



OBSERVING PARTICIPANTS - INITIAL REPORT ON THE TRANSPOSITION OF THE EU ACQUIS

TRANSPORT COMMUNITY PERMANENT SECRETARIAT

DECEMBER 2023

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1. Background/Summary

Following the Presidency Conclusions of the Ministerial Council of the Transport Community of 15 November 2022 and the endorsed Joint Statement from the Contracting Parties of the Transport Community Treaty and the Ministers in charge of Transport from **Ukraine, Georgia and the Republic of Moldova** on cooperation for the development of the transport sectors, Transport Community Permanent Secretariat started facilitating closer cooperation between the Transport Community and Ukraine, Georgia and the Republic of Moldova. The aim of this cooperation is to establish and regularly maintain a continuous working relationship with Observing Participants at the technical and at the political level.

In December 2022, a grant application was submitted by Transport Community Permanent Secretariat to the European Commission (DG NEAR) on conducting preparatory activities to support the progressive involvement of Georgia, the Republic of Moldova and Ukraine in the activities of the Transport Community. Grant agreement was signed on December 23, financed under the Neighbourhood, Development, and International Cooperation Instrument-Global Europe.

During the period January - December 2023 observing participants were engaged and attended on 50 events/meetings/workshops organised by the Transport Community Secretariat. Around 130 participants from Ukraine, Georgia and Republic of Moldova and attended events/meetings/workshops in-person and/or online.

Highlight of 2023 was the drafting of the five action plans for three observing participants, this task was a joint task between the TCT Secretariat experts and the representatives from three observing participants. In that regard TCT Secretariat organised workshops during April/Maj 2023, objective of which was to present drafted action plans on: Rail, Road, Road Safety, Transport Facilitation, and Waterborne transport as well as agreeing on step forward and timelines defined within each action plan. Moreover, at the workshops representatives of three observing participants were presented with other strategic documents under the domain of the TCT Secretariat, including the ANNEX I of the TCT.

The above-mentioned action plans were discussed on regular basis with observing participants at the occasion of the technical meetings held during 2023. Due to good communication channels held between the TCT Secretariat and the observing participants, the TCT Secretariat with their support managed to draft this light report that includes the table of the alignment/transposition of the transport acquis, deriving from the ANNEX I of the TCT.

Overall attendance, efforts, and engagement by the representatives of the observing participants at the TCT Secretariat activities is promising.

2. Rail

Rail Acquis priorities various aspects, with its primary objective being the opening of the railway market. This initiative will introduce fresh opportunities for railway undertakings and infrastructure managers.

The main goals shall be divided into six chapters: Market Opening, Passenger Rights, Governance, Interoperability, Border Crossing Agreements, and Modernisation of Infrastructure. This compilation encompasses a combination of legislative measures and practical initiatives. The prerequisite for more effectively utilising funds for new infrastructure and maintenance lies in the transposition and further implementation of the EU Rail Acquis outlined in Annex I.2 of TCT.

2.1 Georgia¹

In Georgia, the institutional framework for the railway sector comprises the Ministry of Economy and Sustainable Development and Georgian Railways. The regulatory landscape is governed by the Railway Code, established in 2002. Currently, the rail services market lacks competition, remaining closed, and there is no overseeing Regulatory Body. Additionally, there is a notable absence of clear separation between rail infrastructure management and rail transport services operation. Safety responsibilities solely rest with the incumbent rail company, JSC Georgian Railways.

JSC "Georgian Railways" is the sole railway operator in Georgia, fully owned by the Government of Georgia/Ministry of Economy and Sustainable Development. This company operates as a vertically integrated entity with a deregulated tariff policy, allowing railways to determine tariffs independently as per the Railway Code. Internally, JSC "Georgian Railways" is divided into three main business units: Freight Transport, Passenger Transport, and Infrastructure.

As of May 31, 2023, Georgia has initiated amendments to the Railway Code with the specific objective of aligning its railway legislation with the EU Rail Acquis, focusing on Directives 2004/49/EC, 2007/59/EC, and 2008/68/EC. This indicates a proactive step towards harmonizing Georgian railway regulations with European standards. Looking at the Association Agreement, the following priorities in the rail sector are clearly indicated:

- (EU) 2007/1371 Regulation on "Rail passengers' rights and obligations" – transposed.
- (EU) 1370/2007 Regulation on "Public Passenger Transport services by rail and by road" – transposed.
- (EU) 913/2010 Regulation on "European rail network for competitive freight" - to be transposed.
- 2008/68/EC Directive on "Inland transport of dangerous goods" - to be transposed.
- 2007/59/EC Directive on "Certification of train drivers operating locomotives and trains on the railway system in the Community" - to be transposed.
- 2008/57/EC Directive on "Interoperability of the rail system within the Community" - to be transposed.
- 2004/49/EC Directive on "Safety on the Community's Railways" - to be transposed.

¹ Data from the following document was used: "COMMISSION STAFF WORKING DOCUMENT, February, 2023, Analytical Report following the Communication from the Commission to the European Parliament, the European Council and the Council Commission Opinion on the Republic of Georgia's application for membership of the European Union"

- 2012/34/EU Directive on “Establishing a single European railway area” (articles 1-9; 16-57) – to be transposed.

Presently, the rail sector in Georgia lacks independent safety oversight, with the Technical Specifications for Interoperability (TSIs) not yet implemented. Notably, there is no independent National Safety Authority (NSA) or a National Investigative Body (NIB). The responsibilities of these oversight functions are currently handled by the incumbent national rail company, JSC Georgian Railway, and its respective departments.

The Law on the Management and Regulation of the Transport Sector outlines organisational principles, legal foundations, state policy, and technical regulation bodies within the sector. However, there is a notable absence of a key strategic document at the horizontal level. The National Transport and Logistics Strategy, crucial for transforming Georgia into a prominent regional transport and logistics hub, particularly as a component of the middle corridor, is currently missing.

While representatives of Georgia actively participated in the majority of TCT meetings in 2023, there remains plenty room for enhancing cooperation with them. This suggests ongoing opportunities for increased collaboration and engagement in future Transport Community activities.

2.2 Republic of Moldova²

The Railway Transport Code (no 19/2022) focuses on key aspects of the railway market structure in alignment with the Directive establishing the Single European Rail Area. This encompasses the separation of infrastructure management and operations, the segregation of accounts, and the opening of the market (scheduled from August 2024). The code incorporates advanced-level EU requirements and partially transposes these regulations into the national context:

- Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European rail area (revision) (Text with EEA relevance), published in the Official Journal of the European Union L 343 of 14 December 2012, as last amended by Commission Delegated Decision (EU) 2017/2075 of 4 September 2017
- Directive 2016/798/EU of the European Parliament and the Council of 11 May 2016 on rail safety (revision) (Text with EEA relevance), published in the Official Journal of the European Union L 138 of 26 May 2016
- Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the rail system in the Community, published in the Official Journal of the European Union L 315 of 3 December 2007, as last amended by Commission Directive (EU) 2016/882 of 1 June 2016
- (EU) 2007/1371 Regulation on “Rail passengers’ rights and obligations”
- (EU) 1370/2007 Regulation on “Public Passenger Transport services by rail and by road”

Currently, there are no existing regulations governing interoperability, rail safety, or the licensing and certification of train drivers. However, numerous aspects of rail safety outlined in the Fourth Railway Package's technical pillar, such as safety management systems, safety responsibilities of railway

² Data from the following document was used: “COMMISSION STAFF WORKING DOCUMENT, February, 2023, Analytical Report following the Communication from the Commission to the European Parliament, the European Council and the Council Commission Opinion on the Republic of Moldova’s application for membership of the European Union

companies and infrastructure managers, and the Certification of Train Drivers Directive, are being integrated into the recently adopted Railway Transport Code, set to take effect in 2024. It's important to highlight that, despite the difference in track gauge in the Moldovan railway network, EU authorities consider the EU technical acquis applicable. This is because the 1520 mm track gauge rail system has been incorporated into EU regulations since 2015.

The present institutional framework in the rail sector doesn't align with EU regulations, but the forthcoming implementation of the Railway Transport Code in 2024 will establish a new Railway Authority. This authority will regulate the rail market and oversee rail safety, functioning as a railway safety authority with regulatory powers. It will issue permits for rail transport, safety permits, safety certificates, and train driver's licenses. This development aims to create a robust institutional framework, harmonize interoperability requirements, and delineate safety responsibilities across the rail sector, fostering market openness and healthy competition.

While Moldovan representatives actively participated in the majority of TCT meetings (mostly online) in 2023, there is still considerable room for enhancing cooperation with them.

2.3 Ukraine³

In 2018, Ukraine approved its National Transport Strategy, and in 2021, an Action Plan was endorsed to implement this strategy, scheduled to run until 2030. This comprehensive strategy covers all modes of transport and aims to establish an environmentally friendly and efficient transportation system that seamlessly integrates with European Union (EU) transport networks.

However, the railway sector in Ukraine encounters specific challenges. Notably, there is a lack of separation between the management of rail infrastructure and the provision of rail services, and competition within the rail market is non-existent. Ukrainian Railways (JSC Ukrzaliznytsia), the sole integrated railway company, is responsible for both infrastructure management and the operation of passenger and freight rail services. Additionally, there is currently no distinct separation of accounting between these different entities. While Ukraine has partially adopted some technical regulations from the EU in rail transport, especially concerning safety management systems, the full implementation of most EU rail regulations is expected with the enactment of a new law on rail transport. The financial circumstances of Ukrainian Railways, already fragile before the outbreak of conflict, has further deteriorated the rail sector and its infrastructure. Moreover, there is no independent regulatory body, national safety authority, or accident investigation agency currently in place. Safety-related responsibilities are presently handled by the incumbent national rail company, JSC Ukrainian Railways, and its respective departments.

³ Data from the following document was used: "COMMISSION STAFF WORKING DOCUMENT, February, 2023, Analytical Report following the Communication from the Commission to the European Parliament, the European Council and the Council Commission Opinion on the Republic of Ukraine's application for membership of the European Union

3. Road

3.1 Georgia

Georgia have signed with the EU the **Association Agreement**⁴ that sets requirements and priorities for the transport sector. Under the respective Association Agreements priority EU road transport legislation is included with the respective transposition timeframe, as per the following headings:

- Technical conditions
- Safety conditions
- Social conditions
- Fiscal conditions (road charges for heavy vehicles)

Georgia's implementation of the EU acquis is documented in the EU's 'Association Implementation Reports' issued annually since 2016. According to the Commission Staff Working Document of 1 February 2023, the Analytical Report following the Communication from the Commission to the European Parliament, the European Council and the Council Commission Opinion on Georgia's application for membership of the European Union related to Chapter 14 Transport stated that Georgia has some level of preparation in the area of transport policy. The country needs to further align with and implement transport acquis in all sectors and at all levels of government.

It is worth noting that Annex I.3 Road Transport of the Transport Community Treaty, consist of a more extended list of EU acquis governing road transport.

Road transport field is regulated by "Law on road transport". The main competences in the transport sector are exercised at state level. Tasks are performed by the Ministry of Economy and Sustainable Development. The Roads Department of Ministry of Regional Development and Infrastructure (MRDI) is responsible for planning, designing, constructing, and maintaining secondary and international roads. The Land Transport Agency (LTA) oversees road transport services, both freight and passenger. It is also mandated to implement international conventions on trucking; issue certifications, permits, and concessions for operators; and introduce computer systems for transport management and monitoring.

All road infrastructures are owned and managed by public authorities. There is 5 year rolling plan for maintenance that is updated every year. All road works including routine maintenance is outsourced under competitive bidding, under 3-year contracts. Financing is under centralised budget.

Road Asset Management System (RAMS) operations are carried out with the combination of different multi-purpose software solutions such as ArcGIS, GISCloud, HDM-4. Small scale custom development efforts were made for allowing the integration of these tools. Majority of data Collection and data processing is done by Roads Department of Georgia in-house. There is a unit of 5 experts responsible for Road Asset Management System.

⁴ [https://eur-lex.europa.eu/legal-content/en/TXT/PDF/?uri=CELEX:22014A0830\(02\)](https://eur-lex.europa.eu/legal-content/en/TXT/PDF/?uri=CELEX:22014A0830(02))

In general, the road management structure currently in place can be considered adequate and there is no need for in-depth institutional reform. During recent years, the Government has given the highest priority to international roads in order to attain international standards of serviceability.

During the study visit that took place on 9 May 2023 at the premises of Transport Community Secretariat it was highlighted the need for assistance to Georgian's institution to prepare the Intelligent Transport Systems (ITS) strategy and action plans. In relation to ITS standards, CEN/TC 278 is responsible for managing the preparation of standards in the field of Intelligent Transport Systems (ITS) in Europe. The Standartisation Authority of Georgia is responsible for the transposition of ITS related standards.

Climate resilience is taking into the consideration in the design of the new projects. While for the use of the alternative fuels, Georgia's institution highlighted the need for assistance to prepare the strategic framework for the deployment of e-charging stations along the TEN-T network.

Representatives of Georgia participated in majority of the TCT meetings in 2023, however still there is a lot of space for enhancing cooperation and exchange of knowledge between Western Balkans and Observing Participants experts.

3.2 Republic of Moldova

The Republic of Moldova have signed with the EU the **Association Agreement**⁵ that sets requirements and priorities for the transport sector. Under the respective Association Agreements priority EU road transport legislation is included with the respective transposition timeframe, as per the following headings:

- Technical conditions
- Safety conditions
- Social conditions
- Fiscal conditions (road charges for heavy vehicles)

According to the Partnership Agreement between European Communities and their Member States, of the one part, and the Republic of Moldova, of the other part, signed in Brussels on 28 November 1994 and its additional protocols. According to the Commission Staff Working Document of 1 February 2023, the Analytical Report following the Communication from the Commission to the European Parliament, the European Council and the Council Commission Opinion on Republic of Moldova's application for membership of the European Union related to Chapter 14 Transport stated that Moldova has achieved some level of preparation on transport policy. It needs to further align with EU law on transport and implement it effectively. Moldova needs to increase its administrative capacity to enhance infrastructure maintenance.

It is worth noting that Annex I.3 Road Transport of the Transport Community Treaty, consist of a more extended list of EU acquis governing road transport.

Ministry of Transport and Road Infrastructure is the central public administration in field of activity and is responsible for development of policies and long / medium plans.

⁵ [https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:22014A0830\(01\)&from=en](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:22014A0830(01)&from=en)

DG NEAR is supporting Moldova in the preparation of the Mobility Strategy for the period 2023-2030. The strategy is undergoing consultation with different stakeholders.

The State Enterprise "State Road Administration" was founded in 2002, being subordinated to the Ministry of Infrastructure and Regional Development. It is responsible to administer the national public roads, as well as other road infrastructure elements defined in law, in order to ensure road traffic in safe conditions, fluency and continuity. The main activities include road maintenance, repairing, rehabilitation, development, upgrading.

The main legal act dealing with roads, road maintenance and road financing is the Law on Roads no. 509/1995. Road Fund was established within the state budget according to the provisions of the Law no. 720/199649 with the aim to finance maintenance, repair and rehabilitation of national public roads and roads of district (municipal) interest, road design, development of the equipment and machinery, production of road construction materials, scientific research, design and construction work in the field, and road management. In accordance with the Law, the use of the fund is determined annually by the Government. However, at least 50% of the revenue must be used for the maintenance, repair and rehabilitation of national roads.

According with Governmental Decision nr. 244 of 19.04.2012, 38 small state-owned companies were reorganised under 12 companies for road maintenance. There are yearly road maintenance contract and Performance Based contracts are currently being piloted in Moldova.

State Road Administration have commenced the digitalisation process. This process aims to prioritise the works based on software HDM 4 and PAVER Systematic, updating of road infrastructure data using geographical information systems, installation of automated traffic counters, forecasting winter interventions based on data obtained from road weather stations and implementation of the moving weight process of transport units. All these activities are currently being developed in house.

During the study visit that took place online on 25 May 2023 it was highlighted the need for assistance to Moldova's institution to prepare the Intelligent Transport Systems (ITS) strategy and action plans. In relation to ITS standards, CEN/TC 278 is responsible for managing the preparation of standards in the field of Intelligent Transport Systems (ITS) in Europe. The standardisation Authority of Moldova is responsible for the transposition of ITS related standards.

