

# Observing Participants TCT Annex I Status Report

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2024



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# Observing Participants **TCT Annex I** **Status Report**

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# 1. Introduction

The 6th Ministerial Council of the Transport Community (TCT) held on 15 November 2022, endorsed a Joint Statement on the systematic involvement of Ukraine, the Republic of Moldova, and Georgia as observing participants in the work of the Transport Community.

Joining the Transport Community as observing participants marked an important step in the already-established multilateral cooperation framework between Georgia, the Republic of Moldova, Ukraine, and the European Union, where connectivity and transport play a vital role. Policy-wise, each country has concluded a dedicated Association Agreement with the EU, setting specific requirements and priorities for the transport sector. Marking further progress in their EU membership aspirations, all three observing participants have now received EU candidate status: Moldova and Ukraine in June 2022, followed by Georgia in December 2023. Advancing towards EU membership requires gradual but complete legislative and regulatory alignment, with the entire body of EU law (the *acquis*) being incorporated into their national legal frameworks.

In parallel with accession negotiations, systematic engagement with the Transport Community is expected to elevate cooperation to a new level, significantly contributing to the observing participants' efforts to align EU standards and regulations in the sector.

The Transport Community is based on the progressive integration of the transport markets of the regional partners into the EU transport market, according to the relevant *acquis*. This includes areas such as technical standards, interoperability, safety, security, traffic management, social policy, public procurement, and the environment. The rules applicable to the Transport Community's contracting parties for this purpose are outlined in Annex I of the Treaty.

Annex I of the Treaty comprises a series of EU legal acts that non-EU signatory parties are required to incorporate into their internal legal systems within specific timelines and procedures. Basically, **the full transposition and implementation of the *acquis* listed in Annex I is an essential prerequisite for the effective functioning of the Transport Community**. Consequently, monitoring and quantifying the progress of the regional partners in this regard is a critical task that the Permanent Secretariat of the Transport Community regularly undertakes.



## 2. Executive Summary

- 1. The 2024 EU Acquis Status Report provides a baseline assessment of the observing participants' compliance with the EU acquis outlined in Annex I of the Transport Community Treaty.** By reviewing the current status of alignment with EU transport legislation, the report serves a dual purpose. Firstly, it maps the current situation, providing a clear picture of how closely the legal frameworks of Georgia, the Republic of Moldova and Ukraine align with EU standards in the areas covered by the Transport Community. Secondly, it benchmarks the future work that needs to be accomplished in view of potential full membership. Overall, the report lays the foundation for a multi-year monitoring exercise that will track the observing participants' progress in transposing and implementing EU regulations through performance indicators and enhanced methodologies.
- 2. The report employs an enhanced methodology tailored to its basic purpose.** Building on the previous year's assessment and similar work conducted for the Western Balkans, the methodology has been refined to include performance assessments based on predefined indicators, as well as insights into each participant's internal planning processes. This adjustment addresses shortcomings from earlier assessments, such as the equal weighting of various legal acts and the lack of data on internal planning and implementation.
- 3. The observers' advancement in the regulatory alignment process is tracked through specific performance indicators.** These indicators, designed to capture the most relevant information on current and planned progress, are calculated for each observing participant across three levels: per thematic cluster, per section of Annex I, and for the entirety of Annex I. Thematic clusters group individual pieces of legislation based on predefined criteria, sometimes spanning multiple regulatory areas defined in Annex I of the Treaty. This tiered approach allows for a more detailed and tailored analysis, taking into account varying data availability among participants. A detailed description of the enhanced methodological approach is provided in Section IV below.
- 4. The data underpinning this report reflects months of shared efforts and is expected to evolve into a continuous update and review process.** The data collection spanned several months and included a mix of review missions, discussions, questionnaires, and online meetings. Despite challenges, the Permanent Secretariat of the Transport Community managed to gather sufficient data to compile the report in line with the adopted methodology. Overall, the completeness and reliability of data vary across the participants, with Moldova providing reasonably complete information, while Ukraine's specific situation ensures that data remains limited.
- 5. Georgia demonstrates some level of preparation regarding the transposition and implementation of the EU acquis in Annex I of the Transport Community Treaty.** Georgia is also expected to improve its performance further, with plans for full transposition of approximately 15% of the remaining acquis by 2026. Most transposed acts are reportedly implemented, although performance remains uneven across sectors. To move forward on the implementation of Annex I TCT, Georgia should plan and prioritise the complete alignment with the EU transport acquis in Annex I of the Treaty, as significant portions are currently not given priority.
- 6. The Republic of Moldova displays a basic level of performance, having fully or partially transposed just over one-quarter of the legislation outlined in TCT Annex I.** Significant progress has been made in some areas, but others are lagging behind. Moldova demonstrates commitment to the Transport Community and EU integration, prioritising nearly 60% of not-transposed or partially transposed critical acts within a two-year period. Nonetheless, a stronger focus on effective implementation is essential, as many transposed acts remain either unimplemented or only partially enforced.

