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

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Item 9 (a) of the provisional agenda

**Partnerships and Activities of Other Organizations  
and Programmes/Projects of Interest to the Committee:  
Transport Developments in the European Union****Transport developments in the European Union in 2022****Submitted by the European Commission and the secretariat***Summary*

This note provides the Inland Transport Committee with a brief review of some of the main activities, policy developments and decisions by the European Union (EU) in the course of 2022, 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:

Related ITC activities are highlighted to facilitate the discussion.

This note is intended to supplement the oral information provided by the representative of the European Commission at the session of the Inland Transport Committee (ITC).

**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 2022 in the field of inland transport, and also relevant for non-EU countries, are illustrated below.

**II. ‘Fit for 55’ packages to achieve sustainable and smart mobility**

2. On 9 December 2020, the European Commission adopted its ‘**Sustainable and Smart Mobility Strategy**’.<sup>1</sup> This strategy lays the foundation for how the EU transport system can

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<sup>1</sup> [https://ec.europa.eu/transport/themes/mobilitystrategy\\_en](https://ec.europa.eu/transport/themes/mobilitystrategy_en)

achieve its green and digital transformation and become more resilient to future crises. As outlined in the European Green Deal, the result will be a 90% cut in emissions by 2050, delivered by a smart, competitive, safe, accessible and affordable transport system. This strategy continued to guide the main actions during 2022.

3. In 2021, the European Commission adopted a set of proposals to make the EU's climate, energy, land use, transport and taxation **policies fit for reducing net greenhouse gas emissions by at least 55% by 2030**, compared to 1990 levels. Achieving these emission reductions in the next decade is crucial to Europe becoming the world's first climate-neutral continent by 2050 and making the **European Green Deal** a reality. The **'Fit for 55' package** represents the legislative tools needed to enable the necessary acceleration of greenhouse gas emission reductions in the next decade.

4. Revision of the CO<sub>2</sub> emissions standards for cars and light commercial vehicle (vans): the European Commission proposed to accelerate the transition to zero-emission mobility by requiring average emissions of new cars to be reduced by 55% from 2030 and 100% from 2035 compared to 2021 levels. As a result, all new cars registered as of 2035 will need to be zero-emission. In October 2022, the Parliament and the Council reached a provisional agreement on the file. Following this, the Parliament voted in favour of the agreement in February 2023. The text is expected to be formally approved by the Council still in the first half of 2023, before the new legislation can come into force. The CO<sub>2</sub> emissions standards for cars and light commercial vehicle was followed by the Proposal for a Regulation strengthening the CO<sub>2</sub> emission performance standards for new heavy-duty vehicles, tabled by the Commission on 14 February 2023. To ensure that drivers are able to charge or fuel their vehicles at a reliable network across Europe, the proposed Alternative Fuels Infrastructure Regulation requires Member States to expand charging capacity in line with zero-emission car sales, and to install charging and fuelling points at regular intervals on major highways: every 60 kilometres for electric charging and every 150 kilometres for hydrogen refuelling. The proposal is still under negotiation and a provisional agreement is expected to be reached in the first half of 2023.

5. Concerning aviation and maritime transport, the legislative process is still ongoing with regard to the proposals on (i) Alternative Fuels Infrastructure Regulation which includes requirements to allow for aircraft and ships to have access to clean electricity supply in major ports and airports; (ii) ReFuelEU Aviation initiative which includes an obligation for fuel suppliers to blend increasing levels of sustainable aviation fuels in jet fuel taken on-board at EU airports, including synthetic low carbon fuels, known as e-fuels; and (3) FuelEU Maritime initiative, which will stimulate the uptake of sustainable maritime fuels and zero-emission technologies by setting a maximum limit on the greenhouse gas content of energy used by ships calling at European ports. The aim is to find a political agreement on the above-mentioned files by the end of the first semester 2023.

