in case of conflicting capacity requests. Infrastructure managers should regularly see with their clients if they still need a specific capacity, whereas the duration of such agreements can be as long as five years or more. Where more than one manager is concerned with a train run, they are supposed to remain in contact to protect the value of a framework agreement for the train operator. The rules will apply from December 2016 onwards.

### **B. Rail Transport: Landmark deal will deliver better rail services to passengers**

28. The European Commission welcomed the agreement reached in April 2016 by the European Parliament and the Council of Ministers of the EU on the Fourth Railway Package. This is a series of measures to make European railways more innovative and competitive. The agreement will in particular improve the performance of rail services in the EU to the benefit of passengers with a gradual opening of the domestic rail markets. The agreement had to be endorsed by the Member States and the European Parliament. Once adopted, the package will complete the single European rail area and therefore deliver on this Commission's agenda of a fairer and deeper internal market.

29. The Fourth Railway package will gradually open domestic passenger rail markets to competition. Gradual market opening will bring a number of benefits to passengers, public authorities and to the European economy as a whole. It will in particular:

(a) **Revitalise domestic rail markets.** Over the last decades, rail traffic has experienced a steady decline, with the persistence of domestic monopolies. With the fourth railway package, all EU railway undertakings will be able to offer rail services throughout the EU. For "commercial" services, new entrants will be able to operate as of 2020. As of 2023, competent authorities should award public service rail contracts through competitive tenders opened to all EU railway undertakings, except in specific cases.

(b) **Make railways more responsive to market and consumer demand.** Market-opening will favour the emergence of new business models, and offer more choice to consumers. Competitive pressure from new entrants will also force incumbents to adapt and become more consumer-oriented. Competition is however not an end in itself and Member States will still be able to directly award public service rail contracts, provided that performance targets (quality, punctuality, etc.) are met. Passengers will reap the benefits of these developments. Experience from the Member States having already opened their domestic market suggests increased frequencies, better services and lower fares.

### **C. Study on prices and quality of rail passenger services**

30. DG MOVE published in June 2016 the Study on the Prices and Quality of Rail Passenger Services, which investigates how the fares and quality standards applicable to rail services in Member States are set and have evolved. The study is also looking at the impacts of liberalisation, competition and transport policy in relation to rail services, and assesses the competitiveness of rail vis-à-vis air and road travel. It differentiates between suburban, regional and long distance services and covers all Member states (except Cyprus and Malta who have no railways) as well as Norway and Switzerland.

31. The study concludes that fares and service quality is in large part determined by decisions taken within national, regional and local transport authorities, rather than by market conditions. In addition, demand for rail travel is, besides the fares and quality, influenced by a wide range of demographic, geographic and economic factors. As a consequence, member States with broadly comparable fare and service quality levels can exhibit very different levels of rail demand. Rail competition has had positive effects on availability and quality of services. However, given the considerable range of products on offer in liberalised markets, it is important that passengers can access good quality information about their ticket options and that they understand applicable terms and conditions.

### **D. Transport Ministers sign declaration for "action plan" on rail freight transport for the Orient/East-Med Corridor**

32. In order to remove bottlenecks and make rail transport between their countries more efficient, transport ministers of eight EU countries located along the Orient East-Med Corridor signed on the initiative of TEN-T Coordinator Mathieu GROSCHE a declaration on 21st June 2016 during the TEN-T Days conference in Rotterdam.

33. An important part of the "Joint ministerial declaration on effective improvements to eliminate bottlenecks and facilitate international traffic on the Orient/East-Med Rail Freight Corridor" is the "action programme" that contains concrete proposals and measurements that shall be implemented within the coming months. The declaration has been signed by all

countries among the Orient/East-Med Corridor, which stretches from the North of Germany, south-eastwards through the Czech Republic, Austria, Slovak Republic, Hungary, Romania and Bulgaria, to the Southern coast of Greece.

