



Economic Commission for Europe**Inland Transport Committee****Eighty-third 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 2020****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 2020, 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, resilient 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 legislation, consultations, publications, initiatives — carried out by EU during 2020 in the field of inland transport, and also relevant for non-EU countries, are illustrated below.

II. Sustainable and Smart Mobility Strategy

2. On 9 December 2020, the European Commission adopted its 'Sustainable and Smart Mobility Strategy' together with an Action Plan of 82 initiatives in 10 key areas that will



guide the Commission's work for the next four years.¹ This strategy lays the foundation for how the EU transport system can achieve its green and digital transformation and become more resilient to future crises. As outlined in the European Green Deal of December 2019, the result will be a 90% cut in emissions by 2050, delivered by a smart, competitive, safe, accessible and affordable transport system.

3. The Sustainable and Smart Mobility Strategy is structured around three key objectives: making the European transport system sustainable, smart, and resilient. Various milestones show the path to achieving these objectives. By 2030, at least 30 million zero-emission cars will be in operation on European roads, 100 European cities will be climate neutral, high-speed rail traffic will double across Europe, scheduled collective travel for journeys under 500 km should be carbon neutral, extra cycling infrastructure will be developed and automated mobility will be deployed at large scale. By 2050, nearly all cars, vans, buses as well as new heavy-duty vehicles will be zero-emission, rail freight traffic will double, a fully operational, multimodal Trans-European Transport Network (TEN-T) for sustainable and smart transport with high speed connectivity will be in place.

4. Transport has been one of the sectors hit hardest by the COVID-19 pandemic, and many businesses in the sector are seeing immense operational and financial difficulties. The Commission therefore commits to: Reinforce the Single Market – for instance through reinforcing efforts and investments to complete the TEN-T by 2030 and support the sector to build back better through increased investments, both public and private, in the modernisation of fleets in all modes. Make mobility fair and just for all – for instance by making the new mobility affordable and accessible in all regions and for all passengers including those with reduced mobility and making the sector more attractive for workers. Step up transport safety and security across all modes – including by bringing the death toll close to zero by 2050.

III. Transport Infrastructure

A. European Union Investment in transport infrastructure in the EU Budget 2021–2027

1. Connecting Europe Facility (CEF) 2021–2027

5. The MFF (EU's multi financial framework) agreement between the European Parliament and the Council from 10 November 2020 maintained the general envelope for transport at the level proposed by the Commission in 2018 (€11.384 billion). The level of appropriation for the Cohesion envelope should be maintained at the level proposed by the Commission in 2018 (€10 billion).

6. The European Council conclusions from July 2020 validated the Commission proposal from 2018 concerning the cohesion envelope and its split between national envelopes and competitive part. The European Parliament and the Council reached a political agreement on this item in the negotiations on the Common Provisions Regulation (CPR) on 1 December 2020. The agreement specifies that Member States, whose GNI per capita measured in PPS for the period 2015–2017 is less than 60% of the average GNI per capita of the EU-27, shall be guaranteed, until 1 January 2025, 70% of the amount they have transferred to the CEF.

2. InvestEU

7. InvestEU will bring together under one roof the multitude of EU financial instruments currently available to support investment in the EU. A political agreement was reached between the European Parliament and the Council on 7 December 2020. The total guarantee will amount to €26.2 billion with a provisioning rate maintained at 40%. The split between the four policy windows was set, with the Sustainable Infrastructure Window benefiting from the largest share of the guarantee at €9.9 billion (almost 40% of total). The envelopes for SMEs Window and Research Innovation and Digitalization Window are of €6.9 billion and

¹ https://ec.europa.eu/transport/themes/mobilitystrategy_en

€6.6 billion respectively, followed by Social Window at €2.8 billion. At the level of the whole programme, co-legislators agreed on a climate target of at least 30%.

