



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Management Plan 2013

January 2013

1. MISSION STATEMENT	3
2. THIS YEAR'S CHALLENGES	4
3. GENERAL OBJECTIVES BY POLICY AREA	6
4. SPECIFIC OBJECTIVES FOR OPERATIONAL ACTIVITIES	11
4.1. Inland, air and maritime transport	13
4.2. Research and innovation activities related to transport	24
4.3. Trans-European Networks	28

1. MISSION STATEMENT

Under the political guidance of Commission Vice-President Siim Kallas, the Directorate-General for Mobility and Transport is in charge of developing transport policies for the European Union. Its remit is to ensure efficient mobility in a single European transport area, at the service of citizens and of the economy, a sustainable environmental policy and competitiveness.

In Europe, we rely on efficient transport networks for the economy to stay competitive and for the internal market to function smoothly. Transport represents the heart of the supply chain, and, as such, it is a primary enabler of jobs and growth. Without it, it will not be possible to overcome the current crisis. A fully integrated and interconnected European Single Market covering telecoms, energy and in particular, transport is a prerequisite for competitiveness, jobs and growth. Achieving this requires affordable, accessible, efficient and safe and secure networks. In transport, a fully integrated single market and more efficient networks allowing to switch easily between different modes, would bring huge benefits to citizens and companies, including in urban areas. Furthermore European industry recovery depends to a large extent on trade with 3rd countries with growing economies. Efficient, sustainable and competitive transport and logistics links are an essential requisite to that regard.

The Directorate-General for Mobility and Transport works to fulfil its mission by:

- Completing the European internal market: ensuring the seamless integration of all modes of transport into a globally competitive transport system capable of providing better services for citizens and companies at affordable cost, while safeguarding safety and security and improving the rights of passengers.
- Projecting the EU's mobility and transport objectives and defending EU political and industrial interests on the world stage, within international organisations and with strategic and neighbouring partners. Opening up third country's markets for EU innovative transport services, products and investments.
- Building the EU's core trans-European infrastructure network as the backbone of a multi-modal transport system capable of delivering fast, affordable and reliable transport solutions to serve Europe's transcontinental corridors as well as the needs of its urban centres.
- Developing an agenda for innovation: promoting, inter-alia through research, the development and deployment of a new generation of smart transport technologies in particular for integrated traffic management systems and low carbon vehicles.

2. THIS YEAR'S CHALLENGES

Transport is the backbone of the economy; Europe's transport networks and industries are a key component of our continent's ability to prosper. In 2013 more than ever we need to "**connect to compete**", that is to create conditions for growth in the short term, and to meet medium to long term challenges at international (globalisation) and global (climate change) level. The EU needs to complete a single transport area, to remove obstacles, whether they are regulatory or administrative barriers, domestic or international, or missing links in infrastructure.

More needs to be done to achieve a true European transport area with European rules, a **low administrative burden** for companies, **optimised logistics for freight**, **seamless cooperation among transport modes**, good **services** for travellers and customers, as well as **quality jobs with attractive working conditions**.

DG MOVE will continue implementing **the White Paper on the Future of Transport** and will actively contribute to the achievement of the **Single Market Act II**. The main transport initiatives outlined already in the Commission's 2013 work programme can be subsumed under the following headings:

- **The single transport area:** DG MOVE will continue working towards removal of obstacles and ensuring fair competition to support the EU economy's growth and recovery. The Commission will in 2013 focus in particular on modernising legislation covering the **railway** sector. This is to ensure domestic market opening, subjecting more contracts covered by public service obligations to tendering and strengthening the role of the European Railway Agency. The Commission will present a package of measures to speed up the implementation of the **Single European Sky** initiative. 2013 will be an important year with regard to the **road** sector with proposals on access to the road market and on fair and efficient road charging. In addition, the Commission will make a proposal on the rules on weights and dimensions for heavy good vehicles. The work on ensuring the security and safety of the single transport area will need to carry on, not least with legislation on Liquids, Aerosols and Gels on board aircrafts and continued inspections to ensure aviation and maritime security and safety. Another important proposal for next year concerns the **ports policy** review to enhance the efficiency and quality of port services. The Commission will also come forward with a proposal to establish a **Blue Belt** to reduce administrative burden for intra-EU shipping. Finally the work on the correct implementation of and compliance with EU law will continue.
- **The external dimension:** DG MOVE will continue to enhance the EU's external transport relations with neighbouring countries and key partners further afield. Ensuring a global level playing field is important in an increasingly open and competitive global transport market. We will continue **bilateral annual high level transport dialogues** with major international transport and trade partners (US, China, Japan) and aim at including further countries (i.e. Turkey). 2013 will be a crucial year for implementing the Commission's Communication on the EU's future **external aviation policy** and the related Council conclusions. Furthermore, in 2013 the Commission will examine how to **strengthen the EU's position in international fora** (IMO, ICAO) and achieve more effective coordination between Member States. The ICAO general assembly will require particular efforts in particular on ETS. The consolidation of the current partnership structures (EUROMED – NDPTL – Eastern Partnership, ASEAN summit) will be promoted. As regards South East Europe, the signature and then the implementation of the Transport Community Treaty are foreseen. This

international dimension is mainstreamed into the internal market, innovation and infrastructure chapters of this document.

- **Infrastructure:** In 2013 the discussions concerning the next Multiannual Financial Framework and in particular for transport the **TEN-T guidelines** and the **Connecting Europe Facility** will come to a conclusion. The **pilot projects** will trigger quick-start investments and provide job opportunities during the building phase. In these times of austerity in public budgets, we will make proposals to ensure that **user charging** becomes an underlying principle of infrastructure financing. Better infrastructure will also allow us in the medium term to deploy logistics services better: **connecting to compete**.
- **Sustainable and smart transport:** The discussions with the European Parliament and the Council on the proposal on an **alternative fuels strategy** will start. This proposal identifies strategies to stimulate technologies based on other fuels than oil. The Commission will also continue to implement the action plan on **Intelligent Transport Systems**, most notably with technical specifications for road safety, and a proposal for e-call deployment. It will develop a framework for urban mobility. We need to promote **e-freight**, facilitate **multi-modal travel** and planning and support sustainable freight transport services. Proposals for **urban transport** will address the issues of congestion and pollution for the engines of growth that are our cities, creating opportunities for skilled jobs and more markets for smart and clean technologies.

For information on all these policies and more, please visit our website:

http://ec.europa.eu/dgs/transport/index_en.htm.

3. GENERAL OBJECTIVES BY POLICY AREA

DG MOVE policies aim to provide European citizens and businesses with competitive, sustainable, secure and safe transport services. The transport sector is a key element of the Commission's 2020 strategy. Adequate infrastructure, intelligent transport systems, measures to improve the environmental performance of the transport sector and the promotion of new technologies, inter alia through increased research, developments and demonstration, are important instruments to this effect. These policies therefore contribute to the 2020 Strategy, in particular for reaching the 20/20/20 targets for GHG emissions, renewable energy and energy efficiency and the targets of 3% of GDP in R&D.

DG MOVE breaks down these overall objectives into three different "general objectives". In turn each of the "general objectives" is broken down into a number of more "specific objectives". Each of these is listed below.

- (1) **A single area of efficient and high-quality transport:** The aim is to provide European citizens and businesses with competitive transport services as a factor for growth and jobs. Specific objectives include:
 - (a) a more competitive internal market, including its external aspects;
 - (b) safe and secure transport, and
 - (c) high quality transport services and working conditions.
 - (d) extend the single area to neighbouring countries and ensure open and fair competition in relations with key partners.
- (2) **Transport infrastructure:** Transport infrastructure and its funding needs to cater for Europe wide mobility demands. Specific objectives include:
 - (a) prepare and implement a core European transport network by 2030, and
 - (b) smart funding of infrastructure.
- (3) **Sustainable and smart transport:** The aim is to promote a more sustainable and low-carbon transport sector. Specific objectives include:
 - (a) greater use of low-carbon transport modes and to promote multi-modality;
 - (b) better use existing and to develop new tools for smart mobility, and
 - (c) promote modern urban mobility.

DG MOVE measures progress towards these objectives using "impact indicators". These are listed in the table below for each general objective.