Improving the climate resilience of the road network of Moldova was identified as one of the areas where further assistance will be needed along with the preparation the strategic framework for the deployment of e-charging stations along the TEN-T network.

3.3 Ukraine

Ukraine have signed with the EU the **Association Agreement**⁶ that sets requirements and priorities for the transport sector. Under the respective Association Agreements priority EU road transport legislation is included with the respective transposition timeframe, as per the following headings:

- Technical conditions
- Safety conditions
- Social conditions
- Fiscal conditions (road charges for heavy vehicles)

Ukraine's implementation of the EU acquis is documented in the EU's annual 'Association Implementation Reports' annually since 2016⁷. According to the Commission Staff Working Document of 1 February 2023, the Analytical Report following the Communication from the Commission to the European Parliament, the European Council and the Council Commission Opinion on Ukraine's application for membership of the European Union related to Chapter 14 Transport stated that Ukraine has some level of preparation in the area of transport policy.

The country needs to further align and effectively implement the acquis in all areas of transport. However, these reforms need to consider the vital role that transport plays in the current challenging context. Administrative capacity needs to be strengthened to ensure that the legislation and regulations are implemented, as regards enforcement, inspection and investigation bodies for the different modes of transport.

It is worth noting that Annex I.3 Road Transport of the Transport Community Treaty, consist of a more extended list of EU acquis governing road transport. The national transport strategy was approved in 2018. The action plan to implement it was approved in 2021 and will run until 2030. It covers all modes of transport and aims to develop a green and efficient transport system that is integrated with transport in the EU. The strategy for improving road safety in Ukraine was adopted in October 2020 and will run until 2024. It aims to reduce the death rate due to road accidents in 2019 by at least 30% by 2024 and by 50% by 2030. Ministry for Communities, Territories and Infrastructure Development oversees managing and developing roads and the road sector. Roads are managed by a State Road Agency (Ukravtodor). In addition, has been established the Agency for Restoration and Infrastructure Development with the mission to be a reliable partner in the implementation of the national-level construction and restoration projects. Such restoration projects include road and bridges infrastructure projects.

Road maintenance is largely financed by fuel levies supplemented by vehicle import duties, vehicles registration fees and fees for oversized and overloaded vehicles. Since 2016, CoST (Construction Transparency Programme) has been a reliable partner to the Ministry of Infrastructure in the sphere of road monitoring. It is established the Road Fund, Ukravtodor was decentralised, and transferred considerable financial resources towards road repairs, focusing on the importance of the independence and oversight for the construction of road networks in Ukraine.

⁶ [https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:22014A0529\(01\)&from=EN](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:22014A0529(01)&from=EN)

As far as Road Data Base is concerned, Ukravtodor maintains the „road passports“, which present key road data such as traffic flows and data about road environment. In 2002-2003 this system was shifted into electronic format. A Pavement Management System is developed not based on HDM-4. Although this is not a standard Road Asset Management System, it could be considered as its alternative.

The Agency for Reconstruction is planning to establish a digital information space (DREAM) as a reconstruction management ecosystem that creates a single digital pipeline for reconstruction projects and ensures transparent and effective implementation of the projects at the national and regional levels. Ongoing initiatives are setting up the Analytical and expert Bridge Management System (AEBMS) to store and process of comprehensive structural information, including individual elements, photographs, drawings, and records of completed works, as well as to start the operation of Road Economy Information and Analytical Centre.

Representatives of Ukraine due to the current situation were not able to participate in the TCT meetings held during 2023. Since October 2023, the cooperation grew closer and frequent exchange of information and participation is expected.

4. Road Safety

4.1 Georgia

Facts and Figures

Population	GDP per capita	Cost of road deaths as % of country GDP, 2016	Fatalities/100 000 inhabitants	EU 27 fatality rate	Western Balkan's fatality rate
3 728 573	5,042.4	5.3%	12.1	4.2	7.0

Observing Participant/Year	Year 2019	Year 2020	Year 2021	Year 2022	GOAL 2030
Georgia	481	450	449	430	240

Number of fatalities in Georgia are having a slight decrease compared to the baseline year 2019 however the road crash fatality rate remains high: approximately 12.11 fatalities per 100,000 inhabitants. The fatality rate in Georgia is higher than the EaP and EU-27 average fatality rates by 31.6% and 65.3%, respectively.

Georgia's implementation of the EU acquis is documented in the EU's 'Association Implementation Reports' issued annually since 2016. Pending a fully-fledged analysis of all chapters to be carried out at a later stage in the process, the analysis provides examples of chapters in the clusters in which Georgia has achieved particularly good results and highlights areas where there has been a limited approximation to the acquis. The cluster on the green agenda and sustainable connectivity include the chapters of the acquis on Transport policy, Energy, Trans-European networks, and Environment and climate change.

Road Safety Lead Agency functions are performed by the Ministry of Economy and Sustainable Development of Georgia. This includes coordination, legislation, preparation of road safety action plan

reports, cooperation with international institutions and transfer of knowledge. It is planned to strengthen the lead agency mandate and functions according to the new national road safety strategy for 2022-2030 which is already adopted.

The presence of a self-funded lead agency to guide the national road safety effort and implement a Safe Systems approach is in the future plans.

Georgia is currently working on the development of a new road traffic accident data collection and processing methodology, that is being developed in line with CADaS structure. This improvement will support the State Road Agency with the implementation of the EU Directive 96/2008 on road infrastructure safety management as well as facilitate the better usage of the road safety improvement infrastructure tools: black spot management, road safety inspection and risk mapping.

Transposition of EU Directive 2008/96/EC on road infrastructure safety management and Transposition of EU Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network are transposed. A licensing system for RSA and RSI is in place.

The Budgetary Code of Georgia regulates budgetary relations and responsibilities between the governmental agencies, the Autonomous Republics of Georgia and local self-governing bodies. According to the Code, of the fines paid for the violation of road traffic rules, 40% goes to the central Government while 60% goes to local governments. This division provides a good means for attracting resources for implementing road safety programmes at the local level. However, local governments fail to use the funds raised by the Budgetary Code of Georgia to implement projects specifically targeted at improving road safety. It is estimated that millions of Lari (Georgian currency) could be raised by stricter enforcement of traffic laws.

4.2 Republic of Moldova

<i>Population</i>	<i>GDP per capita</i>	<i>Cost of road deaths as % of country GDP, 2016</i>	<i>Fatalities/100 000 inhabitants</i>	<i>EU 27 fatality rate</i>	<i>Western Balkan's fatality rate</i>
2 597 107		3.7%	9.2	4.2	7.0

Observing Participant/Year	Year 2019	Year 2020	Year 2021	Year 2022	GOAL 2030
Republic of Moldova	277	244	254	217	138

Number of fatalities in Republic of Moldova are having a decrease compared to the baseline year 2019 however the road crash fatality rate remains high: approximately 9.2 fatalities per 100,000 inhabitants. The Road Safety Law is adopted on 7 June 2007 and is still in force.

The Executive Bureau of the National Council on Road Traffic Safety is a coordination centre in the field of road safety within the State Chancellery. The Bureau was reinforced in 2018. The road safety measures

identified by Executive Bureau are implemented through responsible Ministries and Agencies. Beginning of 2018, the measures are financed from the state budget.

Republic of Moldova has both a fatal and non-fatal road safety targets to reduce fatalities by 50% with a period of 2011 - 2020. A Road Safety Strategy for 2021-2030, is not yet drafted, however the road safety target is to halve the road crash fatalities and serious injuries by 2030. The presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Directive 96/2008 on road infrastructure safety management is not transposed. That said, there are no Road safety audits/inspections guidelines in place as well as a licensing system for road safety experts is lacking. Improvement of the road safety crash data system will be useful, especially in the field of implementation of EC Directive 96/2008 and the implementation of road safety infrastructure tools such as BSM (Black Spot Management), RSI (Road Safety Inspection) and risk mapping. EU Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network is not yet transposed.

The main funding sources for road safety derive from the state budget (i.e. the medium-term budgetary framework) and other ad hoc external sources. Despite some positive factors of the current system, a key conclusion is that road safety funding is currently insufficient and not sustainable.

4.3 Ukraine

Facts and figures

<i>Population</i>	<i>GDP per capita</i>	<i>Cost of road deaths as % of country GDP, 2016</i>	<i>Fatalities/100 000 inhabitants</i>	<i>EU 27 fatality rate</i>	<i>Western Balkan's fatality rate</i>
41 418 717	3,118.4	4.7%	8.4	4.2	7.0

In 2020, Ukraine registered an overall increase in the number of road crashes (4.6%) and road crash fatalities (2.5%) and a decline in the number of road crash injuries (2.4%), as compared to 2019. The longer-term trend for road crash fatalities in Ukraine is a declining one. Between 2010-2020, the number of road crash fatalities per 100 000 inhabitants in Ukraine decreased by 28.7%. The number of fatalities for the last year period, 2019-2022 are not yet provided.

The role of the lead agency responsible for road safety is shared among various Government Ministries/Departments as: Verkhovna Rada (adopts laws, approves the state budget, ratifies and denounces international treaties), Cabinet of Ministers (Formulates and implements sector policies) and Ministry of Infrastructure, Intern Affairs, Finance. The State Secretary of the Ministry of Internal Affairs of Ukraine was appointed as Deputy Chairman of the Coordination Council for Traffic Safety.

It is drafted the Law on Harmonization of legislation of Ukraine in the Field of Road Transport with EU legislation (implementation of norms of EU legislation into the national transport legislation of Ukraine, including 9 acts under the Association Agreement and 5 Acts systematically linked with them regarding access to the road transport market, organization of public transport, **working time and rest periods**, the

use of tachographs, confirmation of professional competence of drivers, **use of speed limiters**, the **safety of design and technical condition of vehicles**).

EU 2008/96 Directive on road infrastructure safety management is not transposed. That said, there are no Road safety audits/inspections guidelines in place as well as a licensing system for road safety experts is missing. Improvement of the road safety crash data system will be useful, especially in the field of implementation of EC Directive 96/2008 and the implementation of road safety infrastructure tools such as BSM (Black Spot Management), RSI (Road Safety Inspection) and risk mapping. EU Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network is not yet transposed.

Ukrainian State Road Fund is a fund within the special fund of the state budget of Ukraine, which accumulates funds for the construction, reconstruction, repair and maintenance of state and local roads. Action Program of the Cabinet of Ministers of Ukraine (Resolution of the Cabinet of Ministers of Ukraine of June 12, 2020 No. 471) have the goal to reduce deaths from road accidents involving commercial vehicles by at least 50% by 2024.

5. Waterborne Transport and Multimodality

The EU Acquis for Waterborne Transport is divided in three main fields: Rules Applicable to maritime transport, rules applicable to inland waterway transport and rules applicable multimodal transport.

5.1 Georgia

Transport and logistics in Georgia are intricately governed by the Law of Georgia on "Administration and Regulation in the Field of Transportation." This legal framework designates the Ministry of Economy and Sustainable Development of Georgia as the policy maker, while the technical regulation of various transport modes, including maritime, is executed by agencies operating under the Ministry. Specifically, maritime transport is subject to technical regulation by the Maritime Transport Agency of Georgia, which falls under the purview of the transport and logistics development policy department of the Ministry.

Georgia's commitment to maritime standards is underscored by its membership in the International Maritime Organization (IMO) since 2002, accompanied by accession to various IMO conventions.

The Association Agreement (AA) between the European Union and Georgia, established in 2014, serves as a comprehensive framework fostering the development of national legislation through the harmonization of EU Law and strengthening future relations. The implementation of EU acquis in the Maritime Transport Sector aligns with the directives outlined in the AA, with a notable success rate of transposing 20 directives. However, the EU Acquis agreed in the AA represent only a small part of the EU legislation applicable for waterborne transport.

In the realm of Maritime Safety and Security, Georgia has achieved the national implementation of safety and security codes, enhancing safety of navigation through the establishment of a Vessel Traffic Monitoring System. The government's proactive approach is evident in its signing of the Black Sea MoU for Port State Control and the initiation of the ratification of the MLC 2006 Convention, with subsequent legislative measures adopted for its implementation.

The enforcement of safe practices and standards for the operation of oil tankers, including the phasing in of double hull tankers, bulk carriers, and passenger ships, underpins Georgia's commitment to maritime safety. The remaining EU Acquis under the AA emphasizes the importance of reporting formalities for ships arriving or departing from ports, driving the need for a robust and streamlined reporting system.

Georgia's vision for the digitalisation of maritime transport is at the forefront of the government's agenda. The introduction of the Maritime National Single Window (MSW) and subsequent plans for a Port Community System demonstrate a forward-looking approach. The digitization of the ships' clearance process in Georgian ports through a single-window principle is poised to enhance efficiency, reduce turnaround times for ships and trucks, streamline customs procedures, and significantly boost the regional competitiveness of Georgia's seaports. The development of a Maritime Strategy Document, initiated in 2019 with the financial assistance of the European Union, underscores Georgia's commitment to long-term strategic planning.

The recently adopted Maritime Transport Strategic Development Concept paves the way for baseline indicators and key performance indicators (KPIs), guiding the eventual adoption of a comprehensive Maritime Transport Strategy. The strategic objectives outlined in the concept span diverse areas, including seafarer's maritime education, port capacity development, flag state capabilities, the development of

RoRo ferry connections, and support for the shipbuilding industry, maritime innovation and research, maritime finance, and cruise shipping.

The audit conducted by the European Maritime Safety Agency (EMSA) in May 2022, assessing the compliance of seafarer's education, training, and certification in Georgia with international and European standards, signifies Georgia's commitment to upholding the highest standards in maritime education. Building on the successful completion of the EMSA audit in 2013, Georgia awaits the results of the new audit, anticipating continued recognition of Georgian-issued seafarers' certificates.

The positive changes in Georgia's maritime transport sector in recent years are attributed to effective cooperation with the European Commission and the European Maritime Safety Agency (EMSA). This collaboration has established robust links for communication and assistance, encompassing technical support and capacity-building initiatives.

Georgia's proactive stance is evident in its early adoption of the SafeSeaNet system in 2016, enabling the prompt detection and response to sea pollution from vessels under Georgian legislation. Furthermore, Georgia's distinction as the first non-member among the Eastern Partnership countries to join the European Union's countries with the ship's long-range identification and monitoring system (LRIT CDC) highlights its commitment to cutting-edge maritime technologies.

Technical assistance from the European Union and other entities has played a pivotal role in Georgia's maritime development. Projects such as SASEPOL, TRACECA, and Maritime Safety and Security II, followed by EMSA's Black and Caspian Sea projects I and II, have significantly contributed to enhancing Georgia's maritime capabilities. The donation agreement between EMSA and the Maritime Transport Agency (MTA) in 2019, facilitating the delivery of two AIS stations and one central node, as well as oil pollution response equipment, underscores the collaborative efforts to bolster Georgia's maritime infrastructure.

The transformation of the Georgian fleet for international navigation reflects a strategic shift. With approximately 27 ships presently in operation, the post-2011 reforms led to the removal of sub-standard vessels from the fleet. The implementation of new standards aligned with the IMO and EU guidelines has not only streamlined the fleet but also positioned Georgia as a reliable player in international maritime endeavours.

Ongoing technical assistance in Georgia extends beyond EMSA to include support from the European Bank for Reconstruction and Development (EBRD) and international programs from the US Department of State. Initiatives such as the Joint Maritime Operational Centre, focused on analysing maritime threats in Georgia's maritime zones and ports, along with the implementation of Port Community System (PCS) and the Maritime Single Window (MSW), highlight the multi-faceted support received from various entities. Technical assistance from the EU Delegation in Georgia further underscores the collaborative efforts to address diverse challenges and foster sustainable growth in the maritime sector.

Georgia boasts two multipurpose ports, Poti and Batumi, along with two dedicated oil terminals in Supsa and Kulevi. The Georgian port sector exhibits a substantial level of private sector participation, with major ports managed by private operators, contributing to the dynamism and efficiency of the maritime infrastructure.