8. As regards strategic investments, they will be possible under the 4 remaining windows. In terms of solvency measures, capital support to SMEs will be possible under all four windows. As for the link with RRF, non-repayable funds from RRF may be channelled through the MS compartments to serve the Member States' Recovery and Resilience Plans, while respecting the plan's milestones.

9. The overall outcome entails the possibility to support the transport sector, including on innovation and for SMEs, by all InvestEU windows, with the lion share of such support for sustainable infrastructure and vehicles to be backed by the Sustainable Infrastructure Window.

3. The Recovery and Resilience Facility (RRF)

10. In light of the agreement on the RRF reached on 17 December 2020, the RRF will be the key instrument at the heart of NextGenerationEU, the EU's plan for emerging stronger from the COVID-19 pandemic. The Recovery and Resilience Facility will provide up to €672.5 billion to support investments and reforms (in 2018 prices). This breaks down into €312.5 billion in grants and €360 billion in loans. The RRF is structured around six pillars: green transition; digital transformation; economic cohesion, productivity and competitiveness; social and territorial cohesion; health, economic, social and institutional resilience; policies for the next generation. The RRF is structured around six pillars: green transition; digital transformation; economic cohesion, productivity and competitiveness; social and territorial cohesion; health, economic, social and institutional resilience; policies for the next generation.

11. It will help the EU achieve its target of climate neutrality by 2050 and set it on a path of digital transition, creating jobs and spurring growth in the process. A minimum of 37% of expenditure on investments and reforms contained in each national recovery and resilience plan should support climate objectives. A minimum of 20% of expenditure on investments and reforms contained in each national plan should support the digital transition. It will help the EU achieve its target of climate neutrality by 2050 and set it on a path of digital transition, creating jobs and spurring growth in the process. A minimum of 37% of expenditure on investments and reforms contained in each national recovery and resilience plan should support climate objectives. A minimum of 20% of expenditure on investments and reforms contained in each national plan should support the digital transition.²

12. The agreed level of pre-financing (13% of the total amount allocated to Member States) will be made available once recovery and resilience plans are approved, to ensure that RRF financing arrives where it is needed as quickly as possible.

13. Concerning the "green" elements, Council and Parliament agreed to adjustments to the existing CPR climate tracking methodology which is now annexed to the RRF regulation. This is of specific importance for the transport sector as investments in the rail TEN-T network are acknowledged as a major contribution to climate objectives and therefore strongly incentivised under the RRF regulation.

4. Cohesion Policy Funds

14. As agreed in the course of 2020 for its future budget 2021–2027, the EU will dedicate €42.5 billion to the Cohesion Fund, out of which €10 billion will be transferred to CEF. In addition, transport would be also eligible under ERDF (€192.4 billion). Of course, this budget has been to be seen together with the RRF.

15. In December, the co-legislators managed to reach a political agreement on the Common Provisions Regulation (CPR) for shared management funds, including for the EU cohesion policy fund and the ERDF/Cohesion Fund provisions, under which transport investments will be supported as follows. Under Policy Objective 2 "A greener, low carbon Europe": sustainable multimodal urban mobility, as part of the transition to a net zero carbon

² https://ec.europa.eu/commission/presscorner/detail/en/ip_21_423

economy. The inclusion of urban mobility is very positive as PO2 will be endowed with an important part of the available resources and will be available to all Member States through ERDF³. It covers both infrastructure and fleets. Under Policy Objective 3 “A more Connected Europe”: mainly development of TEN-T, through investment in infrastructure for railway, inland waterways, road, maritime and multimodal transport including noise reduction measures. It will also support national, regional and local mobility, including improved access to TEN-T and cross border mobility. The co-legislators also agreed to keep rolling stock eligible, with State aid rules applying. In addition, the Just Transition Fund can also support sustainable local transport.