It is important to note that the implementation of the Management Plan (and in particular achieving objectives and seeing improvements in the indicators) does not only depend on the Commission. It is for the European Parliament and Council to decide on the Commission's proposals and then primarily for the Member States to implement them. In addition, there are often measures that will contribute to the actions that are outside the scope of EU competence. In particular obtaining authorisations to negotiate depends on Council decisions and the success of

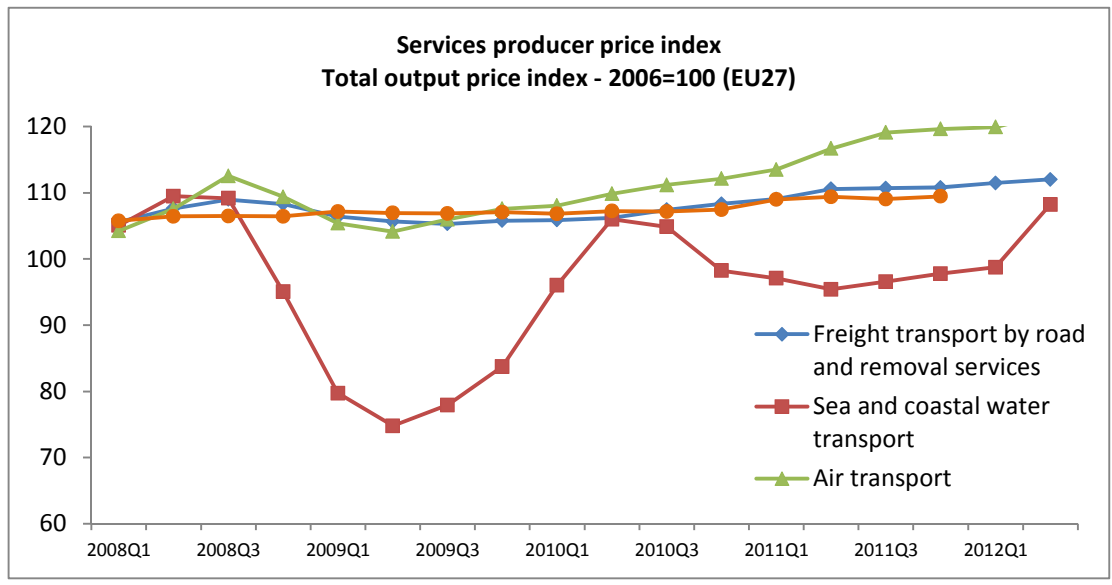
negotiations with international partners depends on the willingness of both sides to achieve compromise solutions. Finally, external factors, such as energy price fluctuations or the general economic situation, can have a significant influence.

DG MOVE General Objectives and Impact Indicators

General objectives ¹	Impact indicators																													
	Indicator	Target (long-term)	Milestones (if any)	Current situation																										
To provide citizens and businesses with a framework for efficient and high quality transport services	Real price indices of transport services (Measurement unit = index relative to the overall Harmonised Index of Consumer Prices; Source: Eurostat) (A.3)	Stable or decreasing mobility price i.e. the price index for transport services is not higher than the overall Harmonised Index of Consumer Prices taking into account oil price		See charts below																										
	<p>Evolution of consumer prices in passenger transport between 2010 and 2011 by mode and compared to the overall HICP</p>																													
	<p>Evolution of consumer prices in passenger transport between 2000 and 2011 by mode and compared to the overall HICP</p>																													
<table border="1"> <thead> <tr> <th></th> <th>% price change 2010-2011</th> <th>% price change 2000-2011</th> </tr> </thead> <tbody> <tr> <td>car purchase</td> <td>0.6</td> <td>6.5</td> </tr> <tr> <td>operation of personal transport equipment</td> <td>8.4</td> <td>52.5</td> </tr> <tr> <td> of which fuel at pump</td> <td>13.6</td> <td>62.4</td> </tr> <tr> <td>train</td> <td>3.8</td> <td>53.2</td> </tr> <tr> <td>bus / coach</td> <td>4.0</td> <td>56.8</td> </tr> <tr> <td>Plane</td> <td>7.3</td> <td>42.3</td> </tr> <tr> <td>ferry / ship</td> <td>8.9</td> <td>54.5</td> </tr> <tr> <td>all transport services</td> <td>5.7</td> <td>56.5</td> </tr> </tbody> </table>					% price change 2010-2011	% price change 2000-2011	car purchase	0.6	6.5	operation of personal transport equipment	8.4	52.5	of which fuel at pump	13.6	62.4	train	3.8	53.2	bus / coach	4.0	56.8	Plane	7.3	42.3	ferry / ship	8.9	54.5	all transport services	5.7	56.5
	% price change 2010-2011	% price change 2000-2011																												
car purchase	0.6	6.5																												
operation of personal transport equipment	8.4	52.5																												
of which fuel at pump	13.6	62.4																												
train	3.8	53.2																												
bus / coach	4.0	56.8																												
Plane	7.3	42.3																												
ferry / ship	8.9	54.5																												
all transport services	5.7	56.5																												

¹ Charts and tables have been updated with latest available values on 15.11.2012

General objectives ¹	Impact indicators			
	Indicator	Target (long-term)	Milestones (if any)	Current situation

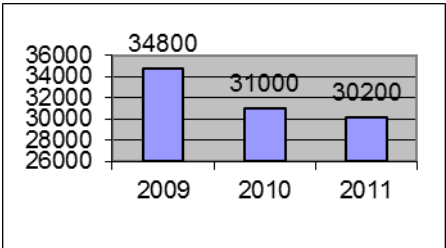
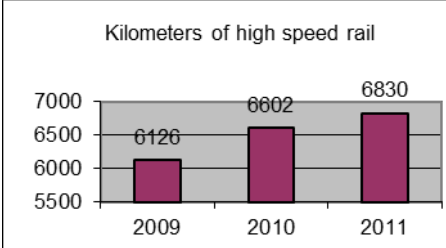


Services producer price index (EU27) Total output price index - % change on the same quarter of the previous year					
	2011Q2	2011Q3	2011Q4	2012Q1	2012Q2
Freight transport by road and removal services	4.1	3.1	2.3	2.2	1.3
Sea and coastal water transport	-10.0	-7.9	-0.4	1.7	13.4
Air transport	6.2	7.1	6.7	5.6	4.6
Cargo handling	2.0	1.8	1.9	n.a.	n.a.

Source: Eurostat

* For air transport: service producer prices for businesses

Jobs in the transport sector: – number of persons employed (Source: Eurostat – National Accounts) (A3)	2011: 9249 million	
	2010: 9122 million	
	2009: 10.097 million	
	Employment by sub sector	
	Land transport; transport via pipeline	5925.1 5973.0
	Water transport	310.8 301.7
	Air transport	463.9 470.9
Supporting and auxiliary transport activities; activities of travel agencies	2422.5 2503.9	
Total transport	9122, 3 9249,5	

General objectives ¹	Impact indicators															
	Indicator	Target (long-term)	Milestones (if any)	Current situation												
	Number of fatalities in road transport accidents (Source: CARE) (C.4)	By 2050, move close to zero fatalities in road transport	Halving road casualties by 2020 Max 15500 (EU 27) by 2020 ²	2009 : 34800 2010 : 31000 2011 : 30200 												
To ensure smarter and greener mobility	GHG emissions from transport (excluding maritime international bunkers)(A3) (source: Eurostat)	338 Mt of CO2 eq (level in 2050) (60% reduction by 2050 compared to 1990)	884 Mt of CO2 eq (level in 2030) (20% reduction by 2030 compared to 2008)	<table border="1" data-bbox="1034 660 1485 788"> <thead> <tr> <th></th> <th>1990</th> <th>2009</th> <th>2010</th> <th>'90-'09</th> <th>'09-'10</th> </tr> </thead> <tbody> <tr> <td>Total GHG emissions in transport excluding international maritime (Mt of CO2eq)</td> <td>845</td> <td>1068</td> <td>1064</td> <td>26%</td> <td>26%</td> </tr> </tbody> </table>		1990	2009	2010	'90-'09	'09-'10	Total GHG emissions in transport excluding international maritime (Mt of CO2eq)	845	1068	1064	26%	26%
		1990	2009	2010	'90-'09	'09-'10										
	Total GHG emissions in transport excluding international maritime (Mt of CO2eq)	845	1068	1064	26%	26%										
	Share of renewable energy in transport ³ (Measurement unit: %; Source: Eurostat) (A.3)	10% by 2020			31/12/2010: 4.7% 31/12/2009: 4.2% 31/12/2008: 3.5%											
	Number of registered vehicles running with alternative motor fuels (source: Impact ANFAC, ACEA - 2012) (C1)	10% by 2020			3 % in 2010											
	Percentage of low-carbon sustainable fuels in aviation (source: Eurostat) (A3)	40% by 2050		2 Megatonnes (Mt) by 2020 (5%) ⁴	2010: 0% 2009: 0% 2008: 0%											
CO2 emissions from maritime international bunkers(source : EEA) (A3)	100 Mt of CO2 eq (Reduction of 40% by 2050)			<table border="1" data-bbox="1034 1176 1485 1288"> <thead> <tr> <th></th> <th>2005</th> <th>2009</th> <th>2010</th> <th>'05-'09</th> <th>'05-'10</th> </tr> </thead> <tbody> <tr> <td>CO2 emissions from international maritime transport (Mt of CO2)</td> <td>165</td> <td>159</td> <td>151</td> <td>-4%</td> <td>-9%</td> </tr> </tbody> </table>		2005	2009	2010	'05-'09	'05-'10	CO2 emissions from international maritime transport (Mt of CO2)	165	159	151	-4%	-9%
	2005	2009	2010	'05-'09	'05-'10											
CO2 emissions from international maritime transport (Mt of CO2)	165	159	151	-4%	-9%											
Reduction in travelling time on 30 TEN-T priority projects due to improved infrastructure financed through EU funds (source:TENTec) (B1)	20% by 2020 (in comparison to 2011)			St-Pölten-Vienna: 40 minutes Unterinntal: 15 minutes Barcelona- France (Perpignan): 1 hour and 40 minutes												
Modernise transport infrastructure and its smart funding	Kilometres of high-speed rail (source: UIC) (A3)	Triple the length of the existing high-speed rail network by 2030 (from 6602 km in 2010 to 19806 km in 2020) and maintain a dense railway network in all Member States.														

² New strategic guidelines for road safety (2011-2020) have set up a new target for the decade, i.e. 50% of reduction of road fatalities by 2020.

³ This indicator is defined according to the Renewable Energy Directive 2009/28/EC.