34. The main goals of the measurements the transport ministers agreed upon by signing the Declaration are to improve punctuality and average transit times between the countries for freight trains, as well as to increase the corridor's attractiveness, transport potential and competitiveness. To realise these aims, national action in the involved states is as important as effective cross-border coordination procedures. This requires deepened cooperation between all involved, the recognition and sharing of examples of best practice and commitments to cross-border agreements.

35. In concrete terms, Coordinator GROSCH proposed the significant reduction of average border crossing times to a maximum of two hours of waiting, which is targeted within the declaration until July 2018. Therefore, an in-depth analysis on possible reasons will identify e.g. technical, operational and administrative rules causing avoidable waiting times on the border until 31st December 2016, and the results need to be implemented thereafter. This means e.g. to optimize the locomotive availability at border crossings where different technical requirements make a change of locomotive necessary, or to avoid double technical or administrative controls on both sides of the border wherever it is possible.

36. Within the railway undertakings, the ministers underlined that the corridor capacity needs to be protected as much as possible. Therefore, the deadline for reserve capacity should be lowered in a market-oriented way. Also possible capacity restrictions need to be planned in advance, multi-annual investment plans shall be kept transparent and delays on infrastructure works need to be avoided.

## **V. Inland Waterways**

### **A. Commission adopts proposal for a Directive on the recognition of professional qualifications in inland navigation**

37. In February, the Commission adopted a proposal for a Directive on the recognition of professional qualifications in inland navigation. The proposal aimed to enhance the mobility of inland navigation crewmembers and provide new career prospects. The proposed directive aimed to increase the talent pool available to industry in inland waterways transportation contributing to the Juncker priority of a deeper and fairer internal market. Better worker mobility will let people move more freely, where their skills are needed.

38. On 7 June 2016, the Council adopted a general approach on the proposal. As of December 2016, the proposal is at the stage of final adoption by European Parliament and Council. The new Directive could thus come into force early 2017. EU Member States will proceed then to approve the implementing measures under national law by mid-2018. The adoption of this Directive is an important milestone for inland navigation in the EU as it will provide new career prospects and promote the mobility of people working in the sector. It sets up a common system of certificates for the entire crew, from apprentices to boatmasters. Holders of such a certificate will be able to practice their profession on inland waterways across Europe. To ensure a high level of safety, the initiative bases the recognition of the professional qualifications on the competences, which are needed for the operation of the vessels.



## **B. Inland waterways: entry into force of the new Directive on technical standards for inland navigation**

39. Following adoption by European Parliament and Council, Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels was published in the Official Journal on 16 September 2016. The new rules are intended to improve legal certainty, avoid differing safety levels, and reduce administrative burdens for the sector. They will also help to avoid distorting competition and make it easier and quicker to introduce innovations across Europe. Inland waterway vessels that want to obtain a Union certificate and navigate on Europe's inland waterways will have to comply with technical standards developed by the European Committee for drawing up standards in the field of inland navigation (CESNI).

40. CESNI was set up under the auspices of the Central Commission for Navigation of the Rhine (CCNR) in June 2015. It adopted a first standard in November 2015, which will be incorporated into EU law by the revised directive. Among other provisions, the standard includes new requirements applicable to vessels powered by liquefied natural gas (LNG) to promote the use of this alternative fuel in inland navigation. The expected benefits of the new Directive are rising of safety level for crew and passengers; enhancement of traffic safety and safety of operation within harbours; reduction of greenhouse gas emissions and improvement of environmental acceptability of inland navigation; rise of ergonomics; removal of technical trade barriers and creation of open markets throughout Europe and harmonization of national standards. Promoting the most sustainable transport modes — inland waterways and rail — is critical to deliver on the Commission's agenda of decarbonisation, in line with the Energy-Union and the agreement reached at the COP21 in Paris.