5. Horizon Europe

16. The EU co-legislators reached an agreement on 11 December 2020 also on Horizon Europe. The resulting total for cluster 5 “climate, energy and mobility” would be €15.123 billion (a €341 million increase to previous plans). 10% of this budget would be reserved for Horizon Europe missions (in particular the mission on Climate Neutral and Smart Cities for which a set of 2021/22 research topics is pending to be supported especially on urban mobility). An additional future allocation of financial contributions from associated countries shall take into account the level of participation of stakeholders from these countries.

B. Sustainable financing

17. The Taxonomy Regulation, adopted in June 2020, tasks the Commission with establishing the list of environmentally sustainable activities by defining technical screening criteria for each environmental objective. The first draft EU Taxonomy delegated act, establishing the criteria for climate mitigation and adaptation, was submitted to public consultation until 18 December 2020. It covers sustainable economic activities in the rail sector, and already in part the waterborne, aviation and land transport sectors. The final version of the delegated act is expected to be published in January 2021. In addition, further work on the climate objectives is also envisaged, including by developing technical screening criteria for additional economic activities. This includes the full inclusion of sustainable investment in aviation and waterborne, including on maritime post 2025.

18. A second EU delegated act, establishing the criteria for the remaining four environmental objectives (sustainable use and protection of water and marine resources; transition to a circular economy; pollution prevention and control; protection and restoration of biodiversity and ecosystems), has to be published by the end of 2021 and will apply by the end of 2022. In defining the technical criteria for activities that substantially contribute to one of the four environmental objectives, the Platform has selected priority activities based on negative impact and improvement potential. They include water transport under both the water and the pollution objectives, as well as passenger or freight land transport and water transport under the ecosystems objective.

C. Transport Community in the Western Balkans

19. In 2020 we achieved several important objectives:

20. **On policy priorities:** Action plans for rail, road, road safety and transport facilitation were endorsed by both Transport Community Regional Steering Committee and the Transport Community Ministerial Council in October 2020. These four key documents are a step-by-step guide on how to achieve common political priorities of the Western Balkans regional partners, as well as political objectives of the Transport Community Treaty. To jumpstart the implementation of the action plans, these strategic documents were presented at workshops organised with the regional partners. Four workshops were organised in 2020:

³ However, a maximum of 50% of the urban mobility investments will be taken into account when calculating compliance with the thematic concentration requirements for PO2.

one in November (Tirana) and three in December (in Sarajevo, Skopje and Belgrade) while the workshops with Kosovo* and Montenegro were postponed to 2021.

21. As a rapid response to the COVID-19 pandemic, the Transport Community joined efforts with the Central European Free Trade Agreement Organisation (CEFTA) and established a concept of prioritising goods at border crossings in the Western Balkans (Green Lanes). By coordinating the actions of regional administrations and their border authorities, the **Green Lanes** prevented a shortage of essential items such as food and medicine in the Western Balkans.

22. **On supporting tools:** closer cooperation was initiated with the European Agency for Railways (ERA) resulting in the organisation of six successful workshops in all regional partners focused on rail, electronic registry of vehicles, safety, and interoperability. The Transport Community and Shift2Rail Joint Undertaking signed a Memorandum of Understanding with an objective to promote cooperation on rail research and innovation.

23. The activities of the technical committees on road, rail, road safety and transport facilitation, working as experts working groups, continued in 2020 resulting in the drafting of the aforementioned action plans. Cooperation on matters related to the transport of dangerous goods was enhanced with the creation of a Transport of Dangerous Goods Technical Committee tackling issues related to the implementation of the relevant EU acquis and international agreements.

24. **On financing:** The Commission adopted an Economic and Investment Plan for the Western Balkan on 6 October 2020. Up to €9 billion of IPA III funding for the period 2021–2027 are allocated to support economic convergence with the EU primarily through investments and support to competitiveness and inclusive growth, sustainable connectivity, and the twin green and digital transition. Priorities in transport sector are directed towards bringing the core transport network of the Western Balkans up to EU standards.