⁴ According to voluntary agreement of aviation industry

4. SPECIFIC OBJECTIVES FOR OPERATIONAL ACTIVITIES

To organise its work effectively the DG is organised according to three operational and two horizontal activities, called also "Activity-Based Budgeting" (ABB) activities. The table shows the how the general and specific objectives relate to the operational ABB activities.

Each of the three ABB activities is set out in more detail in subsequent sections, along with the "result" indicators that measure progress.

Along with the ABB activities and indicators, information on the most significant policy-related (i.e. the policy proposals, documents and decisions adopted) and expenditure-related outputs planned for 2013 is also given.

Operational ABB Activities implementing each General and Specific Objective

General Objectives	Specific Objectives	ABB Activity		
		Inland, air and maritime transport	Trans-European Networks	RTD activities related to Transport
To provide citizens and businesses with a framework for efficient and high quality transport services	Make the internal transport market more competitive, including its external aspects (Extension of the transport internal market to neighbouring countries)	+		
	Promote safe and secure transport	++		+
	Promote quality transport services and working conditions	+		
Modernise transport infrastructure and its smart funding	Implement the core transport network by 2030 Progress on the implementation of the 30 Priority Projects under the current framework (2007-2014)		+	
	Smart infrastructure funding and charging	++	+	
To ensure smarter and greener mobility	Make greater use of low-carbon transport and promote multi-modality	+		++
	To better use existing and to develop new tools for smart mobility		+	++
	Promote a modern urban mobility			+

4.1. Inland, air and maritime transport

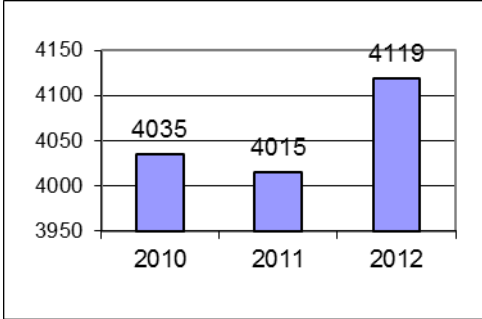
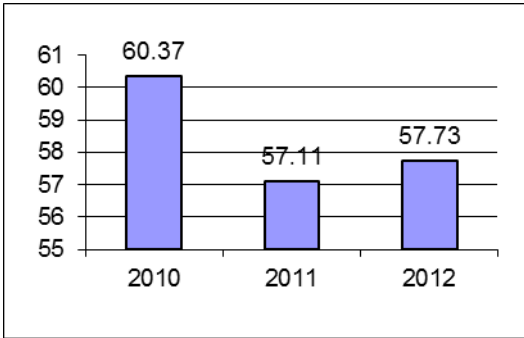
Transport has been driving European integration for more than 50 years. Persons and goods now travel more freely than ever before with the removal of borders between Member States. The 2011 Transport White Paper on the Future of Transport presents proposals for transforming the European transport system into a competitive system that will further improve mobility and continue to support growth and employment. Transport and logistics chains do not stop at the EU's external borders and thus it is essential to take a global approach on standards, rules and practices. This is also at centre of the Commission's efforts to fight climate change.

The EU has put in place a comprehensive legislative framework to ensure safe and reliable quality transport for passengers and goods in Europe and to protect passengers' rights in all modes of transport. In addition, the Commission worked to develop common rules and standards for security, an inspection system to check compliance with the rules and reinforced international cooperation so as to ensure high quality levels and a level-playing field beyond the EU.

The challenge is to keep and make the EU's transport system both sustainable and globally competitive, tackling climate change and contributing to economic growth. Therefore the EU's transport policy is striving both to promote the economic development of the transport sector, source of industrial projects and jobs, while improving its environmental performance. Developing the conditions for access to neighbouring and emerging markets and for open and fair competition in international transport markets is also essential.

The work of the three European Agencies⁵ that work on safety is also covered by this ABB activity. Their work contributes to harmonising technical rules and safety and checking their implementation.

⁵ The European Maritime Safety Agency, the European Aviation Safety Agency and the European Railways Agency

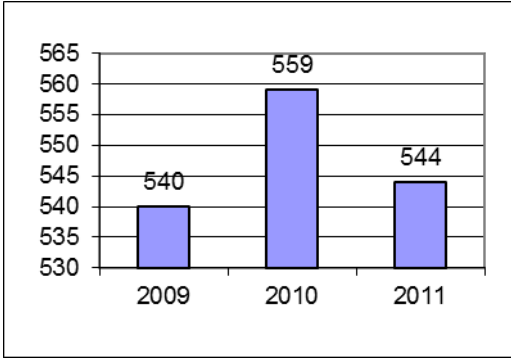
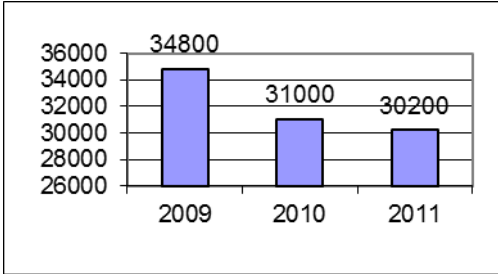
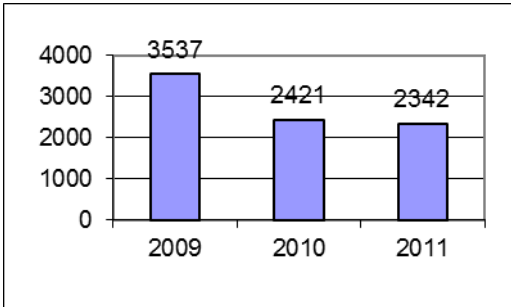
Specific objective 1: To make the internal transport market more competitive, including its external aspects (linked to general objective "Efficient transport")		
Result Indicator	Latest known result)	Target (mid-term result)
Number of air transport intra-EU city-to-city routes including domestic (of which with more than two competitors); (source: Eurostat, OAG-Summer schedule) (MOVE.E.4)	31/12/2012: 4119 (496) 31/12/2011: 4015 (482) 31/12/2010: 4035 (479) 	No decrease in 2013 compared to 2012
Share of rail freight market held by new entrants (cumulative) (measurement unit: market share (%) tonnes/km; Source: Rail Market Monitoring Scheme Report) (MOVE B2)	31/12/2010 : approx. 20 % (not including CZ) 31/12/2009: 20% (not including CZ, DK, LU, IT, PT and SE) 31/12/2008: 20% (not including CZ, DK, LU, IT, PT and SE) 21/12/2006: 15% in 2006 31/12/2004: 10% in 2004	More than 25% by 2015
Number of administrative single windows for maritime transport in the 22 Member States with seaports (source: Member States expert group) (MOVE.D1)	31/10/2012: work in process to implement directive 2010/65/EU in 2015. Deadline implementation June 2015	17 Member States by 2014 22 Member States by 2015
Number of rail freight corridors with a single management structure (MOVE.B2)	31/12/2012: 6 with a single management structure to make them operational by Nov 2013	6 rail freight corridors operational by Nov 2013, further 3 rail freight corridors by Nov 2015 9 by 2015
Air navigation service determined unit rate (DUR) per service unit in € as set out in SES 2 (MOVE.E2)	31/12/2012: 57,73 31/12/2011: 57,11 31/12/2010: 60,37 	31/12/2012: 57,88 31/12/2013: 55,87 31/12/2014: 53,92
Share of cabotage and cross-trade in all transport operations of EU hauliers (source: Eurostat)(MOVE.D3)	31/12/2011: 7.8% 31/12/2010: 7.8%	8.5% by 2015

Specific objective 1: To make the internal transport market more competitive, including its external aspects (linked to general objective "Efficient transport")		
Result Indicator	Latest known result)	Target (mid-term result)
Transposition rate (%) (source :NIF data base) (MOVE.A.5)	20/12/2012: 95, 8% (all transport directives) 24/11/2011: 98.4% (all transport directives) 1/12/2010: 97.7% (all transport directives)	100%
Implementation of EU transport law (source :NIF data base) (MOVE.A.5)	20/12/2012: 85 cases of incorrect implementation of which 11 complaints*. * In 2012, 17 cases out of 65 on incorrect implementation have been closed (26%). 20 new cases have been opened, mainly in the road sector (road safety infrastructure management), air sector (Single European Sky, groundhandling and allocation of slots).	20% reduction in non-complaint cases by December 2013
Active bilateral logistics cooperation (MOVE.D.1)	08/11/2012: technical dialogue with China on NEAL-NET / E-FREIGHT (exchanges of best practices)	Extend cooperation with China to include also policy topics Assess possibilities for logistics cooperation with further 3 rd countries
Activate bilateral transport dialogues in all sectors	08/11/2012: Dialogues with US, China, Japan, Brazil, Norway	In maritime, extend to/reactivate dialogues with South Africa, India Implement first multimodal dialogue with Turkey Participate in High Level dialogues with China, Japan and Singapore
Air transport agreements with neighbouring countries and key partners Air Transport summits NDPTL (Transport and Logistic Partnership) EUROMED Eastern Partnership Transport Community Treaty	Agreements signed with Western Balkans, Morocco, Jordan, Georgia, Moldova, US, CA, Israel (planned on 20/12); initialled with Brazil, on going negotiations with UA Setting up of the support fund (1 st instalment – 1.4 M) First and last Ministerial in 2005 First Ministerial in 2011 Endorsement of the technical part by Council (July 2010) and by SEE partners (May 2010)	Finalise agreements with 2-3 countries by end-2013 Organizing the summit with ASEAN on air transport Participating to the ICAO Air Traffic Conference (ATC 6) Implementing the fund agreement and starting financing projects Organizing ministerial in the second half of 2013 Organizing 1 st Ministerial conference autumn 2013 Initialling and signature in 2013