Situated strategically as a primary gateway, Georgia plays a pivotal role in the corridors connecting Europe and Asia, namely the Middle corridor Black Sea – Caspian corridor and the Persian Gulf – Black Sea

Corridor. These corridors not only grant Georgia access to a vast market but also position it as a crucial hub in facilitating international trade and connectivity.

The Georgian government's focus on port infrastructure development is exemplified by the emphasis placed on the construction of the New Deep-Sea Port in Anaklia. The Anaklia Deep Sea Port Development Agency, under the Ministry of Economy and Sustainable Development, has meticulously updated the feasibility study for this project.

5.2 Republic of Moldova

The Republic of Moldova, positioned as a landlocked economy in Eastern Europe, shares its borders with Romania to the west and Ukraine to the north, east, and south. The intricate realm of waterborne policies within the country falls under the purview of the Ministry of Infrastructure and Regional Development. Functioning as the administrative authority, the Naval Agency of the Republic of Moldova, established in 2019, is tasked with coordinating the implementation of national policies to ensure the safety of navigation in inland waterways and port areas, along with maintaining the quality of ship services and navigation in general. This mission aligns with a robust legislative framework and international conventions to which the Republic of Moldova is a party.

Within this framework, two principal legislative acts, namely the Commercial Maritime Navigation Code and the Inland Shipping Law, form the backbone of regulations governing maritime activities.

Despite its maritime presence, the Republic of Moldova's fleet finds itself on the blacklist of the Paris MoU for Port State Control, with no maritime vessels flying the Moldovan flag since 2021. Negotiations and agreements with recognized organizations, as outlined in Government Decision No. 155 from 22.02.2023, are underway to address this situation.

The ongoing legislative process involves the transposition of several normative acts, including directives and regulations addressing port security, reporting formalities, rules for vessel registration, and more. These initiatives underscore the Republic of Moldova's commitment to aligning its maritime practices with international standards and conventions. Amendments to existing laws, such as the Law on Domestic Shipping and the Commercial Maritime Code, are in progress, showcasing the nation's dedication to adapting to international practices in the field.

In the realm of Technical Assistance, the Republic of Moldova is actively engaged in two significant projects. One, with EMSA and the World Maritime University, focuses on the transposition of MARPOL, slated for completion this year, and the SOLAS Convention, scheduled for 2024. The second project, facilitated by USAID through the MISRA project, involves drafting normative acts to transpose international resolutions, EU directives, and standards related to the certification of inland waterways personnel, the ES-QIN standard, and the STCW Convention and Code.

Multimodality plays a key role in the Republic of Moldova's transport strategy, as reflected in its accession to the European Agreement on large international combined transport lines and related facilities (AGTC) in 2002. The nation is an active member of the Multilateral Agreement on International Transport for the Development of the Europe-Caucasus-Asia Corridor (TRACECA) and the Organization for Democracy and Economic Development (GUAM), both contributing to the facilitation and expansion of transport networks.

Collaborative efforts with the USAID Program, particularly through the (MISRA) Institutional and Structural Reforms in Moldova, focus on fortifying the legislative framework for training seafaring personnel in both maritime and inland waterway transport. The goal is to align national legislation with international conventions, ensuring compliance with the STCW Convention and Code, resolutions of esteemed entities, and directives of the European Union.

An additional significant step involves a collaboration with the European Delegation in Moldova, wherein experts will undertake a GAP analysis of existing legislation governing inland waterway transport. The analysis aims to identify areas for improvement, assess transposition and implementation of international conventions, directives, and regulations, and define actions for drafting primary legislation. This comprehensive approach seeks to enhance safety and security rules for navigation, improve port construction regulations, address environmental aspects within ports, and align policies with international conventions, EU directives, and regulations.

On the infrastructure front, the Republic of Moldova boasts the Giurgiulesti port complex, strategically located along the Danube River and Prut River. Comprising the Giurgiulesti free international port, privately operated with seven quays for seagoing and inland waterway vessels, and the Port of goods and passengers of Giurgiulesti, operated by the state with a single quay for maritime and inland waterway ships, the nation has a limited Danube River access of only 430 meters.

5.3 Ukraine

When it comes to the administrative structure overseeing ports in Ukraine, the States Enterprise Seaports Authority takes on the pivotal responsibility of managing all ports. This enterprise's primary functions extend beyond mere administration—it encompasses the maintenance and effective utilization of state property, the continual modernization and development of port infrastructure, and the orchestration of measures for safety of navigation and environmental protection.

In terms of international maritime regulations, Ukraine actively participates in several IMO International Conventions, including but not limited to SOLAS, MARPOL, STCW, Tonnage, and Load Lines. The regulatory framework is also influenced by inputs from other state enterprises, drawing insights from entities like the UK seaport authority, State Hydrographic, and Search and Rescue (SAR).

Notably, Ukraine's fleet finds itself in the grey list of the Paris MoU on Port State Control, indicating an ongoing commitment to regulatory compliance and adherence to international standards.

Ukraine boasts a considerable number of seaports, particularly in the eastern part of the country, numbering 18 in total. However, a nuanced picture emerges as only three ports—Reni, Izmail, and Ust-Dunaisk—situated along the Danube River, operate to their full capacity. The rest, including major ones like Odesa, Chornomorsk, and Pivdennyi, grapple with operational constraints. These ports are limited to grain-related initiatives, exposing them to risks such as potential attacks or destruction in the perilous shipping conditions of the Black Sea.

The maritime transport sector in Ukraine faces multifaceted challenges. The access roads and rail tracks leading to seaports are limited, impeding efficient transportation. The slow renewal of port infrastructure compounds the issues, along with low container turnover attributed to protracted transit formalities. Port terminals face challenges in terms of limited specialization, and the interface for operations, services, and procedures between land and sea emerges as a critical bottleneck. Recognising these challenges, there is

an ongoing effort to implement a Port Community System, designed to facilitate seamless information exchange among various state agencies and shipping companies.

Shifting focus to the Inland Water Way (IWW) ports, a significant hindrance arises in navigating from the Black Sea to the rivers. The non-operation of the Kherson Port in Ukraine poses a formidable obstacle. For the transport of grain from inland to the ports, reliance on rail and road transport becomes imperative. The navigational depth of the rivers presents a limitation, rendering large vessel shipping through IWW an unviable option.

In the broader context of regional collaboration, Ukraine actively engages in the Technical Assistance Program for the development of the transport corridor between Europe and Asia across the Black Sea. Launched in 1993, TRACECA has been instrumental in financing numerous technical assistance and investment projects in Ukraine. This program is strategically aligned to support the political and economic independence of partner countries, enhancing their capacity to access European and world markets through alternative transport routes. TRACECA serves not only as a conduit for regional cooperation but also as a catalyst to attract support from International Financial Institutions (IFIs) and private investors, contributing to the overall development and connectivity of the region.

6. Transport Facilitation

In the area of transport facilitation, the applicable rules are laid down in the signed Association Agreements between the European Union and the Republic of Moldova, Ukraine and Georgia, respectively, in the parts/articles stipulating Customs cooperation; Cooperation on asylum, migration and border management; Trade Legislation; Transit; and the Chapter on Transport.

The following articles are worth noting:

The Parties will cooperate in order to develop further transport connections in particular through: (a) policy cooperation, *improved administrative procedures at the border crossings* and removal of bottlenecks in infrastructure; the adoption of *border crossing facilitation actions*, in line with the provisions of Chapter 5 (Customs and Trade Facilitation) of Title V (Trade and Trade-related Matters) of this Agreement, that aims to improve the functioning of the transport network in order to increase the fluidity of the transport flows between the EU, the Republic of Moldova/Ukraine/Georgia and the regional partners;

“...promote coordination between all border authorities of the Parties to *facilitate the border crossing process* and enhance control, taking into account **joint border controls**, where feasible and appropriate”.

6.1 Georgia

Georgia is the only Observing Participant that has no border line neither with a single EU Member State, nor with any Western Balkans partner or other TCT Observing Participant.

Georgia is a member of the Central Asia Regional Economic Cooperation (CAREC), where it is a frontrunner in the area of border-crossing facilitation. According to the Assessment of customs and Border Crossing Points for Georgia, done by Asian Development Bank, from 2017, Georgia is widely recognized as a leader in trade facilitation.

Since the beginning of 2022, EU is funding a project- Supporting the Government of Georgia in the further development of Border and Migration Management Capacities.

Georgia has 14 major international land border crossing points (serving road and railways traffic) with Turkey, Armenia, Azerbaijan, and Russian Federation (excluding the ones on Georgian-Russian border on the sections of Abkhazia and Tskhinvali region).

Just for illustration of the magnitude of Georgian BCPs and traffic volumes compared to Western Balkans’s, the following example is presented of Sarpi, which is the busiest road-only BCP in Georgia, on the border with Turkey. Positioned as the ‘gateway’ to Europe, it is the biggest facility to cater to road border crossing, having 17 lanes to serve automobile traffic. There are four lanes each for incoming and outgoing vehicles, and two TIR green lanes. The use for each lane is flexible, being controlled by colour display system on top of each lane, so the BCP can increase or decrease the number of lanes catering to each direction and type of vehicle as the situation demands. There are 180 customs officers and 134 border police stationed here.

Concerning customs and transport/trade facilitation issues, Georgia has made major improvement in this area, according to the Asian Development Bank study report from 2017, notably by creation of one stop-shop inland offices called **customs clearance zones** to enable a simplified and convenient way for cargo clearance and collection. In addition, Georgian Revenue Service adopts risk-based management, and most cargoes are processed under green channel, while very low percentage of shipments require full physical examination. All these efforts result in a truck able to cross BCP in five minutes.

The Customs Clearance Zones (CCZ) are observed to be well run and efficient. The facilities and equipment are adequate which does not require further major assistance from CAREC. In fact, other CAREC countries can benefit greatly if the idea of a network of CCZs, located near to external BCPs or major centres, is implemented.

The BCPs were found to be well equipped and efficient after modernization effort. A major initiative for Tsiteli Khidi BCP (at the Azerbaijan border) is to implement joint customs control. This will be an important undertaking in selecting an alternative site (that possibly can handle both road and rail traffic) and facilitating both Georgia and Azeri border agencies to conduct joint processing and application of controls so that truckers only undergo one control at one location. This will further enhance Georgia’s transit potential.

6.2 Republic of Moldova

There are 2 defined BCPs on the indicative TEN-T extension of the Core Network, one road and one rail, both with Romania:

Core Network BCPs: Romania-Moldova	Type
BCP Ungheni	Road
BCP Cristești Jijia	Railway

There are however many more BCPs, relevant for international freight and passenger transport, listed below:

No.	Border crossing point	Status	Type	Working program
1	„Costesti-Stinca”	International	Road	24/24
2	„Sculeni-Sculeni”	International	Road	24/24
3	„Ungheni-Ungheni”	International	Railway	24/24
4	„Leuseni- Albita”	International	Road	24/24
5	„Cahul- Oancea”	International	Road	24/24
6	„Prut- Falcu”	International	Railway	/
7	„Giurgiulesti- Galati”	International	Road	24/24
8	„Lipcani- Radauti Prut”	International	Road	8.00-20.00
9	„Giurgiulesti- Galati”	International	Railway	24/24

In addition, Moldova has many shared BCPs with Ukraine. The most important ones on the roads and rail are listed below:

No.	Border crossing points Moldova- Ukraine	Status	Type	Working program
1	„Criva – Mamaliga”	International	Railway	24/24
2	„Larga – Kelmenti”	International	Railway	24/24
3	„Ocnita – Sokireani”	International	Railway	24/24
4	„Valcinet – Moghilev-Podolsk”	International	Railway	24/24
5	„Etulia-Fricatei”	International	Railway	24/24
6	„Giurgiulesti – Reni”	International	Railway	24/24
7	„Criva – Mamaliga”	International	Road	24/24
8	„Larga – Kelmenti”	International	Road	24/24
9	„Briceni - Rossosani”	International	Road	24/24
10	„Ocnita – Sokireani”	International	Road	24/24
11	„Otaci – Moghilev-Podolsk”	International	Road	24/24
12	„Palanca – Maiaki – Udobnoe”	International	Road	24/24
13	„Tudora – Starokazacie”	International	Road	24/24

14	„Basarabasca–Serpniovo1”	International	Road	24/24
15	„Ceadir-Lunga – Novie Troiani”	International	Road	24/24
16	„Mirnoe –Tabaki”	International	Road	24/24
17	„Vulcanesti – Vinogradovka”	International	Road	24/24
18	Kuchurhan-Peromaisk	International	Road	24/24
18	„Giurgiulesti – Reni”	International	Road	24/24

After an Agreement on joint control was signed by the Governments of Moldova and Ukraine in October 2017, **three jointly operated border crossing points were launched and are now fully functional: Palanca-Maiaky-Udobne, Kuchurhan – Pervomaisk and Giurgiulesti-Reni.** The modernisation of these BCPs had been co-financed by EU.

Moldova started negotiations on the draft agreement between the Moldova Government and the Romanian Government on the control of persons, means of transport, and goods in the common state border crossing points between the Moldova and Romania. Joint Operational Program Romania–Moldova for the period 2014–2020, financed by the EU and co-financed by the governments of the two states, supports modernization of Moldovan–Romanian border Sculeni–Sculeni, Leuşeni–Albiţa and Giurgiuleşti–Galaţi.

In addition, December 2021 marked the kick-off of the preparatory actions to launch **EU4Digital’s eCustoms pilot**, between the Customs Administrations of the Republic of Moldova and Romania. The aim of the eCustoms pilot is to facilitate timely customs-to-customs data exchange, improvements in the release time of goods, and more efficient as well as effective risk assessment by applying modern mechanisms to exchange, analyse, compare data, and identify discrepancies and other irregularities in advance.

Moldova is **fully fledged party to CEFTA Agreement** and takes part in all CEFTA governing bodies. Hence, it is the most integrated participant from the Trio in the area of transport and trade facilitation with the region of Western Balkans.

Due to being advanced in executing joint border controls and other related initiatives, TCT and CEFTA Secretariats had already prepared a concept programme for a study visit for the national administrations of the Western Balkans and had been provisionally approved by USAID EDGE Project, and foreseen to be carried out in April/May 2022. However, because of the developments in Ukraine, that visit had been postponed.

6.3 Ukraine

Ukraine shares borders with 4 EU Member States: Poland, Hungary, Slovakia, and Romania.

There are 5 defined road BCPs and 5 defined rail BCPs on the indicative TEN-T extension of the Core Network towards Ukraine:

Core Network BCPs (on external EU border with Ukraine)	EU Member State	Type
Korczowa	Poland	Road
Przemysł	Poland	Railway
Vyšné Nemecké	Slovakia	Road
Čierna nad Tisou	Slovakia	Railway
Beregsurány	Hungary	Road
Záhony	Hungary	Railway
Siret	Romania	Road
Vicșani	Romania	Railway

Additionally, Ukraine has many shared BCPs with Russia and with Moldova. The BCPs between Ukraine and Moldova are advanced in terms of operations (joint controls on some) and had been in the focus for investments in further upgrades.

For example, under the *Eastern Partnership Integrated Border Management Flagship Initiative*, a project had been implemented which further enhanced the integrated border management (IBM) between the Republic of Moldova and Ukraine by encouraging inter-agency cooperation through joint control and information exchange on persons/vehicles/goods crossing the Moldovan-Ukrainian border. It supported the two beneficiary countries with implementing 24/7 automated intellectual video control systems at some of the busiest road border crossing points (BCPs) to develop cross-border and inter-agency real-time information sharing, including pre-arrival data exchange based on Automatic Number Plate Recognition (ANPR).

As part of the EU's support for Ukraine following the Russian's blockade of the Ukrainian ports, on 12 May 2022, the Commission established **Solidarity Lanes** consisting of a set of actions to help Ukraine export its agricultural produce and find alternative logistics routes to reach their destination, including maximum flexibility and adequate staffing for customs operations and other inspections on the BCPs.

To help humanitarian convoys cross EU-Ukraine borders fast and safely, the Communication on operational guidelines for external border management instructs Member States to designate special lanes at their border crossing points as emergency support lanes. Designating similar lanes for trucks is also encouraged to ensure a continued supply of goods and services and the safe return of transport workers from Ukraine.