D. Trade and Cooperation Agreement between EU and UK

25. The United Kingdom of Great Britain and Northern Ireland (UK) left the European Union (EU) at the end of January 2020. A Withdrawal Agreement⁵ was signed on 24 January 2020 and entered into force on 1 February 2020. During a transition period that lasted until the end of December 2020, the UK remained in the internal market of the EU and EU law, including in the inland transport areas, continued to apply to and in the UK.

26. In the course of 2020, the EU and the UK negotiated a Trade and Cooperation Agreement which, among others, aimed at ensuring continued connectivity between both Parties in road transport. The agreement was signed on 30 December 2020 and started to apply on a provisional basis on 1 January 2021⁶. In road freight transport, the agreement provides for liberalised market access for bilateral transport operations between both Parties. It also provides for transit rights across the territory of the other Party and for limited access to the internal market of the other Party.

* This designation is without prejudice to positions on status and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo declaration of independence.

⁵ Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community, Official Journal of the European Union L 29, 31.1.2020, p. 7.

⁶ A provisional version (before legal-linguistic checks) of the Trade and Cooperation Agreement between the European Union and the European Atomic Community, of the one part, and the United Kingdom of Great Britain and Northern Ireland, of the other part, can be found in the Official Journal of the European Union, L 444, 31.12.2020, p. 14.

E. Cooperation under the Green Lanes in response to the impact of the Covid-19 pandemic

27. In response to the outbreak of the COVID-19 pandemic and its severe health and economic impacts in the early Spring 2020, the European Commission has issued practical advice on the implementation of 'green lanes' to keep freight moving freely and efficiently across the EU. Two Commission Communications adopted on 23 March 2020 and 28 October, as a follow-up to Guidelines for border management measures to protect health and ensure the availability of goods and essential services, aim to guarantee open border crossings to all freight vehicles carrying goods where any checks or health screenings should take no more than 15 minutes. Transport personnel should be designated and accepted as essential workers and service providers by all EU Member States authorities. Member States were requested to designate, without delay, all the relevant internal border-crossing points on the trans-European transport network (TEN-T) as 'green lane' border crossings. The green lane border crossings should be open to all freight vehicles, whatever goods they are carrying.

28. The Communication provides that the same principles should apply to the greatest extent possible at the EU's external borders. To that end, the European Commission has cooperated neighbouring countries to ensure smooth transit.

IV. Road Transport

A. Package of new rules governing the internal road transport market of the European Union adopted

29. On 15 July 2020, the EU adopted a set of legislative acts that aim at improving the working conditions of drivers, increasing road safety and ensuring fair competition between operators. The new rules update the EU acquis on driving times and rest periods and on tachographs in road transport (Regulation (EU) 2020/1054). They also modernise the rules on access to the profession of road transport operator and on access to the international road haulage market (Regulation (EU) 2020/1055). Finally, they contain specific rules related to the posting of drivers in the road transport sector and they modernise the framework for the enforcement of the social rules in road transport (Directive (EU) 2020/1057).

30. The new rules on driving times and rest periods, which apply since 20 August 2020, among others clarify existing rules (e.g. the ban to spend the regular weekly rest in a vehicle), provide some flexibility related to the organisation of regular and reduced weekly rests of drivers engaged in international transport, promote the creation of safe and secure parkings, strengthen the right of drivers to regularly return home and give them more flexibility to be able to reach their base or residence before weekly rests. In mid-2026, the driving time and rest period rules will also apply to operators using light commercial vehicles with a maximum mass above 2.5 tonnes in international carriage for hire and reward.

31. The updated rules on access to the profession, which apply from 21 February 2022, among others strengthen the requirements for effective and stable establishment of transport undertakings (to fight letterbox companies) and the administrative cooperation between EU Member States in implementing the rules. From 21 May 2022, the rules will also apply to operators using light commercial vehicles with a maximum mass above 2.5 tonnes in international transport. A cooling-off period of four days will apply after the end of cabotage operations in a Member State, during which cabotage operations in that Member State are not allowed.