### III. Transport Infrastructure

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

##### 1. Revision of the TEN-T Regulation

6. On 14 December 2021, the Commission adopted a second package of proposals, including the **revision of the TEN-T Regulation**. With a view to completing a fully operational, multimodal Trans-European Transport Network (TEN-T) while realising the objectives of the Sustainable and Smart Mobility Strategy, the legislative proposal for a revised TEN-T Regulation significantly steps up efforts in building a sustainable, seamless and resilient trans-European transport network at highest quality standards.

7. The network shall be developed in three steps: the core network by 2030, the extended core network by 2040 and the comprehensive network by 2050. The 2040 intermediate deadline, which is newly introduced in the TEN-T, will ensure a continuous and gradual implementation of the network. The proposal introduces a number of new or reinforced

infrastructure requirements, which promote the development of infrastructure for all modes of transport.

8. The Commission amended this proposal on 26 July 2022 in response to Russia's war of aggression in Ukraine. This amended proposal aims at extending four European Transport Corridors to Ukraine and the Republic of Moldova, to remove indicative TEN-T maps for Russia and Belarus, to downgrade "last-mile" connections to Russia and Belarus from core to comprehensive network, to integrate modified indicative maps of Ukraine and, last but not least, to foster rail interoperability by removing obstacles of different rail track gauges.

9. On 5 December 2022, the Transport Ministers Council reached a General Approach on the revised TEN-T Regulation. In the European Parliament, the vote at committee level is expected in March/April 2023, and the final adoption of the revised TEN-T Regulation is expected by end of 2023, with an entry into force in the beginning of 2024.

10. In addition, Ukraine and Moldova have requested to further modify the TEN-T network on their territory. A High level agreement on those changes is currently under negotiation. In order to review the TEN-T network in the Western Balkans, a similar process has been engaged with the six Western Balkan partners. This process is also expected to be completed in the first semester 2023.

## 2. Connecting Europe Facility (CEF) 2021–2027

11. The Connecting Europe Facility (CEF) Regulation<sup>2</sup> for 2021-2027 was adopted in July 2021. The budget foreseen for transport amounts to €25.8 billion, with €12.83 billion in the general envelope, €11.286 billion in the cohesion envelope and €1.69 billion for the dual use of infrastructure with a view to improving both civilian and military mobility.

12. On the basis of the CEF Regulation, the Commission adopted in August 2021 the first Multi-Annual Work Programme<sup>3</sup> for the transport sector, covering the period 2021-2023. In line with the CEF Regulation objectives and the Sustainable and Smart Mobility Strategy, this Work Programme is contributing to the completion of the Trans-European Transport Network (TEN-T), enhancing sustainable and smart mobility, supporting a robust and resource-efficient European transport system, while addressing climate change in accordance with the European Green Deal. As result of the first CEF Transport calls launched in September 2021, a total amount of more than € 6.3 billion has been awarded (including part of the dedicated rolling call on the deployment of Alternative Fuels Infrastructure launched within the above mentioned € 7 billion and open for submission until end of 2023). At the same time, the Commission has intensified its efforts to anticipate the launch of the 2022 Military Mobility call, allowing for the selection of more than € 950 million (in two calls), also contributing to the Solidarity Lanes initiative. Furthermore, in September 2022 a new set of call for proposals has been launched, aiming at continuing the support to the greening of transport infrastructure as well as fostering digitalisation of the sector and enhancing the Programme's contribution to transport infrastructure issues at EU Eastern borders in the new geopolitical context.

13. Regarding Inland Waterways, the CEF funded Actions in 2022 targeted major bottlenecks, and concentrated 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.

<sup>2</sup> Regulation (EU) 2021/1153 of the European Parliament and of the Council of 07 July 2021 establishing the Connecting Europe Facility programme and repealing Regulations (EU) No 1316/2013 and (EU) No 283/2014. OJ L 249, 14.7.2021, p. 1.