Policy outputs
<p>Road:</p> <ul style="list-style-type: none"> - Report on the situation of the road freight transport market - Legislative proposal improving the access to the national road freight transport markets, including through cabotage - Fair and efficient pricing for sustainable transport - Communication on the enforcement of rules regarding the road freight transport market - Commission Regulation on categorisation of serious infringements against EU rules relating to road transport activities and leading to the loss of good repute of road transport operator - Request for a mandate from the Council to start negotiations on a road transport agreement between the EU and third countries. - Modifications of the AETR to allow the accession of the EU: Commission proposal for a Council Decision defining a common position and the subsequent Council Decision to actually join the EU (which will have to be proposed by the Commission). - Updating Annexes 1 and 4 to the EU-CH Land Transport Agreement (new legal acts to be incorporated in the Agreement) <p>Rail:</p> <ul style="list-style-type: none"> - Good progress in negotiations on the 4th Railway including the PSO part - Agreement on an MoU between the European Commission and OSJD - Application of Regulation 1370/2007 on public passenger transport service by rail and road <p>Air:</p> <ul style="list-style-type: none"> - Revised Commission implementing Regulation on performance of air navigation services (ex Commission Regulation (EU) 691/2010) - Revised Commission implementing Regulation on a common charging scheme for air navigation services (ex Commission Regulation (EC) 1794/2006) - Commission decision on setting EU-wide targets for the second reference period of the SES performance scheme - Communication on the implementation of the Single Sky legislation (report to European Parliament and Council) - Legislative proposal revising Single Sky legislation (SES 2+) - Implementing the recommendations from the Commission's Communication "The EU's External Aviation Policy – Addressing Future Challenges" (COM(2012) 556 final) <p>Maritime:</p> <ul style="list-style-type: none"> - Communication on Blue Belt and e-Maritime including recommendations for further reduction of administrative burden in intra-EU short sea shipping - Report and interpretative communication on maritime cabotage - Communication on e-Freight - Proposal to update directive 2010/65/EU on reporting formalities for ships - Proposal to harmonize conditions for granting Pilotage Exemption Certificates in Member States - NAIADES II package. - Legislative proposal on the competitiveness and performance of ports (including port services and port organisations)
Main expenditure –related outputs:
<p><u>Evaluation</u></p> <p>An evaluation of existing aviation internal market legislation called the "Fitness Check" is undergoing. The fitness check in aviation is an ex-post evaluation of three Regulations on the internal aviation market, the Air Services Regulation being the most important one. On top of that the Regulation on a code of conduct for computerised reservation systems and the one on insurance requirements will be evaluated. DG MOVE will check whether the provisions of these three Regulations are still fit for purpose, or whether they would need some form of adapting in view of the important changes that are taking place in the internal market for aviation. If amendments are required, they will be considered at a second stage, outside the scope of the fitness check itself. The fitness check will conclude at the start of 2013, when the services of the Commission will issue a Working Document on the topic. The check will encompass large stakeholder's consultations and a workshop for stakeholders.</p> <p>The evaluation of the road sector is on-going and should be completed by mid-2013. Preliminary results are available in a report on the development of the road haulage market that was drafted by a High-Level Group (HLG) and handed over to the Commission in June 2012. That report found that there is scope in increasing the efficiency in the logistics chain which is considered vital to improve the competitiveness of the European economy in the face of increasing global competition. The HLG recommends a step-by-step opening of the national transport market, flanked by measures to restore the attractiveness of the sector, rules on the road transport market need to be applied fairly and innovation should be promoted.</p> <p>Evaluation of the framework contract of ERTMS and of road charging are ongoing.</p>

Specific objective 2: Promote safe and secure transport

(Linked to the general objective "Efficient transport")

Result Indicator	Latest known result	Target (mid-term result)
Number of accidents in EU waters (Source EMSA) (MOVE.D.2)	31/12/2011: 544 31/12/2010: 559 31/12/2009: 540 	Less than 540 yearly by 2012
Number of fatalities in road transport accidents (Source: CARE) (MOVE C.4)	31/12/2011: 30200 (EU27) 31/12/2010: 31000 (EU27) 31/12/2009: 34800 (EU27) 	Max 15500 (EU 27) by 2020
Aviation safety: a. Rate of Fatal aviation accidents per 10 Million flights (10 year moving average) b. Number of fatal accidents to EU commercial air transport (MOVE.E3)	a. 2011: EU – 1.6, E. Asia – 2.9, N. America – 1.6 b. 2011: 1	a. To match, or be, the lowest world rate by 2020 b. Maximum of 1.0 by 2020
Reported total number of rail accidents, including level crossing accidents (source : Railway Safety Performance report of the European Railway Agency; the number of accidents is one of the Common Safety Indicators that have to be reported to the Agency by the Member States, as required by Annex I to the Railway Safety Directive) (MOVE B2)	31/12/2011: 2342 31/12/2010: 2421 31/12/2009: 3537 	Year on year decrease in respect of 2011

Specific objective 2: Promote safe and secure transport (Linked to the general objective "Efficient transport")		
Result Indicator	Latest known result	Target (mid-term result)
Compliance with Community legislation: aviation security inspection results (percentage of compliance with main provisions) (MOVE.A2)	31/12/2011: 80% 31/12/2010: 80% ⁶ 31/12/2009: 85%	85%
Number of infringement cases commenced against MS following aviation security inspections for major non-compliance of the legislative requirements (MOVE A2)	Infringements commenced in 2012: 1 Infringements commenced in 2011: 2 Infringements commenced in 2010: 2 Infringements commenced in 2009: 1	0
Number of infringement cases commenced against MS following maritime security inspections for major non-compliance of the legislative requirements ⁷ (MOVE.A4)	Infringements commenced in 2012: 4 Infringements commenced in 2011: 1	0 major non-conformities
Piracy: EU ships' compliance with EU Best Management practice (source :EU NAVFOR) (MOVE.A4)	93%	100%

⁶ Due to the fact that security provisions in the new aviation security regulations have regrouped and combined this figure is not directly comparable to the figures of previous years which was based on a higher number of individual provisions

⁷ Commission is performing inspections in order to monitor the application by MS of security legislation. This indicator measures the number of deficiencies that are found which are sufficiently serious – and not swiftly rectified – as to merit commencing infringement proceedings

Main policy outputs

- Staff working document on ERTMS : report on effective compliance with deployment plan
- Revision of the aviation security legislation in order to permit liquids to be brought on board aircraft again gradually from 2014
- Revision of the aviation security legislation in order to modernise and render more efficient the security control of air passengers
- Agreement with Canada on mutual recognition of aviation security controls
- (together with DG TAXUD) Revision of the aviation security and customs legislation to align the status of Authorised Economic Operator and Regulated Agent (RA) and Known Consignor (KC)
- (together with DG ENTR) Proposal for a Directive on standards and conformity assessment of aviation security equipment-
- Regular updates of the list of banned air carriers
- Implementation of the policy orientations on road safety 2011-2020
- Tackling serious road injuries : an EU strategy
- Action plan on technical safety devices, including event data recorder, alcohol lock and speed limiters
- Legislative proposal for the deployment of the interoperable EU-wide eCall
- Draft Council Decision on Position of the Union on amendments to the UNECE 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections (the UNECE 1997 Vehicle Inspection Agreement), with the view of later EU accession.
- Progress towards an agreement on the Commission proposal revision Directive 96/98 on marine equipment
- Commission proposal for the multiannual financing of EMSA anti-pollution measures
- Revision of Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships
- Revision of Regulation 2099/2002 establishing a Committee on Safe Seas and the prevention of Pollution from Ship (COSS)
- Commission proposal revising Directive 2009/45 on passenger ship safety
- Commission proposal revising Directive 2000/59 on port reception facilities
- Commission proposal for a Council decision following Art 218 (6) TFEU concerning a mandatory IMO instrument on fishing vessel safety
- Commission proposal for a Council decision following Art 218 (9) TFEU concerning the application of the IMO code on Recognised Organisations
- Commission proposals for Council decisions following Art 218 (9) TFEU concerning IMO instruments impacting on EU law in the field of maritime safety and air and water pollution from ships
- Final (second-reading) agreement on the tachograph proposal
- Negotiations on revision of air safety aircrew fatigue legislation
- Negotiations on Revision of the occurrence reporting in civil aviation legislation

Main expenditure –related outputs:

Number of aviation security inspections planned in 2013: 39

Number of maritime security inspections planned in 2013: 16

European Railway Agency budget for 2013: €25.7 million in commitment appropriations

- Production of recommendations on technical specifications for interoperability (basis for TSIs adopted by the Commission in accordance with Directive 2008/57/EC)
- Production of common safety methods, targets and indicators (in accordance with Directive 2004/49/EC)
- Production of technical opinions regarding, inter alia, national technical or safety rules and refusals by National Safety Authorities to authorise placing railway sub-systems or vehicles in service
- Development and maintenance of registers related to railway interoperability and safety
- Maintenance and development of ETCS Baseline 3 specification and GSM-R specification (as System Authority for ERTMS)
- Management and development of IT database for cross-acceptance of rolling stock, including ensuring its link with the Commission's Notif-IT database and update of relevant rules
- Production of draft assessment scheme for the accreditation of training centres and examiners
- Assisting the Commission in checking the transposition of the interoperability and safety legal framework
- Performing cross-audits of NSAs (together with NSAs)