## **C. Inland waterways: definition of "Good Navigation Status" concept**

41. The Trans-European Transport Network (TEN-T) aims among others to ensure that European waterways are well integrated in the European transport system. The TEN-T Guidelines stipulate that navigable waterways of European interest have to achieve "good navigation status (GNS)" by 2030, without providing a definition. In 2016, the European Commission has launched a study to define the concept together with member states, river commissions, and users before the end of 2017. The broader aim is to achieve seamless, reliable, and predictable navigation on existing waterways in full respect of EU environmental law. The GNS work will take full account and will ensure full consistency with the work of UN-ECE in the field of inland navigation.

## **D. European Inland Waterways Market Observatory**

42. Regular observation and analysis of the inland waterway transport sector is carried out, on behalf of the European Commission, by the Central Commission for Navigation on the Rhine (CCNR). In 2016, in collaboration with the Danube Commission and European inland navigation organisations, a new approach for the reports on inland waterways market observation have provided: an analysis of the demand for inland waterway transport; an analysis of the offer on the inland waterway market; an overview of navigation conditions on Europe's inland waterways and a microeconomic analysis of the sector. This market observatory effort is clearly designed to support further promotion of the sector and allows analysis of its development.

## **VI. Reduce Oil Dependence and Fight Against Climate Change**

### **A. Commission publishes Strategy for low-emission mobility**

43. The global shift towards low-carbon, circular economy has started and its pace is accelerating. To ensure Europe stays competitive and will be able to respond to the increasing mobility needs of people and goods, the Commission's low-emission mobility strategy sets clear and fair guiding principles to Member States to prepare for the future. The Energy Union strategy contributes to this goal.

44. The low-emission mobility strategy frames the initiatives that the Commission is planning in the coming years, and it maps the areas in which it is exploring options. It also shows how initiatives in related fields are linked and how synergies can be achieved. It should be seen as one of the tools to modernise the European economy and strengthen its Internal Market.

45. The main elements of the Strategy:

(a) Increasing the efficiency of the transport system by making the most of digital technologies, smart pricing and further encouraging the shift to lower emission transport modes,

(b) Speeding up the deployment of low-emission alternative energy for transport, such as advanced biofuels, electricity, hydrogen and renewable synthetic fuels and removing obstacles to the electrification of transport

(c) Moving towards zero-emission vehicles. While further improvements to the internal combustion engine will be needed, Europe needs to accelerate the transition towards low- and zero-emission vehicles.

46. Cities and local authorities are crucial for the delivery of this strategy. They are already implementing incentives for low-emission alternative energies and vehicles, encouraging modal shift to active travel (cycling and walking), public transport and/or shared mobility schemes, such as bike, car-sharing and car-pooling, to reduce congestion and pollution.

47. Finally, this Strategy reiterates Europe's commitment in pursuing global efforts to control emissions from international aviation and maritime transport.

48. Available funding to support actions: The Strategy draws on existing mechanisms and funds. President Juncker's Investment Plan for Europe plays a very important role, with significant progress already made with projects that are in the pipeline for funding under the European Fund for Strategic Investment. In addition, €70 billion is available for transport under the European Structural and Investment Fund, including €39 billion for supporting the move towards low-emission mobility, of which €12 billion for low-carbon and sustainable urban mobility alone. Under the research programme Horizon2020, €6.4 billion are available for low-carbon mobility projects.

49. Benefits for the European citizens and consumers:

(a) Once fully implemented in the Member States will lead to improvements in air quality, the reduction in noise levels, lower congestion levels and improved safety.

(b) Consumers will benefit from more efficient, less-energy consuming vehicles. Consumers will also benefit from better infrastructure for alternative fuels, better links between modes of transport and better safety and fewer delays thanks to roll-out of digital technologies.

(c) Better information will allow them to make informed choices for their mobility needs. For example, car labelling will be reviewed, and the respective benefits of alternative fuels will be made clearer.