Due to this major emergency, many new developments are ongoing on the external EU BCPs with Ukraine. For example, Poland has launched five additional access points for trucks on the border with Ukraine, which will double the cargo traffic capacity between the two countries as Russia's blockade of Ukrainian

sea ports persists, in order to mitigate the long queues (5-10km) and the extremely long waiting times (16-30 days) on the Polish-Ukrainian border.

Ukraine currently has **thirteen rail border crossings** for freight transportation to and from Europe, at the borders with Poland, Romania, Hungary, Slovakia, and Moldova. This is not sufficient to accommodate the growing number of trains exporting cargo from Ukraine to Europe. Moreover, the existing border points operate on half the available capacity.

Therefore, Ukrainian Railways plans to build three additional checkpoints on the Polish border, two more junctions are planned on the border with Romania, and one had been officially opened in August 2022 on the border with Moldova, at Berezino – Basarabeasca (an old, 22-km railway line that was no longer used, and has been reinstated to offer a valid alternative route from the port of Odessa to the Black Sea. The documentation is currently under preparation for the first services to run). The other two border crossings that could be operative soon are on the border with Romania. The three border points to Poland are still under construction to be completed in 2024.

7. Transport of Dangerous Goods (TDG)

Transport of dangerous goods continues represents one of the areas of cooperation between the Regional Partners and Observing Participants in the context of the specialized Technical Committee. The main legal text concerned is Directive 2008/68/EC on inland transport of dangerous goods. This Directive takes over the Annexes of the international agreements by road (ADR), rail (RID) and inland waterways (ADN) and applies them to domestic transport. It regulates transport on EU territory – both domestic and international – of goods and articles that could pose a danger for people, property and the environment (e.g. explosives, gases, flammable liquids, toxic and infectious substances, radioactive material etc.).

The Republic of Moldova and Georgia actively participated in most of the activities concerning transport of dangerous goods, while Ukraine's designated representatives were not in a position to get involved in the activities of this Technical Committee.

Bilateral meetings organized at the beginning of the 2023 highlighted the fact that both the Republic of Moldova and Georgia are contracting parties to the Agreement concerning the international carriage of dangerous goods by road (ADR).

The Republic of Moldova is also a contracting party to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

Both regional partners apply for rail transport Annex II to the Agreement on International Goods Transport by Rail (SMGS) as they are contracting parties to the Organisation for Cooperation of Railways (OSJD). Georgia started applying the Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), Appendix II of the Convention on the Intergovernmental Organisation for International Carriage by Rail (COTIF), on a portion of its railways. Moldova's accession to COTIF did not include RID.

Both Observing Participants showed positive commitment to approximation of Directive 2008/68/EC on inland transport of dangerous goods⁷.

As Directives (EU) 2010/35 on transportable pressure equipment⁸ and Directive (EU) 2022/1999 on harmonization of checks for road transport of dangerous goods⁹ necessitate further adaptation of the administrative structures and are not comprised in the current Association Agreements, there was no conclusion achieved yet concerning the deadlines for approximation of this legislation.

⁷ Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods, *OJ L 260, 30.9.2008, p. 13*.

⁸ 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, *OJ L 165, 30.6.2010, p. 1*.

⁹ Directive (EU) 2022/1999 of the European Parliament and of the Council of 19 October 2022 on uniform procedures for checks on the transport of dangerous goods by road, *OJ L 274, 24.10.2022, p. 1*.

7.1 Georgia

Georgia has been actively involved in the works of the Transport of Dangerous Goods Technical Committee since the beginning of its activities.

The representatives of the Georgian administration have informed the TCT Secretariat that translation of the ADR has been performed in their national language and that the implementation of the dangerous goods by road legislation is to be further supported via a Twinning which is currently under development by the Land Transport Agency of Ministry of Economy and Sustainable Development. This institution will be called upon to implement the provisions related to checks on road transport of dangerous goods based on Directive (EU) 2022/1999. The development of the twinning is welcomed, and the Government of Georgia is hereby encouraged to proceed with financing this action as soon as possible, as this is an important step towards proper implementation.

The analysis of the approximation of Directive (EC) 2008/68 highlighted a need of further analysis of the railway sector situation, as the dual system mentioned above – i.e. ongoing application of the OSJD framework due to historical reasons and adaptation to the COTIF system. A special event is going to be organized in 2024 to ensure transfer of knowledge and experience between the EU Member States having a dual legal system and the Observing Participants.

Directive (EU) 2010/35 was considered too demanding to be approximated at this stage and the Georgian authorities informed that they are not ready to plan this implementation yet.

Recommendations:

- Prioritize and implement a twinning program concerning Directive (EU) 2022/1999
- Continue approximation of Directive 2008/68/EC, paying particular attention to liberalization entailed by the current legal regime applicable for railways
- Continue participation in international cooperation and clearly define areas of further cooperation.

7.2 Republic of Moldova

Republic of Moldova is approximating Directive 2008/68/EC by applying its current legal framework, i.e. ADR, ADN and SMGS Annex II as explained above. However, further involvement is needed, and specialization of personnel seems to be a challenge.

In the discussions with the delegates attending the TDG Committee the issue of the needs to have access to capacity building programs was mentioned, hence a special informal session of the TDG Committee was organized to explain the way the TAIEX instrument functions¹⁰. The Ministry of Infrastructure and Regional Development was kindly invited to engage in further discussions with the Ministry of Finance in this Observing Participant to make access to such programs much more flexible for institutions in its suborder.

¹⁰ See 2nd informal meeting - Online meeting, 28 March 2023, [Technical Committee - Transport Community \(transport-community.org\)](https://transport-community.org)

Directives 2010/35 and 2022/1999 were not approximated at all and depend on further progress with the main legal instrument, Directive 2008/68/EC.

Recommendations:

- Specialize personnel to deal with transport of dangerous goods as regulators and update the legal framework in keeping with the technical and scientific progress
- Facilitate access to EU capacity building assistance programs
- Get further involved in issues related to transport of dangerous goods

7.3 Ukraine

Ukraine did not participate in multilateral and bilateral meetings it was invited to attend, hence no reporting can be done on this item with regard to this Observing Participant.

8. Annex I Overview Transposition

8.1 EU Acquis Transposition Table

Annex I.2 Railway Transport

ANNEX I.2. RULES APPLICABLE TO RAIL TRANSPORT Relevant EU ACQUIS	Regulatory area	Level of compliance:		
		Fully Transposed / Not transposed / Partially transposed		
		Georgia	Moldova	Ukraine
Market access				
Regulation No 11 concerning the abolition of discrimination in transport rates and conditions, in implementation of Article 79 (3) of the Treaty establishing the European Economic Community.	Market Access	Not transposed	Not transposed	Not transposed
Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area.	Market Access	Not transposed	Partially transposed	Not transposed
Directive (EU) 2016/2370 of the European Parliament and of the Council of 14 December 2016 amending Directive 2012/34/EU as regards the opening of the market for domestic passenger transport services by rail and the governance of the railway infrastructure.	Market Access	Not transposed	Partially transposed	Not transposed
Commission Delegated Decision (EU) 2017/2075 of 4 September 2017 replacing Annex VII to Directive 2012/34/EU of the European Parliament and of the Council establishing a single European railway area.	Market Access	Not transposed	Partially transposed	Not transposed
Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services. (Not in force - replaced by (EU) 2018/1795)	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2015/10 of 6 January 2015 on criteria for applicants for rail infrastructure capacity and repealing Implementing Regulation (EU) No 870/2014.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2015/429 of 13 March 2015 setting out the modalities to be followed for the application of the charging for the cost of noise effects.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2015/909 of 12 June 2015 on the modalities for the calculation of the cost that is directly incurred as a result of operating the train service.	Market Access	Not transposed	Not transposed	Not transposed

Commission Implementing Regulation (EU) 2015/1100 of 7 July 2015 on the reporting obligations of the Member States in the framework of rail market monitoring.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2018/1795 of 20 November 2018 laying down procedure and criteria for the application of the economic equilibrium test pursuant to Article 11 of Directive 2012/34/EU of the European Parliament and of the Council.	Market Access	Not transposed	Not transposed	Not transposed
Regulation (EU) No 913/2010 of the European Parliament and of the Council of 22 September 2010 concerning a European rail network for competitive freight.	Market Access	Fully transposed	Not transposed	Not transposed
Commission Implementing Decision (EU) 2018/500 of 22 March 2018 on the compliance of the proposal to establish the Alpine-Western Balkan rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Decision (EU) 2018/491 of 21 March 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea Mediterranean rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Decision (EU) 2018/300 of 11 January 2018 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the Atlantic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Decision (EU) 2017/178 of 31 January 2017 amending Implementing Decision (EU) 2015/1111 on the compliance of the joint proposal of the Member States concerned to extend the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.	Market Access	Not transposed	Not transposed	Not transposed

Commission Implementing Decision (EU) 2017/177 of 31 January 2017 on the compliance with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council of the joint proposal to establish the 'Amber' rail freight corridor.	Market Access	Not transposed	Not transposed	Not transposed
Commission Implementing Decision (EU) 2015/1111 of 7 July 2015 on the compliance of the joint proposal submitted by the Member States concerned for the extension of the North Sea-Baltic rail freight corridor with Article 5 of Regulation (EU) No 913/2010 of the European Parliament and of the Council concerning a European rail network for competitive freight.	Market Access	Not transposed	Not transposed	Not transposed
Commission Delegated Regulation (EU) 2022/1036 of 29 June 2022 amending Regulation (EU) 2020/1429 of the European Parliament and of the Council, as regards the extension of the reference period (Text with EEA relevance) (OJ L 173, 30.6.2022, p. 50).	Market Access	Not transposed	Not transposed	Not transposed
Train driver licensing:				
Directive 2007/59/EC of the European Parliament and of the Council of 23 October 2007 on the certification of train drivers operating locomotives and trains on the railway system in the Community.	Train driver licensing	Partially transposed	Partially transposed	Not transposed
Commission Regulation (EU) 2019/554 of 5 April 2019 amending Annex VI to Directive 2007/59/EC of the European Parliament and of the Council on the certification of train drivers operating locomotives and trains on the railway system in the Community.	Train driver licensing	Not transposed	Partially transposed	Not transposed
Commission Regulation (EU) No 36/2010 of 3 December 2009 on Community models for train driving licences, complementary certificates, certified copies of complementary certificates and application forms for train driving licences, under Directive 2007/59/EC of the European Parliament and the Council.	Train driver licensing	Not transposed	Not transposed	Not transposed
Commission Decision 2010/17/EC of 29 October 2009 on the adoption of basic parameters for registers of train driving licences and complementary certificates provided for under Directive 2007/59/EC of the European Parliament and of the Council.	Train driver licensing	Not transposed	Not transposed	Not transposed

Commission Decision 2011/765/EU of 22 November 2011 on criteria for the recognition of training centres involved in the training of train drivers, on criteria for the recognition of examiners of train drivers and on criteria for the organisation of examinations in accordance with Directive 2007/59/EC of the European Parliament and of the Council.	Train driver licensing	Not transposed	Not transposed	Not transposed
Interoperability:				
Directive (EU) 2016/797 of the European Parliament and of the Council of 11 May 2016 on the interoperability of the rail system within the European Union.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2018/545 of 4 April 2018 establishing practical arrangements for the railway vehicle authorisation and railway vehicle type authorisation process pursuant to Directive (EU) 2016/797 of the European Parliament and of the Council (OJ L 90, 6.4.2018, p. 66).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Delegated Decision (EU) 2017/1474 of 8 June 2017 supplementing Directive (EU) 2016/797 of the European Parliament and of the Council with regard to specific objectives for the drafting, adoption and review of technical specifications for interoperability (OJ L 210, 15.8.2017, p. 5).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Decision (EU) 2018/1614 of 25 October 2018 laying down specifications for the vehicle registers referred to in Article 47 of Directive (EU) 2016/797 of the European Parliament and of the Council and amending and repealing Commission Decision 2007/756/EC (OJ L 268, 26.10.2018, p. 53).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Decision 2009/965/EC of 30 November 2009 on the reference document referred to in Article 27(4) of Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1299/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'infrastructure' subsystem of the rail system in the European Union.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1300/2014 of 18 November 2014 on the technical specifications for interoperability relating to accessibility of the Union's rail system for persons with disabilities and persons with reduced mobility.	Interoperability	Not transposed	Not transposed	Not transposed

Commission Implementing Regulation (EU) 2019/772 of 16 May 2019 amending Regulation (EU) No 1300/2014 as regards inventory of assets with a view to identifying barriers to accessibility, providing information to users and monitoring and evaluating progress on accessibility (OJ L 139I , 27.5.2019, p. 1).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1301/2014 of 18 November 2014 on the technical specifications for interoperability relating to the 'energy' subsystem of the rail system in the Union.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2018/868 of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards provisions on energy measuring system and data collecting system (OJ L 149, 14.6.2018, p. 16).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the 'rolling stock — locomotives and passenger rolling stock' subsystem of the rail system in the European Union.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1303/2014 of 18 November 2014 concerning the technical specification for interoperability relating to 'safety in railway tunnels' of the rail system of the European Union.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1304/2014 of 26 November 2014 on the technical specification for interoperability relating to the subsystem 'rolling stock — noise' amending Decision 2008/232/EC and repealing Decision 2011/229/EU.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2019/774 of 16 May 2019 amending Regulation (EU) No 1304/2014 as regards application of the technical specification for interoperability relating to the subsystem 'rolling stock — noise' to the existing freight wagons (OJ L 139I, 27.5.2019, p. 89).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1305/2014 of 11 December 2014 on the technical specification for interoperability relating to the telematics applications for freight subsystem of the rail system in the European Union and repealing the Regulation (EC) No 62/2006.	Interoperability	Not transposed	Not transposed	Not transposed

Commission Implementing Regulation (EU) 2018/278 of 23 February 2018 amending the Annex to Regulation (EU) No 1305/2014 as regards the structure of the messages, data and message model, Wagon and Intermodal Unit Operating Database, and to adopt an IT standard for 9 the communication layer of the Common Interface (OJ L 54, 24.2.2018, p. 11).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2019/778 of 16 May 2019 amending Regulation (EU) No 1305/2014 as regards Change Control Management (OJ L 139I, 27.5.2019, p. 356).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2021/541 of 26 March 2021 amending Regulation (EU) No 1305/2014 as regard the simplification and improvement of data calculation and exchange and the update of the Change Control Management process (OJ L 108, 29.3.2021, p. 19–56).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2019/777 of 16 May 2019 on the common specifications for the register of railway infrastructure and repealing Implementing Decision 2014/880/EU (OJ L 139I, 27.5.2019, p. 312).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Decision 2012/757/EU of 14 November 2012 concerning the technical specification for interoperability relating to the ‘operation and traffic management’ subsystem of the rail system in the European Union and amending Decision 2007/756/EC.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2019/773 of 16 May 2019 on the technical specification for interoperability relating to the operation and traffic management subsystem of the rail system within the European Union and repealing Decision 2012/757/EU (OJ L 139I, 27.5.2019, p. 5)	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2021/2238 of 15 December 2021 amending Implementing Regulation (EU) 2019/773 as regards the phasing out of specific cases for rear end signal (OJ L 450, 16.12.2021, p. 57).	Interoperability	Not transposed	Not transposed	Not transposed

Commission Regulation (EU) No 454/2011 of 5 May 2011 on the technical specification for interoperability relating to the subsystem ‘telematics applications for passenger services’ of the trans-European rail system.	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2019/250 of 12 February 2019 on the templates for ‘EC’ declarations and certificates for railway interoperability constituents and subsystems, on the model of declaration of conformity to an authorised railway vehicle type and on the ‘EC’ verification procedures for subsystems in accordance with Directive (EU) 2016/797 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 201/2011 (OJ L 42, 13.2.2019, p. 9)	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) 2016/919 of 27 May 2016 on the technical specification for interoperability relating to the ‘control-command and signaling’ subsystems of the rail system in the European Union (OJ L 158, 15.6.2016, p. 1).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem ‘rolling stock — freight wagons’ of the rail system in the European Union and repealing Decision 2006/861/EC (OJ L 104, 12.4.2013, p. 1).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Decision 2010/713/EU of 9 November 2010 on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability adopted under Directive 2008/57/EC of the European Parliament and of the Council (OJ L 319, 4.12.2010, p.1).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Commission Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU as regards the alignment with Directive (EU) 2016/797 of the European Parliament and of the Council and the implementation of specific objectives set out in Commission Delegated Decision (EU) 2017/1474 (OJ L 139, 27.5.2019, p. 108).	Interoperability	Not transposed	Not transposed	Not transposed

Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of use and transition phases (OJ L 73, 10.3.2020, p. 6).	Interoperability	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on submitting information to the Commission as regards nonapplication of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20.3.2020, p. 20).	Interoperability	Not transposed	Not transposed	Not transposed
European Union Agency for Railways				
Regulation (EU) 2016/796 of the European Parliament and of the Council of 11 May 2016 on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (OJ L 138, 26.5.2016, p. 1).	European Union Agency for Railways	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2018/867 of 13 June 2018 laying down the rules of procedure of the Board(s) of Appeal of the European Union Agency for Railways (OJ L 149, 14.6.2018, p. 3).	European Union Agency for Railways	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2018/764 of 2 May 2018 on the fees and charges payable to the European Union Agency for Railways and their conditions of payment (OJ L 129, 25.5.2018, p. 68).	European Union Agency for Railways	Not transposed	Not transposed	Not transposed
Commission Implementing Regulation (EU) 2021/1903 of 29 October 2021 amending Implementing Regulation (EU) 2018/764 on the fees and charges payable to the European Union Agency for Railways and their conditions of payment (OJ L 387, 3.11.2021, p. 126)	European Union Agency for Railways	Not transposed	Not transposed	Not transposed
Railway safety				
Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety (OJ L 138, 26.5.2016, p. 102).	Railway safety	Partially transposed	Partially transposed	Not transposed
Regulation (EU) 2020/1530 of the European Parliament and of the Council of 21 October 2020 amending Directive (EU) 2016/798, as regards the application of railway safety and interoperability rules within the Channel Fixed Link (OJ L 352, 22.10.2020, p. 1)	Railway safety	Not transposed	Not transposed	Not transposed
Commission implementing Regulation (EU) 2018/763 of 9 April 2018 establishing practical arrangements for issuing single safety certificates to railway undertakings pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council, and repealing Commission Regulation (EC) No 653/2007 (OJ L 129, 25.5.2018, p. 49).	Railway safety	Not transposed	Not transposed	Not transposed

Commission implementing Regulation (EU) 2019/779 of 16 May 2019 laying down detailed provisions on a system of certification of entities in charge of maintenance of vehicles pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 445/2011 (OJ L 139I , 27.5.2019, p. 360).	Railway safety	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1158/2010 of 9 December 2010 on a common safety method for assessing conformity with the requirements for obtaining railway safety certificates (OJ L 326, 10.12.2010, p. 11).	Railway safety	Not transposed	Not transposed	Not transposed
Commission delegated Regulation (EU) 2018/762 of 8 March 2018 establishing common safety methods on safety management system requirements pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulations (EU) No 1158/2010 and (EU) No 1169/2010 (OJ L 129, 25.5.2018, p. 26).	Railway safety	Not transposed	Not transposed	Not transposed
Commission Regulation (EU) No 1169/2010 of 10 December 2010 on a common safety method for assessing conformity with the requirements for obtaining a railway safety authorisation (OJ L 327, 11.12.2010, p. 13). Commission Regulation (EU) No 1078/2012 of 16 November 2012 on a common safety method for monitoring to be applied by railway undertakings, infrastructure managers after receiving a safety certificate or safety authorisation and by entities in charge of maintenance (OJ L 320, 17.11.2012, p. 8).	Railway safety	Not transposed	Not transposed	Not transposed
Commission delegated Regulation (EU) 2018/761 of 16 February 2018 establishing common safety methods for supervision by national safety authorities after the issue of a single safety certificate or a safety authorisation pursuant to Directive (EU) 2016/798 of the European Parliament and of the Council and repealing Commission Regulation (EU) No 1077/2012 (OJ L 129, 25.5.2018, p. 16).	Railway safety	Not transposed	Not transposed	Not transposed
Commission Decision 2009/460/EC of 5 June 2009 on the adoption of a common safety method for assessment of achievement of safety targets, as referred to in Article 6 of Directive 2004/49/EC of the 13 European Parliament and of the Council (OJ L 150, 13.6.2009, p. 11).	Railway safety	Not transposed	Not transposed	Not transposed
Commission recommendation (EU) 2019/780 of 16 May 2019 on practical arrangements for issuing safety authorisations to infrastructure managers (OJ L 139I, 27.5.2019, p. 390).	Railway safety	Not transposed	Not transposed	Not transposed
Inland transport of dangerous				

Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13).	Inland transport of dangerous	Partially transposed	Partially transposed	Fully transposed
Transportable pressure equipment				
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 (OJ L 165, 30.6.2010, p. 1).	Transportable pressure equipment	Not transposed	Not transposed	Partially transposed
Social field - working time / hours				
Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003 concerning certain aspects of the organisation of working time (OJ L 299, 18.11.2003, p. 9).	Social field - working time / hours	Not transposed	Not transposed	Not transposed
Council Directive 2005/47/EC of 18 July 2005 on the Agreement between the Community of European Railways (CER) and the European Transport Workers' Federation (ETF) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services in the railway sector - Agreement concluded by the European Transport Workers' Federation (ETF) and the Community of European Railways (CER) on certain aspects of the working conditions of mobile workers engaged in interoperable cross-border services (OJ L 195, 27.7.2005 p. 15).	Social field - working time / hours	Not transposed	Not transposed	Not transposed
Passenger rights:				
Regulation (EC) No 1371/2007 of the European Parliament and of the Council of 23 October 2007 on rail passengers' rights and obligations.	Passenger rights	Fully transposed	Partially transposed	Fully transposed
Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligations (OJ L 172, 17.5.2021, p. 1–52), applicable as of 7 June 2023.	Passenger rights	Not transposed	Not transposed	Partially transposed
Electronic freight transport information				
Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	Electronic freight transport information	Not transposed	Not transposed	Partially transposed

Annex I.3 Road Transport

No	Annex I.3 Road transport	Regulatory area	Level of compliance		
			Not transposed, fully transposed, partially transposed		
			Georgia	Republic of Moldova	Ukraine
1	Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).	Road charging infrastructure -annual vehicle taxes	Not transposed	Not transposed	Not transposed
2	Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51).	Admission to the occupation of road operator	partially transposed	partially transposed	partially transposed
3	Regulation (EU) 2020/1055 of the European Parliament and of the Council of 15 July 2020 amending Regulations (EC) No 1071/2009, (EC) No 1072/2009 and (EU) No 1024/2012 with a view to adapting them to developments in the road transport sector (OJ L 249, 31.7.2020, p. 17).		Not transposed	Not transposed	Not transposed

4	Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).	Social provisions - driving time and rest periods	partially transposed	partially transposed	partially transposed
5	Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification (OJ L 170, 28.6.2022, p.27).		partially transposed	Not transposed	Not transposed
6	Commission Regulation (EU) No 581/2010 of 1 July 2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards (OJ L 168, 2.7.2010, p. 16).		fully transposed	fully transposed	partially transposed
7	Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).		partially transposed	Not transposed	partially transposed

8	<u>Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).</u>	Tachograph	partially transposed	partially transposed	partially transposed
9	<u>Commission Implementing Regulation (EU) 2016/68 of 21 January 2016 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards (OJ L 15, 22.1.2016, p. 51).</u>		fully transposed	partially transposed	Not transposed
10	<u>Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016, p. 1).</u>		Not transposed	Not transposed	partially transposed
11	<u>Commission Implementing Regulation (EU) 2021/1228 of 16 July 2021 amending Implementing Regulation (EU) 2016/799 as regards the requirements for the construction, testing, installation, operation and repair of smart tachographs and their components (OJ L 273, 30.7.2021, p. 1–140).</u>		Not transposed	Not transposed	partially transposed

12	<u>Commission Implementing Regulation (EU) 2018/502 of 28 February 2018 amending Implementing Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 85, 28.3.2018, p. 1).</u>		Not transposed	Not transposed	partially transposed
13	Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8).		fully transposed	partially transposed	Not transposed
14	(See however Article 46 of Regulation (EU) No 165/2014).		Not transposed	partially transposed	partially transposed
15	Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).		Not transposed	Not transposed	partially transposed
16	Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35) as amended by:	Enforcement of social legislation	partially transposed	partially transposed	partially transposed

17	Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49).		Not transposed	Not transposed	partially transposed
18	Commission Decision 2007/230/EC of 12 April 2007 on a form concerning social legislation relating to road transport activities (OJ L 99, 14.4.2007, p. 14).	Form of attestation of activities	fully transposed	Not transposed	Not transposed
19	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 (OJ L 80, 23.3.2002, p. 35).	Working time	Not transposed	Not transposed	partially transposed
21	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 (OJ L 165, 30.6.2010, p. 1).	Transportable pressure equipment	partially transposed	partially transposed	partially transposed
22	Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51).	Roadworthiness	fully transposed	Not transposed	partially transposed

23	Commission Delegated Directive (EU) 2021/1717 of 9 July 2021 amending Directive 2014/45/EU of the European Parliament and of the Council as regards the updating of certain vehicle category designations and the addition of eCall to the list of test items, methods, reasons for failure and assessment of deficiencies in Annex I and Annex III to that Directive (OJ L 342, 27.9.2021, p. 48–51).		Not transposed	Not transposed	Not transposed
24	Commission Implementing Regulation (EU) 2019/621 of 17 April 2019 on the technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and establishing detailed rules concerning the data format and the procedures for accessing the relevant technical information (OJ L 108, 23.4.2019, p. 5–28).		Not transposed	Not transposed	Not transposed
25	Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).	Roadside inspection	Not transposed	Not transposed	partially transposed
26	Commission Delegated Directive (EU) 2021/1716 of 29 June 2021 amending Directive 2014/47/EU of the European Parliament and of the Council as regards modifications to the vehicle category designations stemming from amendments to the type-approval legislation (OJ L 342, 27.9.2021, p. 45–47).		Not transposed	Not transposed	partially transposed

27	Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3–11).		Not transposed	Not transposed	Not transposed
28	Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27).	Speed limitation devices	partially transposed	partially transposed	partially transposed
29	Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles (OJ L 373, 31.12.1991, p. 26).	Safety belts	Not transposed	fully transposed	partially transposed
30	Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the retrofitting of mirrors to heavy goods vehicles registered in the Community (OJ L 184, 14.7.2007, p. 25).	Mirrors	Not transposed	Not transposed	Not transposed
31	Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	Registration documents	Not transposed	partially transposed	partially transposed
32	Council Directive 2006/103/EC of 20 November 2006 adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania (OJ L 363, 20.12.2006, p. 344).		Not transposed	partially transposed	Not transposed

33	Directive 2003/59/EC of the Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC (OJ L 226, 10.9.2003, p. 4).	Training of drivers	partially transposed	partially transposed	<u>partially transposed</u>
34	Directive (EU) 2018/645 of the European Parliament and of the Council of 18 April 2018 amending Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and Directive 2006/126/EC on driving licences (OJ L 112, 2.5.2018, p. 29)		partially transposed	partially transposed	<u>partially transposed</u>
35	Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).	Driving licence	Not transposed	partially transposed	<u>partially transposed</u>
36	Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1).		Not transposed	Not transposed	Not transposed
37	Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).	Cross-border exchange of information	Not transposed	Not transposed	<u>partially transposed</u>

38	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13).	Inland transport of dangerous goods	partially transposed	partially transposed	fully transposed
39	Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road (OJ L 249, 17.10.1995, p. 35).	Checks on transport of dangerous goods	Not transposed	Not transposed	Not transposed
40	Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).	Tunnels	fully transposed	Not transposed	Not transposed
41	Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).	Road infrastructure safety management	fully transposed	partially transposed	partially transposed
42	Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).	Dimensions and weight of vehicles	fully transposed	Not transposed	partially transposed
43	Decision (EU) 2019/984 of the European Parliament and of the Council of 5 June 2019 amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length for cabs delivering improved aerodynamic		Not transposed	Not transposed	Not transposed

	performance, energy efficiency and safety performance (OJ L 164, 20.6.2019, p. 30–31).				
44	Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202–24) (as regards the amendment of Council Directive 96/53/EC only).			Not transposed	Not transposed
45	Regulation (EU) No 181/2011 of the European Parliament and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 (OJ L 55, 28.2.2011, p. 1).	Passenger rights		partially transposed	partially transposed
46	Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120, 15.5.2009, p. 5).	Clean vehicles and/or alternative fuels infrastructure		Not transposed	Not transposed
47	Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).			Not transposed	partially transposed

48	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 (OJ L 207, 6.8.2010, p. 1).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed
49	Commission Implementing Decision 2011/453/EU of 13 July 2011 adopting guidelines for reporting by the Member States under Directive 2010/40/EU of the European Parliament and of the Council (OJ L 193, 23.7.2011, p. 48).		Not transposed	Not transposed	Not transposed
50	Commission Implementing Decision (EU) 2016/209 of 12 February 2016 on a standardisation request to the European standardisation organisations as regards Intelligent Transport Systems (ITS) in urban areas in support of Directive 2010/40/EU of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 39, 16.2.2016, p. 48).		Not transposed	Not transposed	Not transposed
51	Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall (OJ L 91, 3.4.2013, p. 1).		<u>Not transposed</u>	<u>Not transposed</u>	Not transposed

52	Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).	Not transposed	Not transposed	Not transposed
53	Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).	<u>Not transposed</u>	<u>Not transposed</u>	Not transposed
54	Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	Not transposed	Not transposed	Not transposed
55	Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service (OJ L 164, 3.6.2014, p. 6).	Not transposed	Not transposed	Not transposed

56	Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	Road toll systems	Not transposed	Not transposed	Not transposed
57	Commission Delegated Regulation (EU) 2020/203 of 28 November 2019 on classification of vehicles, obligations of European Electronic Toll Service users, requirements for interoperability constituents and minimum eligibility criteria for notified bodies (OJ L 43, 17.2.2020, p. 41–48).		Not transposed	Not transposed	Not transposed
58	Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ L 43, 17.2.2020, p. 49–62).		Not transposed	Not transposed	Not transposed
59	Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).	Type approval	partially transposed	Not transposed	Not transposed

60	Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).		partially transposed	Not transposed	Not transposed
61	Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).		partially transposed	Not transposed	partially transposed
62	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33).	Electronic freight transport information	<u>Not transposed</u>	<u>Not transposed</u>	partially transposed

No	Annex I.3 Road transport	Regulatory area	Level of compliance		
			Not transposed, fully transposed, partially transposed		
			Georgia	Republic of Moldova	Ukraine
1	Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).	Road charging infrastructure - annual vehicle taxes	Not transposed	Not transposed	Not transposed

2	Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51).	Admission to the occupation of road operator	partially transposed	partially transposed	partially transposed
3	Regulation (EU) 2020/1055 of the European Parliament and of the Council of 15 July 2020 amending Regulations (EC) No 1071/2009, (EC) No 1072/2009 and (EU) No 1024/2012 with a view to adapting them to developments in the road transport sector (OJ L 249, 31.7.2020, p. 17).		Not transposed	Not transposed	Not transposed
4	Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).	Social provisions - driving time and rest periods	partially transposed	partially transposed	partially transposed

5	Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification (OJ L 170, 28.6.2022, p.27).	partially transposed	Not transposed	Not transposed
6	Commission Regulation (EU) No 581/2010 of 1 July 2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards (OJ L 168, 2.7.2010, p. 16).	fully transposed	fully transposed	partially transposed
7	Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).	partially transposed	Not transposed	partially transposed

8	<u>Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).</u>		partially transposed	partially transposed	partially transposed
9	<u>Commission Implementing Regulation (EU) 2016/68 of 21 January 2016 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards (OJ L 15, 22.1.2016, p. 51).</u>	Tachograph	fully transposed	partially transposed	Not transposed
10	<u>Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016, p. 1).</u>		Not transposed	Not transposed	partially transposed

11	<u>Commission Implementing Regulation (EU) 2021/1228 of 16 July 2021 amending Implementing Regulation (EU) 2016/799 as regards the requirements for the construction, testing, installation, operation and repair of smart tachographs and their components (OJ L 273, 30.7.2021, p. 1–140).</u>	Not transposed	Not transposed	partially transposed
12	<u>Commission Implementing Regulation (EU) 2018/502 of 28 February 2018 amending Implementing Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 85, 28.3.2018, p. 1).</u>	Not transposed	Not transposed	partially transposed
13	Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8).	fully transposed	partially transposed	Not transposed
14	(See however Article 46 of Regulation (EU) No 165/2014).	Not transposed	partially transposed	partially transposed

15	<p>Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).</p>		Not transposed	Not transposed	partially transposed
16	<p>Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35) as amended by:</p>	Enforcement of social legislation	partially transposed	partially transposed	partially transposed

17	Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49).		Not transposed	Not transposed	partially transposed
18	Commission Decision 2007/230/EC of 12 April 2007 on a form concerning social legislation relating to road transport activities (OJ L 99, 14.4.2007, p. 14).	Form of attestation of activities	fully transposed	Not transposed	Not transposed
19	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 (OJ L 80, 23.3.2002, p. 35).	Working time	Not transposed	Not transposed	partially transposed
20	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 (OJ L 165, 30.6.2010, p. 1).	Transportable pressure equipment	partially transposed	partially transposed	partially transposed

21	Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51).
22	Commission Delegated Directive (EU) 2021/1717 of 9 July 2021 amending Directive 2014/45/EU of the European Parliament and of the Council as regards the updating of certain vehicle category designations and the addition of eCall to the list of test items, methods, reasons for failure and assessment of deficiencies in Annex I and Annex III to that Directive (OJ L 342, 27.9.2021, p. 48–51).
23	Commission Implementing Regulation (EU) 2019/621 of 17 April 2019 on the technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and establishing detailed rules concerning the data format and the procedures for accessing the relevant technical information (OJ L 108, 23.4.2019, p. 5–28).