<sup>3</sup> C(2021) 5763 final of 05.08.2021: Commission Implementing Decision on the financing of the Connecting Europe Facility - Transport sector and the adoption of the work programme for 2021-2027

### 3. InvestEU

14. InvestEU provides financial guarantees to the EIB Group and other Multilateral and National Promotional Banks (Implementing Partners) to support investment in the EU. The regulation was adopted in March 2021<sup>4</sup> and the Guarantee Agreement with the EIB Group, implementing 75% of the guarantee, was signed in 2022. Such agreements are now being signed with the other Implementing Partners. The total guarantee amounts to €26.2 billion with a provisioning rate at 40%. The guarantee is split between four policy windows, with the Sustainable Infrastructure Window benefiting from the largest share of the guarantee at €9.9 billion. The envelopes for the SMEs Window and the Research Innovation and Digitalization Window are of €6.9 billion and €6.6 billion respectively, followed by the Social Window at €2.8 billion. At the level of the whole programme, co-legislators agreed on a climate target of at least 30%, and at least 60% at the level of the Sustainable Infrastructure Window.

15. Operations in the transport sector were already signed and cover the deployment of electricity and hydrogen mobile assets and charging / refuelling infrastructure, the acquisition of electric trainsets, research on batteries on fuel-cell vehicles, deployment of drones, intelligent transport solutions, and high-speed railway lines. This early portfolio illustrates the broad reach of the InvestEU guarantee, thereby supporting the objectives of the Sustainable and Smart Mobility Strategy.

## B. Sustainable financing

16. The Taxonomy Regulation adopted in June 2020 tasks the Commission with establishing a list of environmentally sustainable activities by defining technical screening criteria for each environmental objective. The first EU Taxonomy delegated act, establishing the criteria for climate change mitigation and adaptation, applies since 1 January 2022. Overall, all modes of transport are covered in this delegated act, yet only partially for aviation. The criteria for waterborne transport would need to be revised for the period after 2025. In addition, the scope of transport infrastructure activities should be expanded for the mitigation objective, especially regarding inland waterways infrastructure.

17. Based on the recommendations of the Platform on Sustainable Finance, which is a Commission expert group established under the Taxonomy Regulation, another EU Taxonomy delegated act is planned to be published in 2023.

## C. The Action Plan to establish Solidarity Lanes

18. As part of the EU's response to the Russian aggression on Ukraine, on 12 May 2022 the Commission adopted an Action Plan to establish Solidarity Lanes to facilitate Ukraine's agricultural exports and bilateral trade with the EU. In the context of this action plan, new logistics corridors between Ukraine and the EU have been set up in 2022 and are now firmly established while using different transport modes (rail, road and inland waterways). The Solidarity Lanes cover trade across all sectors and go in both directions (UA-EU and EU-UA). Between May 2022 and the end of January 2023, they have allowed Ukraine to export close to 51 Mt of goods and to import more than 28 Mt of goods it needs. The total value of trade via the Solidarity Lanes since May is estimated at around EUR 65 billion, with more than EUR 22 billion for Ukrainian exports and EUR 43 billion for Ukrainian imports.

19. On 11 November 2022, the European Commission, the European Investment Bank, the European Bank for Reconstruction and Development, and the World Bank Group announced in a joint declaration to mobilise € 1 billion for Solidarity Lanes to increase global food security and connectivity between Ukraine and the EU. To this aim, the Commission is mobilising financial support under the Connecting Europe Facility and Structural Funds. Investments are necessary for short-term relief of transport flows as well as in a longer-term perspective to enhance the cross-border connectivity between EU, Ukraine and Moldova.