European Maritime Safety Agency budget for 2013: € 57,4 million in commitment appropriations

- Around 80 technical inspections in the Member States and in third countries as per the 2013 EMSA WP. Completion of 2 horizontal analysis of inspection reports in Member States in the following areas: STCW and VTMS and generalisation of "end-of-cycle" reports of Class inspections
- Stand by capacity of pollution response vessels: 17
- SafeSeaNet: vessel traffic monitoring and information system set up under Directive 2002/59/EC. Under this system, relevant information on vessels, and their cargo are collected and shared under appropriate safeguards with the recipients (national administrations, port authorities) who are entitled to receive such information. About 5 million position reports (AIS) and 10.000 notifications (ship calls, dangerous goods on board and incidents are exchanged daily through SSN. EMSA to achieve further integration of LRIT into SafeSeaNet, and to facilitate implementation of reporting formalities Directive
- CleanSeaNet, a service of analysing satellite images for monitoring sea pollution, to be further enhanced in 2013 with the acquisition of further satellite sensors
- Developing an integrated approach to maritime traffic data with the completion by EMSA of the Integrated Maritime Data Environment (IMDatE) in 2013

European Aviation Safety Agency budget for 2013 : €162.4 million in commitment appropriations:

- Issuing of Certificates and Approvals on initial and continuing airworthiness
- Implementation of Standardisation Programme (Inspections) across EU and neighboured countries
- Planning and Implementation of Rulemaking Programme
- Assisting the Commission with the elaboration and revision of EU legislative acts (for 2013, revision of Regulation 736/2006 and Regulation 593/2007, and development of a new Regulation for Third Country Operator (TCO) authorisations)
- Cooperation with Third Countries and ICAO on Safety Matters

Specific objective 3: Promote quality transport services and working conditions

Linked to general objective "Efficient transport"

Result Indicator	Latest known result	Target (mid-term result)
Level of public awareness about passenger rights (Results of the 2010/2011 information campaign on passenger rights, launch of smartphone application on air and rail passenger rights in June 2012, cooperation with Europe Direct Contact Centres, Network of National Enforcement Bodies, European Contact Centres) (MOVE.D4)	<p>August 2011 – September 2012 more than 8700 inquiries on air passenger rights, ca. 330 inquiries on rail passenger rights handled by EDCC (Europe Direct Contact Centre).</p> <p>In 2011, ca. 192 inquiries handled by MOVE D4 in all modes of transport. In 2012, ca. 69 inquiries handled by MOVE D4 in all modes of transport until mid-November 2012</p> <p>More than 72,600 downloads of smartphone app between June and November 2012.</p> <p>31/12/2010: ca. 14.500 inquiries on APR handled by COM and EDCC June 2010 up to now: ca. 500 inquiries on RPR handled by EDCC 31/12/2009: ca. 33.000 inquiries handled by the NEB network</p>	Sustained increase taking into consideration the effects of raising awareness, which will lead to a reduction in inquiries, complaints and downloads.
Social conditions for seafarers. Number of deficiencies related to social conditions in Port State Control inspections (Source: Paris MoU) (MOVE.D2)	<p>2011: 7593 deficiencies (according to NIR)</p> <p>2010: 7,223 deficiencies (corresponds to 10327 calculated by the NIR method)</p>	Decrease by 5% NEW target under NIR and following the entry into force of the MLC (Maritime Labour Convention) - 8500
Main policy outputs Please update		
<ul style="list-style-type: none"> - Agreement on the Commission proposals for the enforcement of the Maritime Labour Convention (MLC) - Revision of air passenger rights and air carrier liability legislation - Communication on passenger protection against the consequences of airlines insolvencies - Report on the application of directive 2009/12 on airport charges - Report on the application of Regulation 1371/2007 on rail passenger rights and obligations including a report on setting a minimum amount of insurance for railway undertaking - Launch of an EU-wide information campaign to raise passengers' awareness about their rights in all modes of transport (2013-2014) - Staff working document on mobility continuity plans in case of major disruptions - Study on jobs and working conditions across all modes of transport 		
Main expenditure –related outputs:		
N/A		

Specific objective 4: Make greater use of low-carbon transport modes and promote multi-modality (linked to general objective "Efficient transport")		
Result Indicator	Latest known result	Target (mid-term result)
Competitiveness of low-carbon modes in relation to other modes of transport (as defined in Harmonised Index of Consumer prices for different transport modes Eurostat – index number 2005=100). (MOVE.A3)	<p>31/12/2011: Personal trsp : 129,2; Aviation : 120,3; Bus and coach : 125,8; Railway : 128,6; Maritime and IWW: 140,3</p> <p>31/12/2010: Personal trsp : 119,2 Aviation : 112,2 Bus and coach : 121,0 Railway : 123,9 Maritime and IWW: 128,9</p> <p>31/12/2009: Personal trsp : 109,9 Aviation : 110,0 Bus and coach : 117,9 Railway : 118,0 Maritime and IWW: 128,0</p>	Low-carbon modes should become more competitive compared to other modes
Marco Polo programme indicator : Billions of tonne-kilometres shifted off the road (source: estimations from the proposals to be financed unless stated otherwise; figures are subject to change during the programme implementation stage as some beneficiaries might withdraw or have to adjust figures for foreseen modal shift; Only finally achieved tonnes-km shifted will be financed) (MOVE.D1)	<p>The 2012 call: the data will be available in early 2013</p> <p>2011 call: 13,7 billion currently foreseen by selected projects</p> <p>2010 call; estimation on 07/09/2011: 13,85 billion</p> <p>2009 call; estimation on 20/11/2009: 17,8 billion). New rules for participation since 2009</p> <p>2008 call: estimation on 30/10/2008: 17,2 billion</p> <p>2007 call; estimation on 31/03/2008: 23,6 billion)</p> <p>2003-2006: Marco Polo I: modal shift achieved: 22,1 billion tkm (data from finished projects).</p>	<p>Marco Polo II (2007-2013) : a substantial part of 20.5 billion tkm shifted annually</p> <p>Marco Polo I (2003-2006) : 48 billion tkm shifted in total</p>
Share of rail, inland navigation, short sea shipping in the total freight transport within EU (percentage calculated on total tkm, Eurostat and DG MOVE) (MOVE. A3)	<p>31/12/2009: 50,0% (Rail : 10,0%, Inland waterways : 3,3% and short sea shipping : 36,8%)</p> <p>31/12/2008: 50,9% (Rail : 10,8%, Inland waterways : 3,5% and short sea shipping : 36,6%)</p> <p>31/12/2007: 51,0% (Rail: 10.9%, Inland waterways: 3,5 %, Short-sea shipping 36.7%)</p> <p>31/12/2000: 52,9% (Rail: 11,5%, Inland waterways: 3.8 %, Short-sea shipping 37,5%)</p>	Increase driven by the goal of reducing the modal share of road freight over 300 km (in total freight transport over 300 km) by 4 percentage points in 2030 and 9 percentage points in 2050 (relative to the 2005 shares)
Progress of the European Electronic Tolling System (EETS) : a. % of tolled traffic using electronic tolling services b. number of registered / potential EETS providers (MOVE. D3)	<p>a. data for 2012 should be available in 2013</p> <p>b. 0 / 10 in late 2012</p>	<p>a. 50% of traffic using tolled roads should use e-tolls by the end of 2012 and 90% by the end of 2020</p> <p>b. at least 2 EETS providers registered by the end of 2014</p>

Main policy outputs

- Follow-up of the Communication on an Alternative Fuel Strategy (Clean Power for Transport Package)
- Follow-up of the inter-institutional process for adoption of the proposal of Directive on alternative fuel infrastructure.
- Follow-up of the Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean and energy-efficient road transport vehicles
- Report to the EP and to the Council on the monitoring of the Clean Vehicles Directive 2009/33/EC
- Follow-up of the inter-institutional process for adoption of the proposal on weights and dimensions for heavy goods vehicles (which allows among others the use of aerodynamic devices and the introduction of more aerodynamic cabins)
- Communication on results delivered by Marco Polo and on a Marco Polo follow-up

Main expenditure –related outputs:

Draft Marco Polo II budget for 2013: €63.5 million in commitment appropriations. The output objective as established in the Marco Polo II Regulation is to achieve a modal shift of a substantial part of 20.5 billion tkm for 2013.

Management of the LNG Blue Corridors project:- FP7 project aiming at promoting the market development of LNG trucks.

Launching of call and follow-up of the second Monitoring report of the Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (Article 10 of the Directive) - € 155,000

4.2. Research and innovation activities related to transport

The progressive integration and liberalisation of the national transport market has led to the need for new, European systems for transport management, navigation, traveller services and freight logistics. In addition, there are specific needs for technology, service and management innovation in the railway and urban mobility sectors. Achieving the expected results will dramatically reduce Europe's dependence on imported oil, improve the environment, reduce accidents and cut greenhouse gas emissions in transport by 60% by 2050 compared to 1990.