Roadworthiness

fully transposed	Not transposed	partially transposed
Not transposed	Not transposed	Not transposed
Not transposed	Not transposed	Not transposed

24	Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).	Roadside inspection	Not transposed	Not transposed	partially transposed
25	Commission Delegated Directive (EU) 2021/1716 of 29 June 2021 amending Directive 2014/47/EU of the European Parliament and of the Council as regards modifications to the vehicle category designations stemming from amendments to the type-approval legislation (OJ L 342, 27.9.2021, p. 45–47).		Not transposed	Not transposed	partially transposed
26	Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3–11).		Not transposed	Not transposed	Not transposed
27	Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27).	Speed limitation devices	partially transposed	partially transposed	partially transposed

28	Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles (OJ L 373, 31.12.1991, p. 26).	Safety belts	Not transposed	fully transposed	partially transposed
29	Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the retrofitting of mirrors to heavy goods vehicles registered in the Community (OJ L 184, 14.7.2007, p. 25).	Mirrors	Not transposed	Not transposed	Not transposed
30	Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	Registration documents	Not transposed	partially transposed	partially transposed
31	Council Directive 2006/103/EC of 20 November 2006 adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania (OJ L 363, 20.12.2006, p. 344).		Not transposed	partially transposed	Not transposed
32	Directive 2003/59/EC of the Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC (OJ L 226, 10.9.2003, p. 4).	Training of drivers	<u>partially transposed</u>	<u>partially transposed</u>	<u>partially transposed</u>

33	Directive (EU) 2018/645 of the European Parliament and of the Council of 18 April 2018 amending Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and Directive 2006/126/EC on driving licences (OJ L 112, 2.5.2018, p. 29)		partially transposed	partially transposed	<u>partially transposed</u>
34	Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).	Driving licence	Not transposed	partially transposed	<u>partially transposed</u>
35	Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1).		Not transposed	Not transposed	Not transposed
36	Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).	Cross-border exchange of information	Not transposed	Not transposed	<u>partially transposed</u>
37	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13).	Inland transport of dangerous goods	partially transposed	partially transposed	fully transposed

38	Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road (OJ L 249, 17.10.1995, p. 35).	Checks on transport of dangerous goods	Not transposed	Not transposed	Not transposed
39	Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).	Tunnels	fully transposed	Not transposed	Not transposed
40	Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).	Road infrastructure safety management	fully transposed	partially transposed	partially transposed
41	Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).	Dimensions and weight of vehicles	fully transposed	Not transposed	partially transposed

42	Decision (EU) 2019/984 of the European Parliament and of the Council of 5 June 2019 amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length for cabs delivering improved aerodynamic performance, energy efficiency and safety performance (OJ L 164, 20.6.2019, p. 30–31).		Not transposed	Not transposed	Not transposed
43	Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202–24) (as regards the amendment of Council Directive 96/53/EC only).		Not transposed	Not transposed	Not transposed
44	Regulation (EU) No 181/2011 of the European Parliament and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 (OJ L 55, 28.2.2011, p. 1).	Passenger rights	partially transposed	partially transposed	partially transposed

45	Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120, 15.5.2009, p. 5).	Clean vehicles and/or alternative fuels infrastructure	Not transposed	Not transposed	Not transposed
46	Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).		Not transposed	Not transposed	partially transposed
47	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 (OJ L 207, 6.8.2010, p. 1).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed
48	Commission Implementing Decision 2011/453/EU of 13 July 2011 adopting guidelines for reporting by the Member States under Directive 2010/40/EU of the European Parliament and of the Council (OJ L 193, 23.7.2011, p. 48).		Not transposed	Not transposed	Not transposed

49	Commission Implementing Decision (EU) 2016/209 of 12 February 2016 on a standardisation request to the European standardisation organisations as regards Intelligent Transport Systems (ITS) in urban areas in support of Directive 2010/40/EU of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 39, 16.2.2016, p. 48).	Not transposed	Not transposed	Not transposed
50	Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall (OJ L 91, 3.4.2013, p. 1).	<u>Not transposed</u>	<u>Not transposed</u>	Not transposed
51	Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).	Not transposed	Not transposed	Not transposed

52	Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).		<u>Not transposed</u>	<u>Not transposed</u>	Not transposed
53	Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).		Not transposed	Not transposed	Not transposed
54	Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-wide eCall service (OJ L 164, 3.6.2014, p. 6).		Not transposed	Not transposed	Not transposed
55	Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	Road toll systems	Not transposed	Not transposed	Not transposed

56	Commission Delegated Regulation (EU) 2020/203 of 28 November 2019 on classification of vehicles, obligations of European Electronic Toll Service users, requirements for interoperability constituents and minimum eligibility criteria for notified bodies (OJ L 43, 17.2.2020, p. 41–48).		Not transposed	Not transposed	Not transposed
57	Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ L 43, 17.2.2020, p. 49–62).		Not transposed	Not transposed	Not transposed
58	Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).	Type approval	partially transposed	Not transposed	Not transposed

59	<u>Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</u>		partially transposed	Not transposed	Not transposed
60	Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).		partially transposed	Not transposed	partially transposed
61	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33). (to the extent relevant for acts falling within the scope of this Annex)	Electronic freight transport information	Not transposed	Not transposed	partially transposed

No	Annex I.3 Road transport	Regulatory area	Level of compliance		
			Not transposed, fully transposed, partially transposed		
			Georgia	Republic of Moldova	Ukraine
1	Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of heavy goods vehicles for the use of certain infrastructures (OJ L 187, 20.7.1999, p. 42).	Road charging infrastructure - annual vehicle taxes	Not transposed	Not transposed	Not transposed

2	Regulation (EC) No 1071/2009 of the European Parliament and of the Council of 21 October 2009 establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator and repealing Council Directive 96/26/EC (OJ L 300, 14.11.2009, p. 51).	Admission to the occupation of road operator	partially transposed	partially transposed	partially transposed
3	Regulation (EU) 2020/1055 of the European Parliament and of the Council of 15 July 2020 amending Regulations (EC) No 1071/2009, (EC) No 1072/2009 and (EU) No 1024/2012 with a view to adapting them to developments in the road transport sector (OJ L 249, 31.7.2020, p. 17).		Not transposed	Not transposed	Not transposed
4	Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1).	Social provisions - driving time and rest periods	partially transposed	partially transposed	partially transposed

5	Commission Delegated Regulation (EU) 2022/1012 of 7 April 2022 supplementing Regulation (EC) No 561/2006 of the European Parliament and of the Council with regard to the establishment of standards detailing the level of service and security of safe and secure parking areas and to the procedures for their certification (OJ L 170, 28.6.2022, p.27).	partially transposed	Not transposed	Not transposed
6	Commission Regulation (EU) No 581/2010 of 1 July 2010 on the maximum periods for the downloading of relevant data from vehicle units and from driver cards (OJ L 168, 2.7.2010, p. 16).	fully transposed	fully transposed	partially transposed
7	Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).	partially transposed	Not transposed	partially transposed

8	<u>Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).</u>		partially transposed	partially transposed	partially transposed
9	<u>Commission Implementing Regulation (EU) 2016/68 of 21 January 2016 on common procedures and specifications necessary for the interconnection of electronic registers of driver cards (OJ L 15, 22.1.2016, p. 51).</u>	Tachograph	fully transposed	partially transposed	Not transposed
10	<u>Commission Implementing Regulation (EU) 2016/799 of 18 March 2016 implementing Regulation (EU) No 165/2014 of the European Parliament and of the Council laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 139, 26.5.2016, p. 1).</u>		Not transposed	Not transposed	partially transposed

11	<u>Commission Implementing Regulation (EU) 2021/1228 of 16 July 2021 amending Implementing Regulation (EU) 2016/799 as regards the requirements for the construction, testing, installation, operation and repair of smart tachographs and their components (OJ L 273, 30.7.2021, p. 1–140).</u>	Not transposed	Not transposed	partially transposed
12	<u>Commission Implementing Regulation (EU) 2018/502 of 28 February 2018 amending Implementing Regulation (EU) 2016/799 laying down the requirements for the construction, testing, installation, operation and repair of tachographs and their components (OJ L 85, 28.3.2018, p. 1).</u>	Not transposed	Not transposed	partially transposed
13	Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8).	fully transposed	partially transposed	Not transposed
14	(See however Article 46 of Regulation (EU) No 165/2014).	Not transposed	partially transposed	partially transposed

15	Regulation (EU) 2020/1054 of the European Parliament and of the Council of 15 July 2020 amending Regulation (EC) No 561/2006 as regards minimum requirements on maximum daily and weekly driving times, minimum breaks and daily and weekly rest periods and Regulation (EU) No 165/2014 as regards positioning by means of tachographs (OJ L 249, 31.7.2020, p. 1).		Not transposed	Not transposed	partially transposed
16	Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Council Regulations (EEC) No 3820/85 and (EEC) No 3821/85 concerning social legislation relating to road transport activities and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35) as amended by:	Enforcement of social legislation	partially transposed	partially transposed	partially transposed

17	Directive (EU) 2020/1057 of the European Parliament and of the Council of 15 July 2020 laying down specific rules with respect to Directive 96/71/EC and Directive 2014/67/EU for posting drivers in the road transport sector and amending Directive 2006/22/EC as regards enforcement requirements and Regulation (EU) No 1024/2012 (OJ L 249, 31.7.2020, p. 49).		Not transposed	Not transposed	partially transposed
18	Commission Decision 2007/230/EC of 12 April 2007 on a form concerning social legislation relating to road transport activities (OJ L 99, 14.4.2007, p. 14).	Form of attestation of activities	fully transposed	Not transposed	Not transposed
19	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 (OJ L 80, 23.3.2002, p. 35).	Working time	Not transposed	Not transposed	partially transposed
20	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 (OJ L 165, 30.6.2010, p. 1).	Transportable pressure equipment	partially transposed	partially transposed	partially transposed

21	Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51).
22	Commission Delegated Directive (EU) 2021/1717 of 9 July 2021 amending Directive 2014/45/EU of the European Parliament and of the Council as regards the updating of certain vehicle category designations and the addition of eCall to the list of test items, methods, reasons for failure and assessment of deficiencies in Annex I and Annex III to that Directive (OJ L 342, 27.9.2021, p. 48–51).
23	Commission Implementing Regulation (EU) 2019/621 of 17 April 2019 on the technical information necessary for roadworthiness testing of the items to be tested, on the use of the recommended test methods, and establishing detailed rules concerning the data format and the procedures for accessing the relevant technical information (OJ L 108, 23.4.2019, p. 5–28).

Roadworthiness

fully transposed	Not transposed	partially transposed
Not transposed	Not transposed	Not transposed
Not transposed	Not transposed	Not transposed

24	Directive 2014/47/EU of the European Parliament and of the Council of 3 April 2014 on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union and repealing Directive 2000/30/EC (OJ L 127, 29.4.2014, p. 134).	Roadside inspection	Not transposed	Not transposed	partially transposed
25	Commission Delegated Directive (EU) 2021/1716 of 29 June 2021 amending Directive 2014/47/EU of the European Parliament and of the Council as regards modifications to the vehicle category designations stemming from amendments to the type-approval legislation (OJ L 342, 27.9.2021, p. 45–47).		Not transposed	Not transposed	partially transposed
26	Commission Implementing Regulation (EU) 2017/2205 of 29 November 2017 on detailed rules concerning the procedures for the notification of commercial vehicles with major or dangerous deficiencies identified during a technical roadside inspection (OJ L 314, 30.11.2017, p. 3–11).		Not transposed	Not transposed	Not transposed
27	Council Directive 92/6/EEC of 10 February 1992 on the installation and use of speed limitation devices for certain categories of motor vehicles in the Community (OJ L 57, 2.3.1992, p. 27).	Speed limitation devices	partially transposed	partially transposed	partially transposed

28	Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles (OJ L 373, 31.12.1991, p. 26).	Safety belts	Not transposed	fully transposed	partially transposed
29	Directive 2007/38/EC of the European Parliament and of the Council of 11 July 2007 on the retrofitting of mirrors to heavy goods vehicles registered in the Community (OJ L 184, 14.7.2007, p. 25).	Mirrors	Not transposed	Not transposed	Not transposed
30	Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	Registration documents	Not transposed	partially transposed	partially transposed
31	Council Directive 2006/103/EC of 20 November 2006 adapting certain Directives in the field of transport policy, by reason of the accession of Bulgaria and Romania (OJ L 363, 20.12.2006, p. 344).		Not transposed	partially transposed	Not transposed

32	Directive 2003/59/EC of the Parliament and of the Council of 15 July 2003 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers, amending Council Regulation (EEC) No 3820/85 and Council Directive 91/439/EEC and repealing Council Directive 76/914/EEC (OJ L 226, 10.9.2003, p. 4).	Training of drivers	<u>partially transposed</u>	<u>partially transposed</u>	<u>partially transposed</u>
33	Directive (EU) 2018/645 of the European Parliament and of the Council of 18 April 2018 amending Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and Directive 2006/126/EC on driving licences (OJ L 112, 2.5.2018, p. 29)		<u>partially transposed</u>	<u>partially transposed</u>	<u>partially transposed</u>
34	Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).	Driving licence	Not transposed	<u>partially transposed</u>	<u>partially transposed</u>
35	Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1).		Not transposed	Not transposed	Not transposed

36	Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).	Cross-border exchange of information	Not transposed	Not transposed	<u>partially transposed</u>
37	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13).	Inland transport of dangerous goods	partially transposed	partially transposed	fully transposed
38	Council Directive 95/50/EC of 6 October 1995 on uniform procedures for checks on the transport of dangerous goods by road (OJ L 249, 17.10.1995, p. 35).	Checks on transport of dangerous goods	Not transposed	Not transposed	Not transposed
39	Directive 2004/54/EC of the European Parliament and of the Council of 29 April 2004 on minimum safety requirements for tunnels in the trans-European road network (OJ L 167, 30.4.2004, p. 39).	Tunnels	fully transposed	Not transposed	Not transposed
40	Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (OJ L 319, 29.11.2008, p. 59).	Road infrastructure safety management	fully transposed	partially transposed	partially transposed

41	Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L 235, 17.9.1996, p. 59).	Dimensions and weight of vehicles	fully transposed	Not transposed	partially transposed
42	Decision (EU) 2019/984 of the European Parliament and of the Council of 5 June 2019 amending Council Directive 96/53/EC as regards the time limit for the implementation of the special rules regarding maximum length for cabs delivering improved aerodynamic performance, energy efficiency and safety performance (OJ L 164, 20.6.2019, p. 30–31).		Not transposed	Not transposed	Not transposed
43	Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202–24) (as regards the amendment of Council Directive 96/53/EC only).		Not transposed	Not transposed	Not transposed