## **VII. Intelligent Transport Systems**

### **A. Intelligent Transport: sector issues guidance on how the EU can make the most of connected cars**

50. Following an invitation of the Commission, industry representatives and public authorities have agreed on a shared vision for the coordinated deployment of Cooperative Intelligent Transport Systems (C-ITS) in Europe within the C-ITS Platform. This is an important step towards connected cars as C-ITS enable vehicles to communicate with each other and with the infrastructure. This can notably improve road safety and reduce congestion. The final report of the first phase of the C-ITS Platform will also ensure that through C-ITS road transport can reap all the benefits from digitisation and contribute to President Juncker's ambition of creating a Digital Single Market. The report concludes that C-ITS could yield up to 3 Euros in societal benefits for every Euro invested and gives concrete recommendations to address issues such as digital security and data privacy.

51. Based on the final report of the C-ITS Platform the Commission has adopted its strategy for the deployment of C-ITS Services in November 2016 (COM 2016/766). The objective of the European Strategy on Cooperative Intelligent Transport Systems is to allow for a wide-scale commercial deployment of C-ITS as of 2019. This is expected to significantly improve road safety, traffic efficiency and comfort of driving, by helping the driver to take the right decisions and adapt to the traffic situation. Communication between vehicles, infrastructure and other road users is also crucial to increase the safety of future automated vehicles and their full integration in the overall transport system. In other words, connectivity and cooperation are prerequisites to safe automation. In all, this Strategy focuses on those services that can be readily deployed in the short to medium-run but display long-term benefits on road safety, sustainability and automation.

### **B. Smart cities: Commission gives a push to electric mobility and smart mobility services**

52. EU Commissioner for Transport Violeta Bulc opened in January the 2016 Transport for Smart Cities' conference, which gathered 200 leading players part of a European Innovation Partnership (EIP) whose objective is to improve urban life through sustainable integrated solutions. Commissioner Bulc attended the launch of two new initiatives bringing together cities and industry to promote the roll-out of smart electric mobility and of smart city mobility services at a large scale. Areas of application include the intelligent management of fleets of electric cars and real-time travel information.

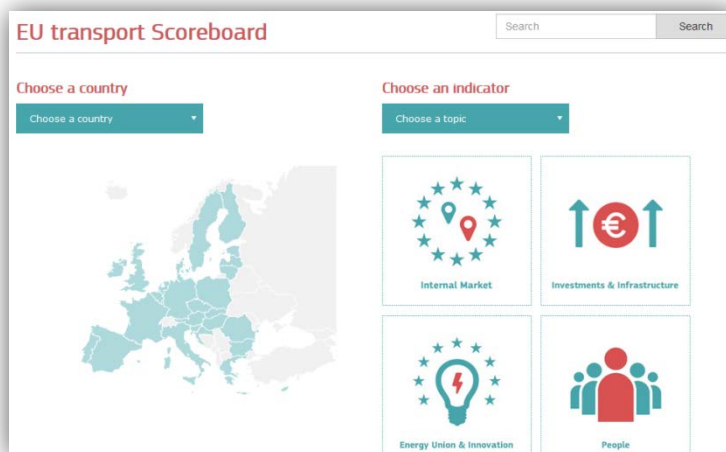
## VIII. Publications - Strategic Papers

### A. Road Transport Strategy



53. A well-functioning internal market:
- (a) Access to the profession and access to the haulage market;
  - (b) Use of hired vehicles in road transport;
  - (c) Access to the coach and bus market.
54. Fair competition and workers' rights:
- (a) Driving and rest time periods, working time and posting of workers;
  - (b) Decarbonisation;
  - (c) Road charging (Eurovignette);
  - (d) Digitalisation;
  - (e) Interoperability of e-tolling (EETS).

### B. EU transport Scoreboard



## IX. UNECE - European Union cooperation

55. The EU and its member States have actively participated in all the transport intergovernmental forums of the United Nations serviced by the UNECE 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.