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<sup>4</sup> Regulation (EU) 2021/523 of the European Parliament and of the Council of 24 March 2021 establishing the InvestEU Programme and amending Regulation (EU) 2015/1017

The first steps have been carried out in the framework of the CEF Call 2022. Several projects that could help increasing the capacity at the border crossing points (BCPs) between the EU and the two countries have been identified and resulted in nine joint applications covering main TEN-T road and rail border crossing points between frontline Member States and Ukraine and Moldova. These applications are currently being evaluated; if successful they could be funded for 50% of their cost by the EU.

## D. Transport Community in the Western Balkans

20. In 2022 we achieved several important objectives:

21. **On policy priorities:** In 2022, a joint statement was endorsed by the Transport Ministers of the concerned parties to systematically involve Ukraine, the Republic of Moldova and Georgia as observing participants in the work of the Transport Community Treaty. On this basis, further cooperation in the area of transport will help promote the development of international transport in Europe, while delivering on the EU commitment to safe, sustainable and resilient mobility.

22. In 2022, the TCT Secretariat, the European Investment Bank (EIB), and the European Bank for Reconstruction and Development (EBRD) organised the Western Balkan Road Summit dedicated to ‘Shaping the Future: Safe, Smart, and Sustainable Roads. The Road Summit contributed to strengthening further the Western Balkans’ commitment to safe, smart, and sustainable roads.

23. In May 2022, the TCT Ministerial Council endorsed the first edition of the five-year rolling work plan on the indicative extension of the TEN-T in the region. It represents a key milestone for the implementation of the Transport Community Treaty and the achievement of its broad political objectives, laying a sound basis for a common, more focused approach to regional connectivity.

24. In 2022, progress was achieved on the extension of the EU-WB6 Green Lanes. They are fully operational inside the Western Balkans, enabling fast flows for priority goods. The first designated Green Lane track was opened at the BCP Tabanovce (North Macedonia) with Serbia. The TCT Secretariat, in cooperation with the CEFTA Secretariat, contributed and welcomed the signing of the MoU for exchange of electronic data through the SEED system between the Custom authorities of:

(a) North Macedonia and Greece (signed during the Thessaloniki Connectivity forum in July 2022);

(b) Albania, Montenegro, and Italy (signed in Rome in September 2022); and

(c) Bosnia and Herzegovina, Montenegro, and Croatia (signed during the CEFTA Week in December 2022).

25. **On supporting tools:** 2022 was a year of delivery for the Transport Observatory, with its main analytical tool (the Transport Observatory Database/Information System – TODIS) being designed, developed and deployed.

26. The activities of the technical committees on road, rail, road safety, transport facilitation, inland waterways and multimodality working groups, continued in 2022. Progress on EU transport acquis implementation in 2022 remained slow to moderate overall, with measures supported through concrete technical assistance to the Western Balkan Partners having progressed the most.

27. **On financing:** In February 2022, the WBIF endorsed 21 flagship projects in key railway, road and waterway interconnections, renewable energy and transition from coal, waste water management, new healthcare facilities, as well as the roll-out of broadband infrastructure. The European Union and bilateral donor grant contributions to the package amounted to €1.1 billion.

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

28. In response to the outbreak of the COVID-19 pandemic, the European Commission 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 and 28 October 2020 set a target of maximum 15-minutes delay for freight vehicles at border crossings of the TEN-T network, regardless of any checks or health screenings. The 15 minute principle largely succeeded, and the Green Lanes can be reactivated whenever necessary.

29. 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 with neighbouring countries to ensure smooth transit. The “Galileo Green Lane” mobile app allowed to effectively monitor the situation at the EU road borders offering a real-time view of the waiting times at those borders. For the data on the crossing time (for trucks) at external borders, the Commission relied on the information provided by the authorities of the relevant countries.

30. In May 2022, the Commission adopted a Contingency Plan for Transport to strengthen the resilience of EU transport in times of crisis. The plan draws lessons from the COVID-19 pandemic and from challenges faced by the sector following Russia’s military aggression against Ukraine. The plan proposes a series of guiding principles as well as ten measures to step up the transport sector’s crisis preparedness and its response capacities. One of these measures concerns the Green Lanes for which the Commission calls on Member States to minimise checks, screenings and other formalities in order to reduce delays at border crossings.