44	Regulation (EU) No 181/2011 of the European Parliament and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 (OJ L 55, 28.2.2011, p. 1).	Passenger rights	partially transposed	partially transposed	partially transposed
45	Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of clean road transport vehicles in support of low-emission mobility (OJ L 120, 15.5.2009, p. 5).	Clean vehicles and/or alternative fuels infrastructure	Not transposed	Not transposed	Not transposed
46	Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 307, 28.10.2014, p. 1).		Not transposed	Not transposed	partially transposed
47	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 (OJ L 207, 6.8.2010, p. 1).	Intelligent Transport Systems	Not transposed	Not transposed	Not transposed

48	Commission Implementing Decision 2011/453/EU of 13 July 2011 adopting guidelines for reporting by the Member States under Directive 2010/40/EU of the European Parliament and of the Council (OJ L 193, 23.7.2011, p. 48).	Not transposed	Not transposed	Not transposed
49	Commission Implementing Decision (EU) 2016/209 of 12 February 2016 on a standardisation request to the European standardisation organisations as regards Intelligent Transport Systems (ITS) in urban areas in support of Directive 2010/40/EU of the European Parliament and of the Council on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (OJ L 39, 16.2.2016, p. 48).	Not transposed	Not transposed	Not transposed
50	Commission Delegated Regulation (EU) No 305/2013 of 26 November 2012 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall (OJ L 91, 3.4.2013, p. 1).	<u>Not transposed</u>	<u>Not transposed</u>	Not transposed

51	Commission Delegated Regulation (EU) No 885/2013 of 15 May 2013 supplementing ITS Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of information services for safe and secure parking places for trucks and commercial vehicles (OJ L 247, 18.9.2013, p. 1).	Not transposed	Not transposed	Not transposed
52	Commission Delegated Regulation (EU) No 886/2013 of 15 May 2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to data and procedures for the provision, where possible, of road safety-related minimum universal traffic information free of charge to users (OJ L 247, 18.9.2013, p. 6).	<u>Not transposed</u>	<u>Not transposed</u>	Not transposed
53	Commission Delegated Regulation (EU) 2015/962 of 18 December 2014 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the provision of EU-wide real-time traffic information services (OJ L 157, 23.6.2015, p. 21).	Not transposed	Not transposed	Not transposed
54	Decision No 585/2014/EU of the European Parliament and of the Council of 15 May 2014 on the deployment of the interoperable EU-	Not transposed	Not transposed	Not transposed

	wide eCall service (OJ L 164, 3.6.2014, p. 6).				
55	Directive (EU) 2019/520 of the European Parliament and of the Council of 19 March 2019 on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union (OJ L 91, 29.3.2019, p. 45).	Road toll systems	Not transposed	Not transposed	Not transposed
56	Commission Delegated Regulation (EU) 2020/203 of 28 November 2019 on classification of vehicles, obligations of European Electronic Toll Service users, requirements for interoperability constituents and minimum eligibility criteria for notified bodies (OJ L 43, 17.2.2020, p. 41–48).		Not transposed	Not transposed	Not transposed

57	Commission Implementing Regulation (EU) 2020/204 of 28 November 2019 on detailed obligations of European Electronic Toll Service providers, minimum content of the European Electronic Toll Service domain statement, electronic interfaces, requirements for interoperability constituents and repealing Decision 2009/750/EC (OJ L 43, 17.2.2020, p. 49–62).		Not transposed	Not transposed	Not transposed
58	Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L 151, 14.6.2018, p. 1).	Type approval	partially transposed	Not transposed	Not transposed
59	<u>Regulation (EU) No 167/2013 of the European Parliament and of the Council of 5 February 2013 on the approval and market surveillance of agricultural and forestry vehicles (OJ L 60, 2.3.2013, p. 1).</u>		partially transposed	Not transposed	Not transposed

60	Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).		partially transposed	Not transposed	partially transposed
61	Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33). (to the extent relevant for acts falling within the scope of this Annex)	Electronic freight transport information	Not transposed	Not transposed	partially transposed

Annex I.4 Maritime Transport

	Legislation	Regulatory area	Level of compliance:		
			Not transposed, fully Transposed, partially transposed		
			Georgia	Republic of Moldova	Ukraine
1	Regulation (EU) No 1255/2011 of the European Parliament and of the Council of 30 November 2011 establishing a Programme to support the further development of an Integrated Maritime Policy (OJ EU L 132 5.12.2011, p. 1).	Maritime policy	Not Transposed	Not Transposed	Not Transposed
2	Council Regulation (EEC) No 3577/92 of 7 December 1992 applying the principle of freedom to provide services to maritime transport within Member States (maritime cabotage) (OJ EC L 364, 12.12.1992, p. 7).	Access to the market	Not Transposed	Not Transposed	Not Transposed
3	Council Regulation (EEC) No 4055/86 of 22 December 1986 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries (OJ EC L 378, 31.12.1986, p. 1).		Not Transposed	Not Transposed	Not Transposed
4	Regulation (EC) No 789/2004 of the European Parliament and of the Council of 21 April 2004 on the transfer of cargo and passenger ships between registers within the Community and repealing Council Regulation (EEC) No 613/91 (OJ EU L 138, 30.4.2004, p. 19).		Not Transposed	Not Transposed	Not Transposed
5	Council Regulation (EEC) No 4058/86 of 22 December 1986 concerning coordinated action to safeguard free access to cargoes in ocean trades (OJ EC L 378, 31.12.1986, p. 21).		Not Transposed	Not Transposed	Not Transposed
6	Council Regulation (EEC) No 4057/86 of 22 December 1986 on unfair pricing practices in maritime transport (OJ EC L 378, 31.12.1986, p. 14).		International relations	Not Transposed	Not Transposed

7	Council Decision 2012/22/EU of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, with the exception of Articles 10 and 11 thereof (OJ EU L 8, 12.1.2012, p. 1).	International agreements	Not Transposed	Not Transposed	Not Transposed
8	Council Decision 2012/23/EU of 12 December 2011 concerning the accession of the European Union to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, as regards Articles 10 and 11 thereof (OJ EU L 8, 12.1.2012, p. 13).		Not Transposed	Not Transposed	Not Transposed
9	Directive 2009/15/EC of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations (OJ EU L 131, 28.5.2009, p. 47).	Ship inspection and survey organisations - recognised organisations	Fully Transposed	Fully Transposed	Not Transposed
10	Commission Decision 2009/491/EC of 16 June 2009 on criteria to be followed in order to decide when the performance of an organisation acting on behalf of a flag State can be considered an unacceptable threat to safety and the environment (OJ EU L 162, 25.6.2009, p. 6).		Not Transposed	Not Transposed	Not Transposed
11	Regulation (EC) No 391/2009 of the European Parliament and of the Council of 23 April 2009 on common rules and standards for ship inspection and survey organisations (OJ EU L 131, 28.5.2009, p. 11).		Fully Transposed	Fully Transposed	Partly Transposed

12	Commission Regulation (EU) No 788/2014 of 18 July 2014 laying down detailed rules for the imposition of fines and periodic penalty payments and the withdrawal of recognition of ship inspection and survey organisations pursuant to Articles 6 and 7 of Regulation (EC) No 391/2009 of the European Parliament and of the Council (OJ EU L 214, 19.7.2014, p. 12).		Not Transposed	Not Transposed	Not Transposed
13	Directive 2009/21/EC of the European Parliament and of the Council of 23 April 2009 on compliance with flag State requirements (OJ EU L 131, 28.5.2009, p. 132).	Flag State	Fully Transposed	Fully Transposed	Fully Transposed
14	Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control (OJ EU L 131, 28.5.2009, p. 57).	Port State control	Fully Transposed	Not Transposed	Partly Transposed
15	Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ EC L 208, 5.8.2002, p. 10).	Vessel traffic monitoring	Fully Transposed	Partly Transposed	Partly Transposed
16	Regulation (EC) 336/2006 of the European Parliament and of the Council of 15 February 2006 on the implementation of the International Safety Management Code within the Community and repealing Council Regulation (EC) No 3051/95 (OJ EU L 64, 4.3.2006, p. 1).	International Safety Management Code	Fully Transposed	Partly Transposed	Partly Transposed
17	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 of the Member States and repealing Directive 2002/6/EC (OJ EU L 283, 29.10.2010, p. 1).	Reporting formalities	Not Transposed	Partly Transposed	Partly Transposed
18	Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC (OJ EU L 257, 28.8.2014, p. 146).	Marine equipment	Not Transposed	Not Transposed	Partly Transposed

19	Directive 2003/25/EC of the European Parliament and of the Council of 14 April 2003 on specific stability requirements for ro-ro passenger ships (OJ EU L 123, 17.5.2003, p. 22).	Passenger ships	Fully Transposed	Not Transposed	Partly Transposed
20	Regulation (EC) No 392/2009 of the European Parliament and of the Council of 23 April 2009 on the liability of carriers of passengers by sea in the event of accidents (OJ EU L 131, 28.5.2009, p. 24).		Fully Transposed	Not Transposed	Partly Transposed
21	Council Directive 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community (OJ EC L 188, 2.7.1998).	Safety of fishing vessels	Not Transposed	Not Transposed	Not Transposed
22	Directive 2009/45/EC of the European Parliament and of the Council of 6 May 2009 on safety rules and standards for passenger ships (OJ EU L 163, 5.6.2009, p. 1).		Fully Transposed	Not Transposed	Partly Transposed
23	Council Directive 1999/35/EC of 29 April 1999 on a system of mandatory surveys for the safe operation of regular ro-ro ferry and high-speed passenger craft services (OJ EC L 138, 1.6.1999, p. 1).		Not Transposed	Not Transposed	Partly Transposed
24	Council Directive 97/70/EC of 11 December 1997 setting up a harmonised safety regime for fishing vessels of 24 metres in length and over (OJ EC L 34, 9.2.1998, p. 1).		Not Transposed	Not Transposed	Not Transposed
25	Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers (OJ EU L 172, 30.6.2012, p. 3).	Oil tankers	Fully Transposed	Fully Transposed	Fully Transposed
26	Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001 establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers (OJ EC L 13, 16.1.2002, p. 9).	Bulk carriers	Fully Transposed	Not Transposed	Partly Transposed

27	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 (OJ EU L 131, 28.5.2009, p. 114).	Accident investigation	Fully Transposed	Partly Transposed	Partly Transposed
28	Commission Implementing Regulation (EU) No 651/2011 of 5 July 2011 adopting the rules of procedure of the permanent cooperation framework established by Member States in cooperation with the Commission pursuant to Article 10 of Directive 2009/18/EC of the European Parliament and of the Council (OJ EU L 177, 6.7.2011, p. 18).		Not Transposed	Not Transposed	Not Transposed
29	Commission Regulation (EU) No 1286/2011 of 9 December 2011 adopting a common methodology for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive 2009/18/EC of the European Parliament and of the Council (OJ EU L 328, 10.12.2011, p. 36).		Not Transposed	Not Transposed	Not Transposed
30	Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims (OJ EU L 131, 28.5.2009, p. 128).	Insurance	Not Transposed	Not Transposed	Partly Transposed
31	Directive 2005/35/EC of the European Parliament and of the Council of 7 September 2005 on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences (OJ EU L 255, 30.9.2005, p. 11).	Ship-source pollution	Not Transposed	Not Transposed	Not Transposed
32	Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (OJ EC L 332, 28.12.2000).	Ship-generated waste	Fully Transposed	Not Transposed	Partly Transposed

33	Regulation (EC) No 782/2003 of the European Parliament and of the Council of 14 April 2003 on the prohibition of organotin compounds on ships (OJ EU L 115, 9.5.2003, p. 1)	Organotin compounds	Fully Transposed	Not Transposed	Partly Transposed
34	Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ EU L 129, 29.4.2004, p. 6).	Maritime security	Fully Transposed	Partly Transposed	Partly Transposed
35	Directive 2005/65/EC of the European Parliament and of the Council of 26 October 2005 on enhancing port security (OJ EU L 310, 25.11.2005, p. 28).		Fully Transposed	Not Transposed	Partly Transposed
36	Commission Regulation (EC) No 324/2008 of 9 April 2008 laying down revised procedures for conducting Commission inspections in the field of maritime security (OJ EU L 98, 10.4.2008, p. 5).		Not Transposed	Not Transposed	Not Transposed
37	Directive 2008/106/EC of the European Parliament and of the Council of 19 November 2008 on the minimum level of training of seafarers (OJ EU L 323, 3.12.2008, p. 33).	Training of seafarers	Fully Transposed	Not Transposed	Partly Transposed
38	Directive 2005/45/EC of the European Parliament and of the Council of 7 September 2005 on the mutual recognition of seafarers' certificates issued by the Member States (OJ EU L 255, 30.9.2005, p. 160).		Not Transposed	Not Transposed	Not Transposed
39	Directive 2013/54/EU of the European Parliament and of the Council of 20 November 2013 concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006 (OJ EU L 329, 10.12.2013, p. 1).	Social aspects	Not Transposed	Not Transposed	Not Transposed
40	Council Directive 1999/63/EC of 21 June 1999 concerning the Agreement on the organisation of working time of seafarers concluded by the European Community Shipowners' Association (ECSA) and the Federation of Transport Workers' Unions in the European Union (FST) (OJ EC L 167, 2.7.1999, p. 33).		Not Transposed	Not Transposed	Partly Transposed

41	Directive 1999/95/EC of the European Parliament and of the Council of 13 December 1999 concerning the enforcement of provisions in respect of seafarers' hours of work on board ships calling at Community ports (OJ EC L 14, 20.1.2000, p. 29).		Not Transposed	Not Transposed	Partly Transposed
42	Council Directive 2009/13/EC of 16 February 2009 implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006, and amending Directive 1999/63/EC (OJ EU L 124, 20.5.2009, p. 30).		Not Transposed	Not Transposed	Not Transposed
43	Council Directive 92/29/EEC of 31 March 1992 on the minimum safety and health requirements for improved medical treatment on board vessels (OJ EC L 113, 30.4.1992, p. 19).		Fully Transposed	Not Transposed	Partly Transposed
44	Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 (OJ EU L 334, 17.12.2010)	Passenger Rights Sea and inland waterway	Not Transposed	Not Transposed	Partly Transposed
45	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 (OJ EU L 165, 30.6.2010, p. 1).	Transportable pressure equipment	Not Transposed	Not Transposed	Partly Transposed
46	Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency (OJ EC L 208, 5.8.2002, p. 1).	European Maritime Safety Agency	Not Transposed	Not Transposed	Not Transposed

47	Regulation (EC) No 2099/2002 of the European Parliament and of the Council of 5 November 2002 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and amending the Regulations on maritime safety and the prevention of pollution from ships (OJ EC L 324, 29.11.2002, p. 1).	Committee on Safe Seas and the Prevention of Pollution from Ships	Not Transposed	Not Transposed	Not Transposed
48	Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (Text with EEA relevance)	Port Services	Not Transposed	Not Transposed	Partly Transposed
49	Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU	Maritime Single Window	Not Transposed	Not Transposed	Partly Transposed
50	Directive (EU) 2016/802 of the European Parliament and of the Council of 11 May 2016 relating to a reduction in the sulphur content of certain liquid fuels (codification)	Environment	Not Transposed	Not Transposed	Partly Transposed
51	Commission Implementing Decision (EU) 2015/253 of 16 February 2015 laying down the rules concerning the sampling and reporting under Council Directive 1999/32/EC as regards the sulphur content of marine fuels		Not Transposed	Not Transposed	Not Transposed