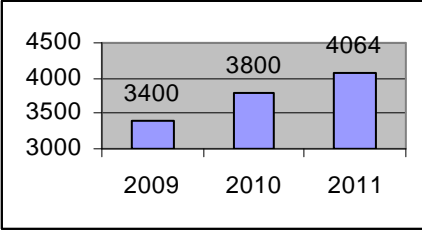
To meet these ambitious objectives, the contribution from research, innovation and large-scale deployment of new transport products and services will be crucial. Initiatives will be undertaken in parallel on two fronts.

1. DG MOVE will, in the framework of its Strategic Transport Technology Plan, continue to strengthen links between EU transport policy on the one side, and transport research, innovation and deployment on the other. This process will take a long term perspective where the full innovation cycle will be addressed. During 2013, the Commission will work with stakeholders on the development of common European transport research and innovation roadmaps for key fields, new industrial initiatives will be proposed. The roadmaps will include milestones, financial implications and management and monitoring details. The benefits are better use of resources and reduced lead-times to market introduction.

2. In cases of clear EU added value, DG MOVE will continue to invest EU financial resources in transport research, innovation and deployment. Transport research under Horizon 2020 will have to be prepared. When duly justified, other instruments might be used as well – in particular to facilitate deployment. The focus of the interventions will be on optimising the performance and efficiency of the transport system, increasing safety, achieving modal shift, and improving transport and mobility in urban areas. In 2013, the EIP on smart cities should be launched. In the 2013 call particular attention, has been given to the safety, competitiveness and resource efficiency of our waterborne transport, and to the exploitation promotion of urban mobility and transport innovation notably by the capitalisation of CIVITAS knowledge and experience, and the demonstration of electric buses as urban public transport in the context of the European Green Car Initiative. Taking particularly into consideration this last activity, a significant part of the resources will be devoted to demonstration and market take up initiatives. This will not only bring benefits to transport policy, but also increase the long term competitiveness and sustainability of the European industry.

Specific objective 5: To better use existing and to develop new tools for smart mobility

(linked to general objective "Green transport")

Result Indicator	Latest known result	Target (mid-term result)								
<p>Progress of the SESAR (Single European Sky - Air Traffic Management Research) project:</p> <ul style="list-style-type: none"> - Capacity of ATM systems - ATM cost - ATM safety - Environmental impact per flight (MOVE E.2) 	<p>SESAR definition phase: completed</p> <p>SESAR development phase: on-going</p> <ul style="list-style-type: none"> - 2011 SESAR JU delivered results of first validation exercises - European ATM Master plan updated in October 2012 <p>31/12/2009: ATM cost of €800 per flight in 2008 - 3 major ATM accidents since 2000 - Environmental impact of aviation estimated at 2% of global CO2 emissions).</p>	<p>By 2025, development and deployment of a new generation ATM system allowing to:</p> <ul style="list-style-type: none"> Triple capacity of existing air traffic management system; reduce costs by 50%; increase safety by factor of 10; reduce environmental impact per flight by 10% <p>31/12/2016 Complete development activities in the current work programme of the SESAR JU, Continue coordinated ATM research and innovation.</p> <p>31/12/2025: Coordinated synchronised deployment of SESAR technologies and procedures</p>								
<p>Kilometres of roads covered by (real-time) Traffic Information Services or equipped for (dynamic) Traffic Management, including speed related ITS services (Variable Message Signs or equivalent means) (Source: TEN-T EasyWay II project) (MOVE.C.3)</p>	<p>30/11/2012 :</p> <ul style="list-style-type: none"> - 15.500 km equipped with VMS (lane control & info/warning/ rerouting) - 200.000 km covered by Traffic Info Services, of which 25.500 km equipped with Travel Time Forecast systems - Overall 250.000 km of roads equipped with ITS Services <p>31/12/2009:</p> <ul style="list-style-type: none"> - 10000 km equipped with VMS (Info/warning/rerouting) & lane control (speed) - Over 15000 km equipped with on-trip Info services of which 800 km with travel time forecast systems (provisional figures - official MS figures as from 2011 in the framework of ITS Directive). <p>31/12/2008: ITS equipped km of road : 7800 km - ITS fixed stations (on TEN-T road network) : 8500</p>	<p>Yearly increase by 10%</p> <p>Reference year : 2012</p>								
<p>Km of lines in service equipped with the European Railway Traffic Management System (ERTMS) (MOVE B.2)</p>	<p>31/12/2011: 4064 31/12/2010: 3800 31/12/2009: 3400</p>  <table border="1"> <caption>ERTMS Equipped Lines (km)</caption> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>2009</td> <td>3400</td> </tr> <tr> <td>2010</td> <td>3800</td> </tr> <tr> <td>2011</td> <td>4064</td> </tr> </tbody> </table>	Year	Value	2009	3400	2010	3800	2011	4064	<p>12.000 by 2015 30.000 by 2020</p>
Year	Value									
2009	3400									
2010	3800									
2011	4064									
<p>Implementing RIS (River Information Services) (source : PLATINA 7RFP research project) (MOVE.B3)</p>	<p>12/2012: 8900 km of class Va+ waterways equipped with ENC's (Electronic navigation charts)</p> <p>12/2012: 4300 km of class Va+ waterways equipped with shore based inland AIS infrastructure</p> <p>12/2012: 11500 vessels equipped with AIS transponders</p> <p>12/2012: Electronic Reporting operational on the Rhine; in other regions still in the starting phase</p>	<p>2015 full coverage with ENC for Class Va+ waterways (10500km)</p> <p>2020: full coverage of class Va+ waterways equipped with shore based inland AIS infrastructure (10500km)</p> <p>2015: all commercial vessels equipped with inland AIS (app. 12000vessels)</p> <p>Electronic reporting fully operational in 2015 for BtA and AtA communication</p>								
<p>Main policy outputs</p>										
<ul style="list-style-type: none"> - Revision of the regulation establishing the SESAR Joint Undertaking (extension of mandate) - Commission implementing Regulation on the governance and incentive mechanisms for SESAR deployment 										

- Commission implementing Regulation on the first common project (SESAR)
- Publication of transport research and innovation roadmaps for key fields and proposals for extension as well as new innovation and industrial initiatives.
- Adoption of a number of specifications on the basis of the Directive 2010/40/EU, such as minimum universal traffic information, information services for safe and secure parking places, reservation systems for safe and secure parking for trucks and commercial vehicles, EU-wide real-time traffic information services (under Directive 2010/40/EU)
- Communication on Multimodal Travel Planning and Transport Information Services, including a possible Legislative Proposal on Open Data Access in Transport
- Streamlined/revised ITS Action Plan
- ITS Deployment Guidelines (from EasyWay II)
- Report on a framework for research and innovation deployment for inland navigation
- Implementing a harmonised computerised information and reservation system for rail transport (CIRSRT)

Main expenditure –related outputs:

- Preparation for the validation and deployment of the SESAR air traffic management system (€60 million R&I funding in 2013)
- Implementation of policy-related transport research and innovation activities (FP7 call 2013 with (anticipated?) budget of €25 million R&I funding)
- Implementation of a comprehensive Transport Research & Innovation Portal(€3 million R&I funding 2011 – 2014)
- RIS (River Information Policies) policy evaluation started in November 2012 for which the results are expected towards end of 2013.
- Evaluation of the ITS action plan is ongoing.

Specific objective 6: Promote a modern urban mobility		
(linked to general objective "Green transport")		
Result Indicator	Latest known result	Target (mid-term result)
Traffic fatalities in urban areas (Source : European Road Safety Observatory) (MOVE.C1)	12.000 in EU-19 (2010)	Reduction 25% by 2015 and 50% by 2020 (compared to 2010),
Number of cities that are members of the CIVITAS forum (Source : CIVITAS initiative) (MOVE.C1)	212 in 2012	250-270 by 2015
Main policy outputs		
<ul style="list-style-type: none"> - Communication on Urban Mobility policy – supporting cities to improve urban accessibility and contribute to European policy implementation. (initiatives 31,32,33 of TWP), including the review of the Action Plan on Urban Mobility - EU framework for Sustainable Urban Mobility Plans (initiative 31 TWP) - Inventory of measures for internalising external costs in all modes of transport - Set up of a governance structure and preparation of an Implementation Plan for the Smart Cities EIP (together with DG ENER and DG CNECT) - Guidelines on Urban ITS for local authorities on traffic management, in-city (multimodal) travel planning and integrated ticketing 		
Main expenditure –related outputs:		
<ul style="list-style-type: none"> - Management of Green eMotion project: FP7 project aiming at promoting electro-mobility and enable its mass deployment in Europe (EC contribution of € 24.2 million) - Management of the Urban Electric Freight Vehicles project: FP7 project aiming at promoting the use of electric vehicles for urban freight distribution. - CIVITAS PLUS II (three contracts for an EC contribution of 17.3 M€: FP7 projects aiming at promoting sustainable urban mobility in EU . Evaluation of proposals further to the FP7 Call TRANSPORT-2013-MOVE-1:Capitalising CIVITAS knowledge and experience - Launching of call and follow-up of the Technical support for the promotion of sustainable urban mobility in third countries. (€ 259,710) - Evaluation of proposals further to the FP7 Call TRANSPORT-2013-MOVE-1: Demonstration of electric buses as urban public transport - Green Car Initiative (€ 13,500,000) - Urban ITS – continuation of Expert Group (250 K€) 		

4.3. Trans-European Networks

The Trans-European Networks (TEN) constitute a major element for economic growth and job creation in Europe. TENs facilitate the mobility of persons, goods and services and thus to the establishment of the internal market. They play a major role for territorial, economic and social cohesion of the Union. The importance of the rapid implementation of strategic projects with high European added value to address critical bottlenecks and ensure effective access to the single market and international markets has been confirmed in the 2020 strategy.