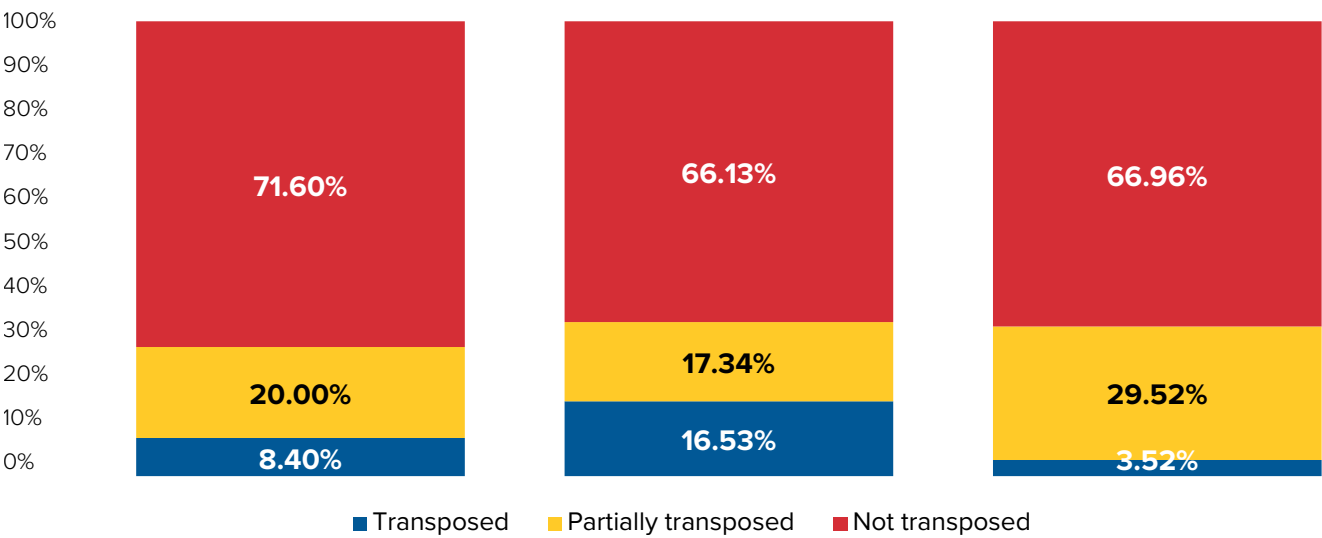
- 7. Due to the ongoing Russian war of aggression, communication with relevant authorities in Ukraine remains challenging, and the report is mostly based on 2023 data.** Nevertheless, Ukraine remains actively engaged in the transposition and implementation of the relevant EU acquis outlined in Annex I of the Transport Community Treaty and the Association Agreement. As of 2023, approximately 3% of the EU legislation from Annex I has been transposed, with around 7% of critical legal acts integrated into Ukrainian law. Performance across sectors varies, with the inland waterway transport sector ranking highest, achieving nearly 12% transposition, while the road and railway sectors lag behind. Closer engagement within the established institutional framework of the Transport Community could significantly accelerate Ukraine's efforts toward alignment with EU standards and reform.
- 8. Making further progress towards full application of the Transport Community Treaty, notably regarding the acquis in Annex I, requires a threefold action.**
- 9. Firstly, a comprehensive review and prioritisation exercise of the entire EU acquis under Annex I must be performed** to establish a feasible roadmap towards effective Treaty implementation. While an essential step in this regard have been achieved through the sectoral Action Plans developed within the Transport Community framework, that are deemed including the highest-ranked regulatory and reform measures, this exercise must be further complemented by an overall assessment of the entire legislative corpus in Annex I TCT to reinforce commitment towards effective, not merely formal, membership within a reasonable timeframe.
- 10. Secondly, the observing participants must continue dedicated efforts toward further transposition of the EU acquis alongside effective implementation.** Achieving this will require substantial strengthening of administrative capacity in critical sectors to ensure successful implementation of the reform programmes. By focusing on prioritised reforms and enhancing their administrative capabilities, Georgia, Moldova, and Ukraine can better position themselves for successful integration into the EU transport framework.
- 11. Thirdly, engagement with the Transport Community is essential for all observing participants.** The institutional mechanisms established under the Transport Community Treaty have been instrumental in driving progress for regional partners in the Western Balkans. The Transport Community serves as a platform that facilitates the sharing of best practices and experiences, leverages reform efforts, and provides targeted support aimed at bridging capacity and knowledge gaps. Georgia, Moldova, and Ukraine should seize this opportunity to accelerate their reforms in the transport sector.
- 12. The key figures** illustrating the progress achieved by Georgia, the Republic of Moldova, and Ukraine in transposing and implementing legislation within Annex I of the Treaty are provided below.