## IV. Road Transport

31. In 2022, the work on road transport focused on three main fields: the implementation and enforcement of the Mobility Package I, the preparation and negotiation of new legislative proposals especially in relation to the European Green Deal and the work on Ukraine-related files.

32. The Mobility Package I is a comprehensive set of legal Acts based on both a market pillar and a social pillar. After the adoption and entry into force of most of the Regulations and Directives concerned, it is also a complex package which requires the adoption of secondary legislation and guidance and communication activities from the Commission towards stakeholders and enforcement authorities in the Member States.

33. In the **social sphere**, a Delegated Regulation on safe and secured parking areas was adopted on 7 April 2022, which will improve resting conditions for drivers and protect them from violence and cargo crime. Similarly, three guidance notes were published on the new posting of drivers Directive. Finally, training and tutorial sessions took place, in cooperation with the European Labour Agency, as regards the IT system used by Member States and road transport operators to implement the posting rules of drivers.

34. In the **market domain**, the Commission adopted on 2 May 2022 an implementing regulation establishing a common formula for calculating the risk rating of road transport undertakings. It will in particular allow Member States to better target their checks. It also adopted an implementing regulation on the classification of serious infringements, which may lead to the loss of good repute of the road transport operator. Five guidance notes were published on cabotage rules, the return of the vehicle every eight weeks to the place of establishment of the road transport operator and the use of the tachograph.

35. In the **legislative field** and in relation to the European Green Deal, the road charging part of the Eurovignette Directive was formally adopted on 24 February 2022. At the same time, work has continued as regards the circulation tax of the Eurovignette Directive. The modified hired vehicles for commercial purposes Directive was also formally adopted. Finally, as a first approach to a sector not yet covered by specific EU law or policy, a Notice

on well-functioning and sustainable local passenger transport-on-demand (taxis and PHV) was adopted on 4 February 2022 by the Commission. It specifies that the national taxi and PHV legislation must be in line with the EU internal market fundamental freedoms.

36. As covered in the Solidarity Lanes Action Plan, in order to further facilitate trade between Ukraine, Moldova, and the EU, two road transport agreements with Ukraine and Moldova were signed at the end of June 2022 and have since been provisionally applied. It has facilitated the export of Ukrainian products by road, providing flexibility and certainty to transport operators and additional agility in terms of logistic chains. It contributes to the better functioning of Solidarity Lanes and to shaping new connectivity patterns with the EU. The current agreement with Ukraine expires at the end of June 2023 – its extension is currently under negotiation. In addition and building upon the provisions of the two Road Transport Agreements, Regulation (EU) 2022/1280 was adopted in July 2022. This regulation lays down specific and temporary measures concerning driver documents issued by Ukraine to further facilitate trade.

## V. Road Safety

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

37. In 2021, an estimated 19 900 people were killed on EU roads, a 6% increase in relation to 2020. This followed an unprecedented annual fall of 17% between 2019 and 2020. The results over the last two years have been strongly influenced by the traffic levels, which were considerably lower during the Covid-19 pandemic. With an average of 45 road deaths per million inhabitants, Europe compares favourably with other regions in the world though the target for 2030 is to halve the number of fatalities (relative to 2019) and the long-term target remains Vision Zero.

38. While Member States' performance in road safety is converging, there are almost five times more road deaths (relative to the size of the population) in the worst-performing country than in the best.

39. It is estimated that, for every life lost, up to six more people suffer serious injuries with life-changing consequences (around 120 000 people).

40. For the current 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.

41. The Commission was fully supportive of the UN General Assembly Resolution on road safety of August 2020 and the Global plan for the second decade of action for road safety 2021-2030.