In 2012 the Commission's efforts focused on ensuring EU funding for the 30 Priority Projects of European interest and reinforcing the coordination between the EU and Member States actions. To this end, a major call for proposal was launched on 23 November 2012 totalling over 1 bn €.

Investing in "intelligent infrastructure solutions" will be an important focus during the next budgetary framework. In doing so, the proposals for new TEN-T guidelines and the Connecting Europe Facility (Transport infrastructure must provide an adequate base with opening opportunities for future development, in particular by overcoming missing links and creating interconnections between all transport modes) have been discussed during 2012 by the Council and by the European Parliament.

The new approach will be based on two layers: the Core and the Comprehensive Networks. The proposed strategic Core Network will include the main nodes for passengers and freight, including capital and other important cities and agglomerations together with their associated airports as well as economic and industrial centres. The main European ports will become key entry points into the network. The Core Network will, thus, provide a coherent, multimodal network connected with the neighbourhood. Full interoperability, e.g. through the implementation of ERTMS, will be mandatory within it. Additionally, a wider Comprehensive Network which is the basic multimodal layer will feed into the Core Network and will be jointly developed with Member States.

On 22 March 2012, a General Approach was reached in the Council which preserved the methodology for defining the Core Network and which followed the approach of the proposal, preserving the definition of high standards for interoperability and intermodality. Meanwhile, the European Parliament engaged in its first reading and the vote in the Committee took place on 18 December 2012.

Specific objective 7: To prepare and implement the core transport network by 2030

Linked to general objective "Trans-European Networks"

Result Indicator	Latest known result	Target (mid-term result)
Completion rate of the core network Implementation of the 30 Priority Projects (PP) (MOVE.B.1)	31/12/2012: unchanged 31/12/2011: unchanged (please see table 1 below) 31/12/2010: 5 priority projects operational (5, 9, 10, 11, 14) 31/12/2009: 5 priority projects operational (5, 9, 10, 11, 14) 31/12/2008: 4 operational (5, 9, 10, 11); 3 in study phase (20, 29, 30); all others either in construction or in mixed study and construction phase. 31/12/2007: 4 operational (5, 9, 10, 11); 6 in study phase (16, 20, 21, 27, 29, 30); all others in construction	31/12/2013: 7 priority projects operational (1, 2, 5, 9, 10, 11, 14)
Number of ports connected to the railway network (out of a total of 82 ports) (MOVE.B.1)	27	41 by 2017
Number of airports connected to the railway network (out of a total of 37 airports) (MOVE.B.1)	13 (full integration of Brussels Zaventem airport)	18 by 2017
Number of new and improved cross-border connections as from 2011 (source:) (MOVE.B.1)	1. AT – HU (fundamental remodelling of infrastructure in Austria allowing continuous traffic through Vienna cross-border to Hungary); 2. ES – FR (provisional services; official opening arch 2013)	6 by 2017
Removed bottlenecks on transport routes as from 2011 (MOVE.B.1)	Wörgl – Baumkirchen (Unterinntal; TEN-T PP 1)	5 by 2017

Main policy outputs

- Adoption of the revision of TEN-T Guidelines and on the Connecting Europe Facility Regulation. After reaching a General Approach in Council in March 2012 for TEN-T, a Partial General Approach in June 2012 for CEF and vote in the responsible Committee in the European Parliament in December 2012, an agreement between institutions on the proposals should be reached in 2013.
- Interpretive guidelines on Core Network Corridors TEN-T (Communication)
- Prepare calls for CEF/TENT-T work programme (2014-2020)
- Prepare nomination of new coordinators (2014-2020)

Main expenditure –related outputs:

TEN-T Programme:

Financial support for selected projects under the 2007-2013 Multi-Annual Work Programme and the 2012 Annual Work Programmes to be confirmed through individual financing decisions and effectively monitored and managed in 2013.

2013 Budget:

Commitment credits:

€1.410 million of which will be allocated to the financial instruments: €100 million for the Project Bonds Initiative, €45 million for Loan Guarantee Instrument and €1 million for European PPP Expertise Centre (EPEC).

Remaining amount will be allocated to the instalments of the MAP 2007-2013. There will in principle be no new calls for this programming period. The last important one took place in 2012 (MAP projects). Through a few amendments of existing Decisions (reducing the foreseen financial contribution) a supplementary amount of €400 million might become available in 2013. If confirmed, this amount will be used to finance the 2012 MAP calls and if necessary an ultimate 2013 call will be launched.

Overall, as far as the priority projects and horizontal priorities are concerned, the multi-annual programme 2007 – 2013 allocated an initial amount of €5.7 billion to these projects. Through cancellations, adopted funding reductions and the closure of projects, this amount has been reduced to actual TEN-T funding of €5.1 billion. The different modes of transport are addressed in the following way: 75.3 % for the rail sector; 10.8% for the inland waterway sector; 5.2% for "multi-modal" projects (such as the fixed rail-road link over the Fehmarnbelt); 3.7 % for Galileo; 1.6 % for road projects; 3.0% for Motorways of the Sea projects, 0.2% for ITS and 0.1% for Airports.

€100 million to support coordinated, cross-border deployment of ITS (including EETS)

Payment Credits:

€708 Million (060303 Financial support for projects of common interest in the TEN-T network -without SESAR Joint Undertaking)

€10 million (060301 Completion of financial support for projects of common interest in the TEN-T network) – To be used for on-going projects.

Specific objective 8: To fund infrastructure smartly

Linked to general objective "Trans-European Networks"

Result Indicator	Latest known result	Target (mid-term result)
<p>EIB to deliver loans for TEN-T projects under the 2004-2013 "Growth Initiative Commitment" (MOVE.B.4)</p>	<p>31.12.2011: EIB has provided a total of €74.8 bn for TEN-T projects over the period 2004-2011 and signed an amount of €9.8 bn loans in 2011</p> <p>31.12. 2010: EIB has provided a total of €68.6 billion for TEN-T projects for the period 2004-2010.</p> <p>31.12.2009: EIB has provided a total of €60.6 billion for TEN-T projects for the period 2004-2009, with €13.9 billion in 2009.</p> <p>31/12/2008: € 46.7 billion to TEN-T projects between 2004-2008 with €12.6 billion in 2008</p>	<p>31/12/2013: €75 billion</p>
<p>Increased uptake of smart funding: number of deals (and volume of money invested) thanks to EU instruments (LGTT, Marguerite Fund) (source: EIB, EPEC, TENTec) (MOVE.B4)</p>	<p>30.11.2011:</p> <p>LGTT instrument has provided financing for 6 TEN-T investments amounting at 11.9 bn €, with the EU Contribution to the LGTT facility amounting at 47.5 M €.</p> <p>The EU Contribution to the LGTT facility is expected to increase up to 250 M € due to the modification in the risk-sharing mechanism towards a portfolio-first loss, following the entry into force of the Regulation N°670/2012 and the appropriate amendment to the LGTT Cooperation Agreement.</p> <p>Project Bonds Initiative has been established by Regulation N° 670/2012 and the cooperation agreement with the EIB entered into force on 7 November 2012. The Project Bonds Initiative aims at financing 200 M EUR worth investments in the transport sector form the TEN-T funds.</p> <p>European PPP Expertise Centre (EPEC) has provided expertise to the Commission and PPP units of the EU Member States in the establishment and management of the PPP. The grant of the EU to the European Investment Bank for the tasks of EPEC will amount at 1 M EUR in 2013.</p> <p>Marguerite Fund has signed 5 investments (4 in renewable energy field and one in TEN-T road infrastructure) for a total amount of capital commitments from the Fund of 144 M EUR, the total value of the investments amounting at 2.3 bn EUR.</p> <p>Project's pipeline has further 11 investments with an estimated value of capital commitments from the Fund of 655 M EUR (200 M EUR in transport and 455 M EUR in</p>	<ul style="list-style-type: none"> • Maximise by 2013 the amount of investments supported by the LGTT (500M €) out of which up to 200 M € can be redeployed for the pilot phase of the Project Bonds Initiative. • Marguerite Fund (80 M €) • Promote the establishment and the management of the Public-Private Partnerships across the EU Member States through the European PPP Expertise Centre (EPEC)