Annex I.5 Inland Waterway Transport

	Legislation	Regulatory area	Level of compliance:		
			Georgia	Republic of Moldova	Ukraine
			Not transposed, fully Transposed, partially transposed		
			Georgia	Republic of Moldova	Ukraine
1	Council Regulation (EC) No 1356/96 of 8 July 1996 on common rules applicable to the transport of goods or passengers by inland waterway between Member States with a view to establishing freedom to provide such transport services	Access to the market	Not Transposed	Not Transposed	Not Transposed
2	Council Regulation (EEC) No 3921/91 of 16 December 1991 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State		Not Transposed	Not Transposed	Not Transposed
3	Council Regulation (EC) No 718/99 of 29 March 1999 on a Community fleet capacity policy to promote inland waterway transport (OJ EC L 90, 2.4.1999, p. 1).		Not Transposed	Not Transposed	Not Transposed
4	Council Directive (EC) No 96/75 of 19 November 1996 on the systems of chartering and pricing in national and international inland waterway transport in the Community (OJ EC L 304, 27.11.1996, p. 12).		Not Transposed	Not Transposed	Fully Transposed
5	Council Regulation (EEC) No 2919/85 of 17 October 1985 laying down the conditions for access to the arrangements under the Revised Convention for the navigation of the Rhine relating to vessels belonging to the Rhine Navigation (OJ EC L 280, 22.10.1985, p. 4).		Not Transposed	Not Transposed	Not Transposed

6	Council Directive No 87/540/EEC of 9 November 1987 on access to the occupation of carrier of goods by waterway in national and international transport and on the mutual recognition of diplomas, certificates and other evidence of formal qualifications for this occupation (OJ EC L 322, 12.11.1987, p. 20).	Access to the profession	Not Transposed	Not Transposed	Not Transposed
7	Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterways (OJ EC L 373, 31.12.1991, p. 29).	Boatmasters' certificates	Not Transposed	Not Transposed	Not Transposed
8	Council Directive (EC) 96/50 of 23 July 1996 on the harmonisation of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by inland waterway in the Community		Not Transposed	Not Transposed	Not Transposed
9	Directive 2009/100/EC of the European Parliament and of the Council of 16 September 2009 on reciprocal recognition of navigability licences for inland waterway vessels (OJ EU L 259, 2.10.2009, p. 8).	Safety / technical requirements	Not Transposed	Not Transposed	Partly Transposed
10	Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ EU L 252, 16.9.2016, p. 118).		Not Transposed	Not Transposed	Fully Transposed
11	Directive 2006/87/EC of the European Parliament and of the Council of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Council Directive 82/714/EEC.		Not Transposed	Partly Transposed	Not Transposed
12	Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods		Not Transposed	Partly Transposed	Fully Transposed

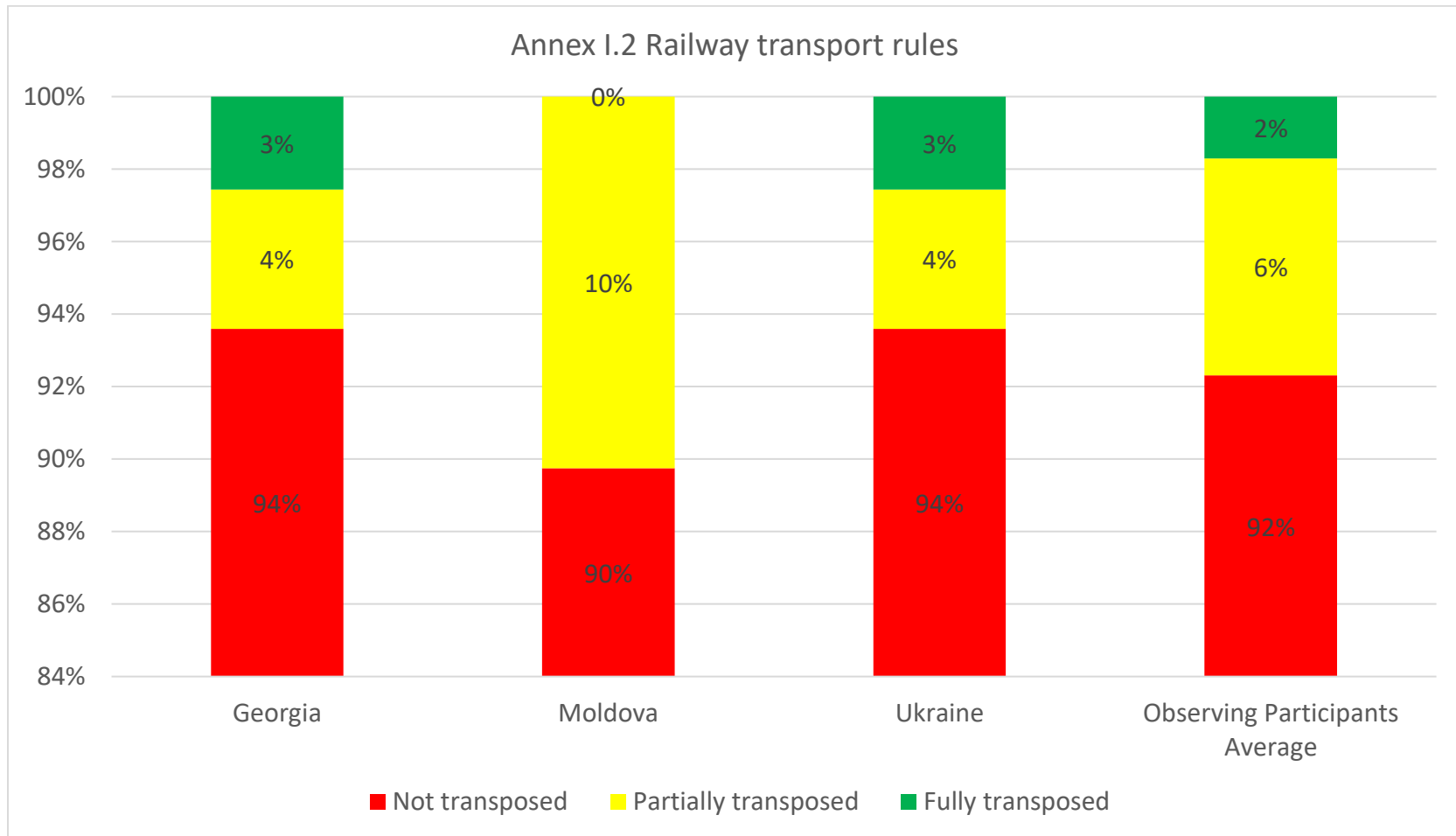
13	Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 255, 30.9.2005, p. 152).	River information services	Not Transposed	Partly Transposed	Partly Transposed
14	Commission Implementing Regulation (EU) No 909/2013 of 10 September 2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS) referred to in Directive 2005/44/EC of the European Parliament and of the Council		Not Transposed	Not Transposed	Partly Transposed
15	Commission Regulation (EU) No 164/2010 of 25 January 2010 on the technical specifications for electronic ship reporting in inland navigation referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (OJ EU L 57, 6.3.2010, p. 1).		Not Transposed	Not Transposed	Not Transposed
16	Commission Regulation (EC) No 416/2007 of 22 March 2007 concerning the technical specifications for Notices to Skippers as referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community		Not Transposed	Not Transposed	Partly Transposed
17	Commission Regulation (EC) No 415/2007 of 13 March 2007 concerning the technical specifications for vessel tracking and tracing systems referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community		Not Transposed	Not Transposed	Not Transposed

18	Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community		Not Transposed	Not Transposed	Partly Transposed
19	Directive 2009/30/EC of the European Parliament and of the Council of 23 April 2009 amending Directive 98/70/EC as regards the specification of petrol, diesel and gas-oil and introducing a mechanism to monitor and reduce greenhouse gas emissions and amending Council Directive 1999/32/EC as regards the specifications of fuel used by inland waterway vessels and repealing Directive 93/12/EEC	Environment	Not Transposed	Not Transposed	Not Transposed
20	Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery, amending Regulations (EU) No 1024/2012 and (EU) No 167/2013, and amending and repealing Directive 97/68/EC (OJ EU L 252, 16.9.2016, p. 53).		Not Transposed	Not Transposed	Fully Transposed
21	Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery		Not Transposed	Not Transposed	Not Transposed

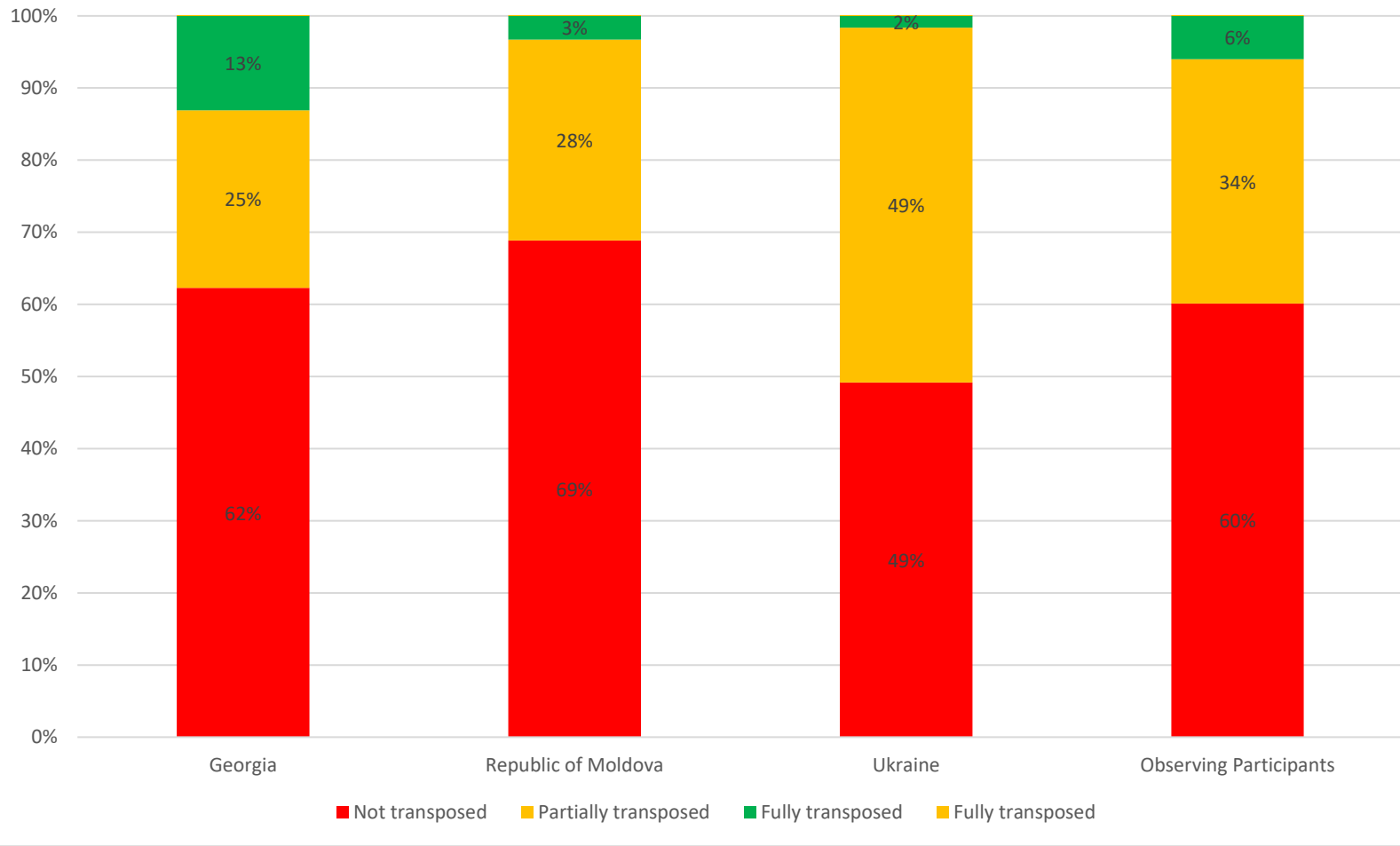
22	Directive 2004/26/EC of the European Parliament and of the Council of 21 April 2004 amending Directive 97/68/EC on the approximation of the laws of the Member states relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery (OJ EU L 146, 30.4.2004, p. 1).		Not Transposed	Not Transposed	Not Transposed
23	Regulation (EU) No 1177/2010 of the European Parliament and of the Council of 24 November 2010 concerning the rights of passengers when travelling by sea and inland waterway and amending Regulation (EC) No 2006/2004 (OJ EU L 334, 17.12.2010, p. 1).	Sea and inland waterway	Not Transposed	Not Transposed	Partly Transposed

8.2 Overall Charts per each participant - EU Acquis (TCT ANNEX I)

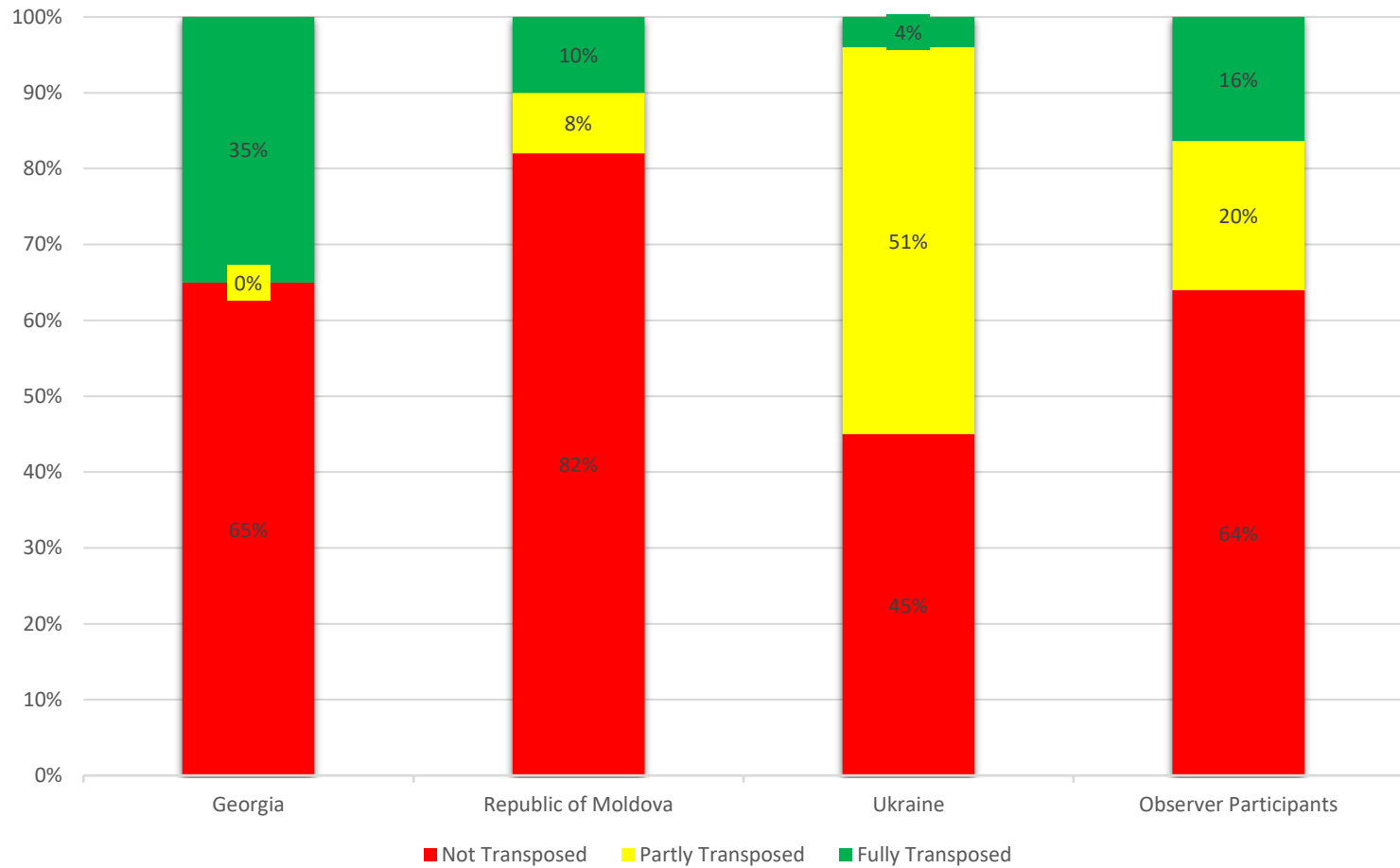
8.3 Charts per each sector/observing participant - EU Acquis (TCT ANNEX I)



Annex I.3 - Road transport rules



Annex I.4 - Maritime transport rules



Annex I.5 Inland Waterway transport rules