### B. Road safety legislation and policy developments

42. Work on many of the actions that were announced in the EU Road Safety Policy Framework 2021–2030<sup>5</sup> in 2019 and in the Strategic Action Plan on Road Safety<sup>6</sup> progressed further in 2022. Member States continued work to collect and report data on key performance indicators for road safety in 2022, based on an agreed methodology and with financial help in the form of a CEF Supporting Action. A first set of data was presented at the second EU-wide Road Safety Results Conference in December 2022.

43. In terms of legislation, the implementation of the general vehicle safety regulation 2019/2144, which applies from July 2022, is progressing. Delegated acts on emergency lane keeping systems, alcohol interlock installation facilitation, driver drowsiness and attention warning systems and intelligent speed assistance systems have been adopted. Work also progressed at expert level to implement the far-reaching provisions of the revised Road

<sup>5</sup> SWD(2019) 283 final

<sup>6</sup> COM(2018) 293 final, Annex I

Infrastructure Safety Management Directive, including on a methodology for the new network-wide safety assessments as well as on lane markings and road signs.

44. The revision of the Driving Licence Directive (2006/126/EC) was launched in 2022, assessing how the Directive has performed in improving road safety, facilitating free movement and reducing the possibility of fraud. Whilst the overall conclusion is that the Directive has been found to be effective in achieving its goals, some issues need to be tackled, mainly in the field of skills and knowledge, also to take advantage of technological innovation. The revision will also support the smooth introduction of an EU digital driving licence. An amendment to the Directive (EU) 2015/413 facilitating cross-border exchange of information on road-safety-related traffic offences (Cross-Border Enforcement Directive) was also launched in 2022. The Directive allows Member States to identify EU drivers who commit traffic offences abroad with the help of an electronic information system. Both revisions are scheduled for adoption in March 2023.

45. The Commission continued preparing the revision of the Roadworthiness Package<sup>7</sup> in 2022, with a view to presenting a possible revision proposal in 2023. Roadworthiness inspections of vehicles are fundamental to road safety and to ensuring the environmental performance of vehicles during their lifetime. As a result of stricter safety and emission legislation, vehicles in the EU become technically ever more complex. To keep pace with this trend, adaptations in the way how vehicles are inspected are necessary. The widespread malpractice of odometer tampering which can negatively affect road safety and consumers in the EU alike will also be addressed. Equally, a better exchange of roadworthiness-relevant vehicle data at EU level is necessary to help better enforce road safety in the EU.

46. The annual Excellence in Road Safety Awards promoted contributions from the European Road Safety Charter's community of members towards the common goal of improved road safety across Europe. Special attention was devoted to youth. Road safety best practices continued to be promoted through the Road Safety Exchange Programme, at EU level but also internationally in the setting up of regional road safety observatories (Western Balkans, Eastern Partnership countries and African Union).

## **VI. Rail Transport**

### **A. Single European Rail Area**

47. In 2021, the Commission completed the evaluation of an EU regulation supporting rail freight. The conclusion was that freight still faced difficulties, especially due to problems with rail infrastructure capacity. The Commission launched a study and is currently completing an impact assessment, which includes various policy measures that address *i.a.*, capacity management and cross-border coordination of the rail sector (with a positive impact on both freight and passenger rail). Based on its outcome, a legislative proposal is planned for 2023.

48. The Commission has executed a comprehensive study on cross-border long distance rail passenger services, including night trains. The results of the study have been used as one of the inputs for the Commission's action plan to boost long-distance and cross-border passenger rail services, which was adopted on 14 December 2021<sup>8</sup>. This action plan addresses the further implementation of EU law and policies as well as the removal of obstacles. Obstacles have been identified in areas such as ticketing, rolling stock availability, capacity allocation and track access charges. In 2022, the Commission has started the implementation of the actions presented in the action plan. After the invitation to submit proposals, launched in June 2022, stakeholders have proposed cross-border pilot services with the aim to address identified obstacles. In January 2023, the Commission announced to support 10 pilot services, yet no new budget has been made available for this purpose. Commission assistance