32. The rules on the posting of drivers, which apply from 2 February 2022, contain specific provisions related to the application of the terms and conditions of employment of the host country (as provided for in the general posting of workers rules) to drivers engaged in international road transport. Drivers carrying out bilateral operations from/to the Member State of establishment of an operator and a limited number of cross-trade operations in connection with bilateral transport operations as well as drivers merely transiting the territory of a Member State are not considered to be posted. A posting declaration will have to be

made in advance via the Internal Market Information (IMI) system. Transport undertakings established outside the EU cannot be given a more favourable treatment.

B. Tachograph

33. The tachograph is one of the key instruments to implement and monitor compliance with the new rules governing the internal road transport market of the EU. A second generation of the smart tachograph is being developed for that purpose. The Commission has launched the revision of the technical specifications of the smart tachograph which will enhance its capabilities to the benefit of fair competition and road safety. Among others, the new smart tachograph will be able to record border crossings and the position of the vehicle when it is loaded or unloaded. It will also be able to authenticate satellite signals and transmit real time information on driving times through the short range communication channel. The new technical specifications are to be adopted around mid-2021. From around mid-2023, all newly registered vehicles within the scope of the driving time and rest period rules will have to be equipped with a tachograph meeting those specifications. From around mid-2025, all vehicles engaged in international transport operations will have to be equipped with such tachographs (i.e. those first registered before around mid-2023 will have to be retrofitted accordingly). As of mid-2026 smart tachograph will also have to be installed in light commercial vehicles used in international traffic.

C. Road pricing

34. In December 2020, EU Member States agreed to start negotiations with the European Parliament on the revision of the rules on charging of heavy goods vehicles for the use of certain infrastructures (Directive 1999/62/EC) that the Commission proposed in 2017. Among others, the proposal of the Commission would extend the scope of the Directive to all vehicles with at least four wheels, introduce a variation of road charges of heavy duty vehicles based on their CO₂-emissions, simplify the rules on external cost charging for pollution and noise, and allow congestion charging if applied to all vehicles (these rules apply on the trans-European road network and on motorways).

V. Rail Transport

A. European Year of Rail 2021

35. Decision (EU) 2020/2228 to declare 2021 the European Year of Rail was adopted by the European Parliament and the Council on 23 December and entered into force the day after its publication in the Official Journal on 28 December. The Year will highlight the benefits of rail as a sustainable, smart and safe means of transport. A variety of activities will put rail in the spotlight throughout 2021 across the continent, to encourage the use of rail by both citizens and businesses and to contribute to the EU Green Deal goal of becoming climate-neutral by 2050. A dedicated [website](#) has already been launched and includes an overview of the planned activities under the various topics of the Year – from Europe's world-leading, innovative rail industry, to rail's role in European culture and heritage, its importance for connecting regions, people and businesses, its part in sustainable tourism, as well as its involvement in the EU's relations with neighbouring countries, for example.

B. Seventh edition of the Rail Market Monitoring Survey

36. 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 the 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. In January 2021, the Commission published the seventh edition of the RMMS report.⁷

C. Rail safety and interoperability

37. On 31 October 2020, the technical pillar of the 4th Railway Package entered into force, marking an important day for the European rail community. Its rules foster progress towards modernisation and harmonisation of the EU rail sector, to ensure it plays a key role in meeting the 2050 challenges of the Green Deal mobility objectives. It sets a comprehensive framework for railway safety and an increased harmonisation at EU level to improve railway interoperability. It has significantly simplified procedures, reduced costs for railway undertakings and strengthened the powers of the European Union Agency for Railways (ERA). The Agency became an EU body responsible to issue vehicle authorisations, single safety certificates, and ERTMS (European Rail Traffic Management System) trackside approvals. 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. In December 2020, the Agency had already authorised over 14 000 vehicles, delivered over 20 single safety certificate and over 15 ERTMS trackside approvals. The technical pillar, adopted in May 2016, includes three legislative acts: Regulation (EU) 2016/796 on the European Union Agency for Railways; Directive (EU) 2016/797 on the interoperability of the rail system within the European Union (Recast of Directive 2008/57/EC); Directive (EU) 2016/798 on railway safety (Recast of Directive 2004/49/EC).