	energy/renewables projects). Better targeting of the existing Risk Sharing Facility established with the EIB and managed by DG RDT in view of supporting key flagship projects demonstrating innovation and R&D in the field of transport and making usage of the RSFF technical and financial advisory services for such projects.	
Increase in the external cost charging (compared to today's infrastructure charging) (MOVED3)	Mid-November 2012 all tolling arrangements in the European Union include only infrastructure charging but not external cost charging. Several countries are however envisaging introducing an external-cost charge in the near future.	To have by 2014/2015 at least one scheme charging external costs in the EU.
Main policy outputs		
<ul style="list-style-type: none"> - Initiative on fair and efficient road pricing (see also specific objective 1) - Through the innovative financing instruments, create additional market financing possibilities for investments in the field of the TEN-T projects, alongside traditional sources of financing such as grants and loans. - Promote establishment of the Public Private Partnerships across the PPP units of the EU Member States. 		
Main expenditure –related outputs:		
<p>The LGTT is an innovative loan guarantee instrument which facilitates larger participation of the private sector in the financing of Trans-European Transport Network infrastructure ("TEN-T"). Attracting private-sector funding in core European transport projects can be challenging due to the relatively high levels of revenue volatility in the projects' early operating stages. The LGTT partially covers this revenue risk and consequently improves the financial viability of those TEN-T projects.</p> <p>The PBI for the pilot phase was established by the Regulation of the European Parliament and the Council (EU) 670/2012 of 12 July 2012. This Regulation provides the legal basis for the Union contribution to the Project Bond Instrument, in which up to € 200 million can be used to finance transport projects, up to €20 million to finance ICT and broadband projects and up to €10 million to finance energy projects. The Project Bond instrument is a risk-sharing facility, in which the EU, represented by the Commission and the EIB share part of the risks underlying an investment. The objective of the Project Bond Initiative is to establish a complementary source of financing for infrastructure projects in addition to bank loans by facilitating the issuance of bonds on capital markets by project companies. The PBI will not replace traditional forms of financing or grants for infrastructure projects, but aims to increase the overall availability of financing for large-scale infrastructure projects in the three sectors of transport, energy, information and communication technologies (ICT) and broadband. The initiative will enhance the creditworthiness of projects through a subordinated facility provided by the European Investment Bank (EIB), which is supported by an EU budget contribution. Ultimately, the initiative aims to create a new asset class of infrastructure bonds.</p> <p>The Marguerite Fund has been established between the European Investment Bank, the Commission and other banks. It aims at pooling the capital from various sources and financing greenfield (new) investments in the sectors of renewable energy and TEN-T infrastructure investments.</p> <p>The innovative financing instruments established as risk-sharing facilities, or direct capital contribution to an investment fund, have helped financing of infrastructure projects across EU Member States, alongside traditional funding sources such as grants or loans. The EU budget contribution to these instruments has delivered a positive effect to attract other financing institutions.</p>		

Table 1: Level of investments in Trans-European Transport Networks by Priority Project B1 please update

* This table reflects the situation on 11/2012.

Number	Priority Project*	Total Cost (€ million)	Still to Invest	Planned Completion
COMPLETED				
2	High-speed railway axis Paris-Brussels-Köln-Amsterdam-London	16,776.32	0.00	2011
5	Betuwe line	4,705.93	0.00	2008
9	Railway axis Cork-Dublin-Belfast-Stranraer	595.00	0.00	2001
10	Malpensa	1,344.80	0.00	2004
11	Øresund fixed link	2,700.00	0.00	2000
14	West coast main line	10,882.74	0.00	2009
ONGOING				
1	Railway axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo	59,145.89	26,141.76	2025
3	High-speed railway axis of south-west Europe	46,578.82	22,683.57	2022
4	High-speed railway axis east	882.58	159.00	2020
6	Railway axis Lyon-Trieste-Divača-Ljubljana-Budapest-Ukrainian border	70,577.73	58,787.80	2025
7	Motorway axis Igoumenitsa/Patra-Athina-Sofia-Budapest	19,221.79	827.02	2020
8	Multimodal axis Portugal/Spain-rest of Europe	15,186.61	3,114.08	2020
12	Nordic triangle railway/road axis	13,836.05	5,131.78	2022
13	UK/Ireland/Benelux road axis	3,861.12	1,371.87	2015
16	Freight railway axis Sines-Madrid-Paris	8,697.79	7,892.61	2020
17	Railway axis Paris-Strasbourg-Stuttgart-Vienna-Bratislava	16,387.20	10,487.34	2020
18	Rhine-Meuse-Main-Danube inland waterway axis	2,374.03	1,696.83	2022
19	High-speed rail interoperability on the Iberian peninsula	41,025.98	21,776.48	2020
20	Fehmarn Belt railway axis	10,706.32	10,145.58	2021
22	Railway axis Athina-Sofia-Budapest-Vienna-Prague-Nürnberg/Dresden	13,212.75	7,998.74	2020
23	Railway axis Gdansk-Warszawa-Brno/Bratislava/Vienna	12,170.76	9,791.21	2020
24	Railway axis Lyon/Genova-Basel-Duisburg-Rotterdam/Antwerpen	24,922.38	22,112.58	2021
25	Motorway axis Gdansk-Brno/Bratislava-Vienna	8,544.78	4,333.62	2020
26	Railway/road axis Ireland/United Kingdom/continental Europe	8,030.91	2,790.21	2020
27	"Rail Baltica" axis Warsaw-Kaunas-Riga-Tallinn-Helsinki	1,206.25	441.01	2020

Number	Priority Project*	Total Cost (€ million)	Still to Invest	Planned Completion
28	"Eurocaprail" on the Brussels-Luxembourg-Strasbourg railway axis	1,346.27	651.94	2021
29	Railway axis of the Ionian/Adriatic intermodal corridor	4,166.35	4,084.55	2020
30	Inland waterway Seine-Scheldt	4,540.23	3,711.02	2017
TOTAL		423,627.38	226,130.60	

Table 2 : Transport Directives Compliance
(Only cases concerning lack of transposition or non conformity of the transposing measures)⁸

	Title of Directive	Non-communication		Transposition rate (%) (Number of MS not transposing)	Non-Conformity	
		Open Cases	Stage*		Open Cases	Stage*
Specific objectives	Council Directive 91/440/EEC of 29 July 1991 on the development of the Community's railways			100	24	7 LFN 2 CLFN 1 RO 1 CRO 13 Referrals
	Council Directive 95/18/EC of 19 June 1995 on the licensing of railway undertakings			100	17	2 CLFN 1 RO 1 CRO 13 Referrals
	Directive 2001/12/EC of the European Parliament and of the Council of 26 February 2001 amending Directive 1991/440/EEC on the development of the Community's railways			100	3	3 LFN
	Directive 2001/14/EC of the European Parliament and of the Council of 26 February 2001 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification			100	21	4 LFN 2 CLFN 1 RO 1 CRO 13 Referrals
	Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community	3	1 CLFN 1 RO 1 Referral	89 (3)		
	Commission Directive 2009/131/EC of 16 October 2009 amending Annex VII to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community	1	1 Referral	96 (1)		

⁸ Situation as of 8.11.2011

	Commission Directive 2011/18/EU of 1 March 2011 amending Annexes II, V and VI to Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community	3	2 RO 1 Referral	89 (3)		
	Directive 2010/40/EU of the European Parliament and of the Council of 7 July 2010 on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport	10	3 LFN 7 RO	63 (10)		
	Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports from Member States and repealing Directive 2002/6/EC	15	15 LFN	44 (15)		
	Directive 2009/12/EC of the European Parliament and of the Council of 11 March 2009 on airport charges	1	1 Referral	96 (1)		
SAFETY AND PASSENGER RIGHTS	Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security			100	2	2 LFN
	Directive 2004/49/EC of the European Parliament and of the Council of 29 April 2004 on safety on the Community's railways amending Council Directive 95/18/EC on the licensing railway undertakings and Directive 2001/14/EC on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification (Railway Safety Directive)			100	1	1 LFN
	Directive 2008/110/EC of the European Parliament and of the Council of 16 December 2008 amending Directive 2004/49/EC on safety on the Community's railways (Railway Safety Directive)	2	1 RO 1 Referral	93 (2)		
	Commission Directive 2009/149/EC of 27 November 2009 amending Directive 2004/49/EC of the European Parliament and of the Council as regards Common Safety Indicators and common methods to calculate accident costs	2	2 RO	93 (2)		
	Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences	4	1 LFN 2 RO 1 Referral	85 (4)		
	Directive 2010/35/EU of the European Parliament and of the Council of 16 June 2010 on transportable pressure equipment and repealing Council Directives 76/767/EEC, 84/525/EEC, 84/526/EEC, 84/527/EEC and 1999/36/EC	1	1 RO	96 (1)		
	Commission Directive 2010/47/EU of 5 July 2010 adapting to technical progress Directive 2000/30/EC of the European Parliament and of the Council on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Community	11	11 LFN	59 (11)		

Commission Directive 2010/48/EU of 5 July 2010 adapting to technical progress Directive 2009/40/EC of the European Parliament and of the Council on roadworthiness tests for motor vehicles and their trailers	9	9 LFN	67 (9)		
Commission Directive 2010/61/EU of 2 September 2010 adapting for the first time the Annexes to Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to scientific and technical progress	1	1 RO	96 (1)		
Commission Directive 2011/94/EU of 28 November 2011 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licenses	11	11 LFN	59 (11)		
Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control	2	1 LFN 1 RO	93 (2)		
Directive 2009/17/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system	3	3 RO	89 (3)		
Directive 2009/18/EC of the European Parliament and of the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council	2	1 LFN 1 RO	93 (2)		
Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims					
Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements	6	4 LFN 2 RO	78 (6)		
Commission Directive 2010/36/EU of 1 June 2010 amending Directive 2009/45/EC of the European Parliament and of the Council on safety rules and standards for passenger ships	1	1 RO	96 (1)		
Commission Directive 2011/15/EU of 23 February 2011 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system	5	5 LFN	81 (5)		
Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities			100	5	5 RO

* LFN – Letter of formal notice, RO – Reasoned Opinion, CLFN – Complementary Letter of formal notice, CRO – Complementary Reasoned Opinion