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<sup>7</sup> Directives on the periodic roadworthiness tests for motor vehicles and their trailers (Directive 2014/45/EC), the technical roadside inspections of commercial vehicles (Directive 2014/47/EC), and the registration documents for vehicles (Directive 1999/37/EC as amended by Directive 2014/46/EC)

<sup>8</sup> [https://transport.ec.europa.eu/news/action-plan-boost-passenger-rail-2021-12-14\\_en](https://transport.ec.europa.eu/news/action-plan-boost-passenger-rail-2021-12-14_en)



could be provided, for example, in the form of coordination of stakeholders and assessment of compatibility with the legal framework.

## **B. Rail safety and interoperability**

49. The Technical Specifications for Interoperability (TSIs) establish the European requirements for rail infrastructure, rolling stock, signalling and safe train operations. Their uniform application in the rail sector and by the rail supply industry is key to achieve a harmonised and modern rail system. A major development will be taking place in 2023 through the adoption of the TSIs revision package, which includes a revision of the Energy TSI, Infrastructure TSI, Noise TSI, Rolling Stock - Locomotives and Passengers TSI, Rolling Stock – Freight Wagons TSI, Control Command and Signalling TSI, Persons with Disabilities and with Reduced Mobility TSI, Operation and Traffic Management TSI, and a revision of the Rail Infrastructure Register.

50. The Commission is working on revision of the ‘Train Drivers’ Directive<sup>9</sup>, aimed to improve and facilitate the mobility of train drivers across the EU rail network as well as to make it easier for employers to assign train drivers to operations in various Member States.

## **VII. Inland Water Transport**

### **General policy developments**

51. The action programme for inland waterway transport for 2021-2027 (Naiades III) was adopted by the Commission in June 2021. The Naiades III action plan focuses on two core objectives: shifting more freight transport to inland waterways, and setting the sector on an irreversible path to zero-emissions, underpinned by a paradigm shift towards further digitalisation, as well as accompanying measures to support the current and future workforce. Meeting these core objectives will require an integrated approach and a basket of measures incorporating transport, environmental, digital, energy and fiscal policies, backed up with financial incentives. On 5 December 2022, the Transport Ministers Council adopted Conclusions on the ongoing development of inland waterway transport (Naiades III).

52. A study supporting the evaluation of Directive 2005/44/EC on Harmonised River Information Services (RIS) has been finalised in 2021. The possible proposal for the revision of the directive is expected in the second half of 2023.

53. During 2022, the Commission continued its close collaboration with Member States, stakeholders and international organisations active in inland waterway transport to achieve the ambitious objectives for the sector and to contribute to its long-term viability, growth and resilience.

54. The Commission will assess and prepare a new initiative on crewing requirement, together with its digital control, for a better harmonisation at EU level from 2023.

55. An evaluation study on the Inland Waterway Transport legislation related to market access was launched at the end of 2020. The evaluation study will be published in March 2023. The evaluation study on social legislations will start in 2023.

56. EU Member States had to transpose the directive 2017/2397 on professional qualifications by January 2022. The Commission is currently assessing the measures adopted by Member States.

## **VIII. Land Transport Security**

57. Following the 7-point Rail Security Action Plan (2018), the Commission developed and endorsed several deliverables to advance its implementation. In 2021, it was decided to

<sup>9</sup> Dir. 2007/59/EC on the certification of train drivers

bring rail security in the remit of the Expert group for Land transport security (LANDSEC). A dedicated subgroup (“Working Party”) specifically devoted to rail security was established within LANDSEC. The Working Party is convened on a quarterly basis and it continues to serve as a forum to share information and good security practices.