D. European Rail Facilities Portal

38. In order to promote a level playing field in the provision of rail services, the Commission funded the development of a GIS web-based portal, allowing rail service facility operators to upload the description of their facilities in a single platform – a pre-requisite for enabling rail operators to access and use service facilities on a non-discriminatory basis. The European Rail Facilities Portal (<https://railfacilitiesportal.eu/>) became operational in June 2019. It is owned by RailNetEurope and it is run under the supervision of representatives of the rail sector across the whole transport chain. The Commission will support the development of additional functionalities and the integration of the Portal with other rail IT systems in 2021. These should help make the Portal a more business and user friendly tool. 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.

E. Cross-border long distance rail passenger services

39. In 2020, on the request of the European Parliament, the Commission has started a comprehensive study on cross-border long distance rail passenger services, including night trains. The results are expected in the summer of 2021 and should include a set of concrete measures to support these types of services as well to remove any obstacles identified. The

⁷ Available at: https://ec.europa.eu/transport/modes/rail/market/market_monitoring_en

results of the study will be used to prepare an Action Plan for long-distance and cross-border rail services, announced for the second half of 2021 in the Smart and Sustainable Mobility Strategy. These initiatives coincide with Member States' initiatives on the very subject: the Netherlands have initiated a Member State Platform to support the development of long-distance cross-border services and Germany has presented the TEE 2.0 concept of a European wide network of long-distance high-speed trains and night train services.

F. European Rail Network for Competitive Freight

40. In addition to its general railway policy and legislation, the EU adopted in 2010 Regulation 913/2010 concerning a European Rail Network for Competitive Freight. The implementation of international rail freight corridors is conducted in a manner consistent with the development of the Trans-European Transport Network (TEN-T) and the European Railway Traffic Management System (ERTMS) corridors.⁸ In 2019, the Commission launched an evaluation of Regulation 913/2010. The results will be published in early 2021. The overall conclusion is that further actions at EU level would be necessary to ensure that rail freight can fulfil its role in greening EU transport. The Commission is also evaluating the TEN-T Guidelines, which is the legislation focussing on the development of physical transport infrastructure, including for rail. The two legal acts are closely connected and the two evaluations are complementary – covering both rail infrastructure development and transport operations. Possible amendments of these two legal acts are under consideration in order to maximise the effects from the investments in transport infrastructure by optimising the network of the rail freight corridors.

VI. Inland Water Transport

A. General policy developments

41. 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 preparing a NAIADES III (follow-up) programme, into which digital initiatives are likely to be integrated. NAIDES III is planned to be adopted in spring 2021.

42. Study supporting the evaluation of Directive 2005/44/EC on Harmonised River Information Services (RIS) has been finalised in 2020. We are preparing the impact assessment for the revision of RIS Directive for a possible revision of the Directive in 2022.

43. The Commission will assess and prepare new initiatives on on-board digital tools for recording and exchanging information on crew and vessels but also on crewing requirement for a better harmonisation at EU level.

44. An evaluation study on the IWT legislation related to market access was launched at the end of 2020. The evaluation will take 14 months and should be finalised early 2022.

45. The review of Directive (EU) 2016/1629 on technical requirement for inland vessels is scheduled from 2021.

B. Financing for Inland Waterway Transport – CEF

46. 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.

⁸ More information and maps may be found on RailNetEurope's website: <http://www.rne.eu>.

47. CEF funds for Transport: the fifth and last cut-off for the CEF Transport Blending Facility (closed on 15 February 2021) with one of the Objective “Deployment of Alternative Fuels” (relevant for IWT).

48. The current CEF multiannual Call (Call opened on 15 December 2020 and will close on 22 March 2021 February 2020) includes removing bottlenecks, bridging missing links and, in particular, improving cross border sections, including inland transport.

VII. Road Safety

A. Europe’s roads are getting safer, but progress remains too slow

49. 22 700 people died in a road crash in the EU in 2019, **almost 7 000 fewer than in 2010 – a decrease of 23%**. Compared with 2018, the number fell by 3%. With an average of 51 road deaths per million inhabitants, Europe remains by far the safest region in the world when it comes to road safety.

50. The underlying trend remains downward. **Eight Member States registered their lowest fatality numbers** on record in 2019: Croatia, Finland France, Germany, Greece, Latvia, Luxembourg and Sweden. However, **progress has slowed in most countries**. As a result, the EU target of halving the number of road deaths between 2010 and the end of 2020 will not be met. Although there are indications that there were significantly fewer road fatalities in 2020 following the measures taken to tackle coronavirus and resulting drops in traffic flows, this will not be enough to meet the target.

51. While Member States' performance in road safety is converging, there are still **four times more road deaths in the worst-performing country than in the best**.

52. It is estimated that, for every life lost, five more people suffer serious injuries with life-changing consequences (around 120 000 people in 2019). The external cost of road crashes has been estimated to be around 280 billion euros, or around 2% of EU GDP.

53. **For the next decade**, the EU has set in the [EU road safety policy framework 2021–2030](#) a **new 50% reduction target for deaths** and, for the first time, **also for serious injuries by 2030**.

54. The European Commission’s Sustainable and Smart Transport Strategy of December 2020 confirms the EU’s long-term target of “Vision Zero”, zero fatalities by 2050, and extends it to all transport modes.

55. The [Stockholm Declaration](#) of the Global Ministerial Conference on Road Safety in February 2020 and the UN General Assembly Resolution on road safety of August 2020 paved the way for further global political commitment for the next decade.

B. Road safety legislation and policy developments

56. Work on many of the actions that were announced in the EU Road Safety Policy Framework 2021–2030⁹ in 2019 and in the Strategic Action Plan on Road Safety¹⁰ (part of the third Mobility Package of May 2018) progressed in 2020. Member States started work to collect and report data on key performance indicators for road safety. First results will be presented at the first EU Road Safety Results Conference in April 2021.

57. In terms of legislation, work progressed at expert level to implement the far-reaching provisions of the revised Road Infrastructure Safety Management Directive, including on a methodology for the new network-wide safety assessments that were introduced in the revision. Experts agreed on the inclusion of eCall in periodical technical inspections (paving

⁹ SWD(2019) 283 final

¹⁰ COM(2018) 293 final, Annex I

the way for a delegated act), and preparatory work is advancing for a possible revision of the Cross-Border Enforcement Directive and of the Driving Licence Directive.

58. As traffic levels decreased dramatically during COVID-19 related lockdown measures, the number of road fatalities across the EU decreased significantly as well, although not in proportion to the decrease in traffic. The High Level Group on Road Safety, made up of high ranking representatives of national administrations in charge of road safety, produced common principles on “Road safety measures in the COVID transitional era”¹¹.

59. Road safety was also at the centre of the Omnibus Regulation that enabled the extension of the validity of driving licences and the postponement of periodical training for professional drivers and of periodical technical checks of vehicles.

VIII. Land Transport Security

60. 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.

61. 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.

62. 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 28th LANDSEC meeting will be organised in February 2021.