58. At the end of 2021 the rail security working party has adopted “*Guidelines on the preparedness and resilience of rail organizations*” and on 9 December 2022 the working party has adopted “*Guidelines on the development of a security culture among rail entities, staff and passengers*”. Cybersecurity and resilience of critical infrastructures being a priority of the rail security working party, the Commission has regularly brought the NIS2 and CER Directives developments to the attention of the working party.

## **IX. Urban Transport and Mobility**

### **Urban mobility initiatives**

59. The Sustainable and Smart Mobility Strategy of December 2020 announced actions to make interurban and urban mobility more sustainable and healthy, notably by revising the Urban Mobility Package of 2013. This was done by adopting the new EU Urban Mobility Framework (UMF) in December 2021.<sup>10</sup> It aims to create an enabling EU framework for Member States, regions and cities to develop safe, accessible, inclusive, smart, resilient and zero-emission urban mobility well ahead of 2050.

60. The new urban mobility initiative complements the proposal for revised guidelines for the Trans-European Transport Network (*TEN-T revision – see Chapter II*). That proposal foresees that all major cities (‘urban nodes’) on that network must develop by 2025 a sustainable urban mobility plan. The new European Urban Mobility Framework outlines a common a list of measures and initiatives for these cities, as well as the remaining cities in the EU, to meet the challenge of making their mobility more sustainable.

61. 2022 was the first year of implementation of the New EU Urban Mobility Framework (UMF). The main actions in that regard include:

(a) Launching a reformed Commission expert group on urban mobility (EGUM), following the adoption of Commission Decision (C(2022) 5320)) in July 2022 and the establishment of membership in September following a call for members; there are 77 members in total representing Member States, cities, regions as well as urban mobility stakeholders; the 1<sup>st</sup> meeting took place on 25 October 2022;

(b) Preparing Commission Recommendation on National Support Programmes for Sustainable Urban Mobility Planning (SUMP), with the adoption planned for March 2023; it will also include an updated EU SUMP concept in the annex, firmly putting the most sustainable transport modes (public transport and active mobility (walking, cycling)) in the centre;

(c) Work was ongoing on the revised set of sustainable urban mobility indicators, with the publication planned for 2023.

62. Work continued in 2022 on the important topic of urban vehicle access regulations (UVAR). In particular, information provision on UVARs was provided by projects “UVARBox” and “UVARExchange”, with the first one completed at the end of 2022 and the second expected to end in the first quarter of 2023. Moreover, preparatory steps were taken to launch, in the first half of 2023, a dedicated study on mapping of digital and technical solutions to enable more effective and user-friendly UVARs, based on the “UVARExchange” findings.

63. When it comes to awareness raising, events and campaigns, 2022 saw another successful edition of European Mobility Week campaign, with almost 3000 towns and cities from 51 countries participating and organising different activities around the theme *Better connections*. In addition, in September 2022, DG MOVE organised (together with the Czech

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<sup>10</sup> The New EU Urban Mobility Framework, COM(2021) 811 of 14 December 2021.

Presidency) the Urban Mobility Days in Brno, with over 500 participants on-site and even more on-line, and with very high interest from the main stakeholders. The theme of the event was *Moving people and goods more sustainably*. As in the previous years, the EU urban mobility awards – CIVITAS, EMW and SUMP awards – were handed over to the winning cities recognised for their performance in a number of categories.

64. The work has continued, under MOVE lead, on providing reference materials on sustainable urban mobility planning (SUMP). In 2022, the following SUMP guidance documents were published on ELTIS:

- (a) Parking and SUMP: Using parking management to achieve SUMP objectives effectively and sustainably;
- (b) Planning for attractive public transport;
- (c) Decarbonisation of urban mobility.

65. Besides these reference materials, Eltis, the EU urban mobility observatory, provides a wealth of information, including on SUMP, such a city database, self-assessment tool, best practice examples, and more.

66. Implementation of the CIVITAS Initiative has continued as well in 2022. The initiative includes 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. There are currently 9 CIVITAS living labs and R&I projects ongoing.

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