63. In 2018, the Commission adopted an Action Plan listing seven actions to enhance passenger rail security in the EU. To support its implementation, the Commission established a new expert group, the EU Rail Passenger Security Platform, bringing together the Commission, the EU Member States and key stakeholders. In 2020, the Platform further advanced the implementation of the 2018 Action Plan for instance through the adoption of a good practices’ document on the mitigation of insider threats. The Platform will hold its ninth meeting in February 2021.

64. In December 2020, the Commission published a “cybersecurity toolkit”, a repository of good practices to enhance cyber-hygiene and cyber-awareness in transport organisations. The toolkit is composed of a number of modules, one of which aims to address the specificities of organisations active in the land transport sector. This toolkit is available freely on the website of the Commission’s Directorate General for Mobility and Transport.

¹¹ https://ec.europa.eu/transport/road_safety/road-safety-measures-covid-transitional-era-common-high-level-group-principles-we-exit-crisis_en

IX. Urban Transport and Mobility

A. Urban mobility initiatives

65. **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).

66. **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.

67. 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.

68. **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 has been evaluated and the Commission will come with a new proposal in the third quarter of 2021

69. European Mobility Week is the Commission's flagship awareness-raising campaign on sustainable urban mobility. It takes place from 16 to 22 September every year and culminates in the well-known Car-Free Day/s. Despite the Covid-19 pandemic, 2020 saw the second highest participation ever, with nearly 3000 towns and cities from 53 countries worldwide. Towns and cities worldwide are warmly invited to join us in September 2021!

70. **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.

71. 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

72. The Commission's **comprehensive strategy for sustainable and smart mobility** of December 2020¹² includes among its priorities an increased uptake of sustainable alternative fuels.

73. **Alternative Fuels Infrastructure** - Ensuring a sufficient coverage of alternative fuels infrastructure is a key step in our transition towards low- and zero-emission mobility. To that end the Commission will adopt a revision of the directive on the deployment of alternative fuels infrastructure in 2021. This revision will address quantitative requirements for infrastructure for all transport modes and different fuels, with a particular focus on electricity and hydrogen. It will also ensure full technical interoperability and - in particular for electric

¹² COM(2020) 789

recharging infrastructure – address qualitative aspects to improve the usability of the infrastructure.

74. 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-winning 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).

75. **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.

76. 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.

77. First MMTIS NAPs to be ready by 1 December 2019. The NAPs are now available for most of the Member States,¹³ 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. To this end, a call for proposals for an EU wide CEF Programme Support Action has been launched in December 2020¹⁴.

78. The evaluation of the ITS Directive has been completed and published on 9 October 2019,¹⁵ together with a report to the Council and Parliament on the implementation of the ITS Directive¹⁶ and with the analysis of Member States national ITS reports. As announced in the Commission 2021 Work Programme, the ITS Directive is currently being reviewed, a proposal is expected in Q3 2021.

79. In line with the adoption of the new working programme of the Directive in December 2018,¹⁷ 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. The revised Delegated Regulation is expected to be adopted in Q3 2021.

80. In line with the Commission 2021 Work Programme and the Action Plan detailed in Annex of the Sustainable and Smart Mobility Strategy, in 2022 a revision of the Delegated Regulation (EU) 2017/1926 on multimodal travel information services is planned together with a new proposal to address market challenges hampering the development of multimodal digital mobility services.

81. 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.

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

¹³ https://ec.europa.eu/transport/themes/its/road/action_plan/nap_en

¹⁴ https://ec.europa.eu/transport/content/2020-call-for-proposals-nap_en

¹⁵ <https://ec.europa.eu/transport/sites/transport/files/legislation/swd20190368-its-ex-post-evaluation.pdf>

¹⁶ https://ec.europa.eu/transport/themes/its/road/action_plan/its_reports_en

¹⁷ 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.

83. This diverse group works together to draft common agendas in areas including research and innovation, exchange of information on projects, etc. The results has provided key input for the Commission’s future vision and action in the area of co-operative, connected and automated mobility (CCAM), 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

84. **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.

85. 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.

86. 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.