No.	Performance indicator	Georgia	Moldova	Ukraine*
1.	% of acquis transposed	16.40%	8.33%	3.13%
2.	% of critical acts transposed	27.73%	14.29%	6.78%
3.	% of subsidiary acts transposed	6.15%	3.05%	0%
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	15.12%	58.82%	N/A
5.	% of non-prioritised critical acquis	37.82%	24.37%	N/A
6.	% of critical acquis implemented	23.53%	5.88%	N/A

\* Figures for Ukraine reflect mostly 2023 data



**13.** A detailed progress assessment for each observing participant is provided below, while Annex I contains the current status of all legal acts included in the Treaty.



### 3. Methodological notes

The 2024 EU Acquis Status Report provides the baseline assessment of the observing participants' compliance with the provisions of the relevant legislation enclosed in Annex I of the Transport Community Treaty, establishing the grounds for a complex multi-year monitoring exercise. Further editions will enable progress monitoring and measurement based on relevant performance indicators and methodology, thus becoming a key tool for tracking the observing participants' advances in transposing and implementing the EU regulatory framework.

Building on the approach adopted for the 2023 edition and incorporating features from the corresponding work carried out for the Western Balkans regional partners, **the EU acquis status reporting for the observing participants embraces an enhanced methodology**. In addition to mapping the current status regarding EU acquis transposition, the report also aims to provide:

- Performance assessment based on predefined indicators
- Closer insights into the observing participants' internal EU acquis transposition planning processes and implementation performance

The above enhancements were deemed necessary to address the limitations of the current reporting methodology, namely:

- **The equal weighting assigned to framework directives/regulations and various subsequent implementing acts.** Under the previous approach, transposing a key piece of legislation regulating an entire sector was equivalent to transposing an implementing act establishing reporting templates.
- **A lack of data regarding the internal planning and legal drafting processes at the level of the observing participants.** Although the current transposition status of certain legal acts may appear similar, the underlying work and future outlook can differ significantly. In one case, the transposing legislation may be nearing adoption, while in another, it may not yet be prioritised or even considered in the mid-term.
- **Limited data regarding the implementation status of the acquis.** While capturing the transposition status of certain legal acts is an essential first step for the monitoring process, the objectives set under the Transport Community framework require the full implementation of the relevant acquis.

For the avoidance of doubts, **EU acquis transposition** refers to the process of incorporating the provisions of the EU acquis (the body of EU law) into the observing participants' national legal systems. This involves adopting new laws, amending existing ones, or repealing conflicting legislation to align with the EU standards. Transposition is primarily a legislative process, ensuring that EU legislation is duly reflected in the national legal framework. On the other hand, **EU acquis implementation** refers to the practical application of the transposed laws. This involves establishing the necessary administrative structures, enforcement mechanisms, and procedures to ensure that the laws are properly applied, monitored, and enforced as intended. Collecting information on the EU acquis implementation status has proven challenging, partly due to varying levels of understanding of the distinction between transposition and implementation, as outlined above, as well as the unique features of individual legal acts. Certain legal acts can be considered implemented immediately upon adoption, while for others, implementation remains a separate, distinct process.

Gathering the full set of data needed to address the limitations above is a lengthy process, requiring, among other things, the establishment of an extensive inter-agency cooperation framework within each observing participant, coordinated by the line ministries. Experience from this year's data collection exercise indicates that this will likely be achieved gradually, provided that the observers' engagement with the Transport Community continues on its current upward trajectory.

Therefore, compared with the initial assessment carried out in 2023, the 2024 report provides the following additional information and features:

- Definition of specific acquis clusters within each section of Annex I, grouping specific regulatory areas to facilitate thematic/sectorial reporting.
- Assignment of weighting factors to individual legal acts, considering their overall relevance and impact on the regulated sector.
- Establishment of performance indicators designed to capture specific progress.
- Inclusion of data on scheduled progress for critical acquis, aiming to capture the observers' current planning as well as, in future reporting, the planned-to-achieved performance ratio.

This will complement the existing “traffic-light” monitoring system, where each piece of legislation is assigned a status of “transposed,” “partially transposed,” or “not transposed.” For methodological consistence, it is important to note that for the scope of the present reporting, “transposition” refers both to the process of incorporating the provisions of EU Directives into the observers' legislative framework and the alignment of national law to ensure the unimpeded application of Regulations and Decisions. The reported transposition status is primarily based on the self-assessment of the observing participants'. However, in some cases, extensive discussions and information sharing with key stakeholders – either during the development of Action Plans or otherwise – have provided the TCT Secretariat with valuable qualitative insights into the status and transposition plans of certain legal acts, which have been correspondingly incorporated into the report.

The adopted methodology remains sufficiently flexible and modular to allow for:

- Tailored reporting for each observing participant, reflecting the varying availability of data (certain performance indicators will not be calculated if the required data is missing or incomplete).
- Gradual expansion of the list of performance indicators in the coming years, reflecting expected improvements in data availability, particularly concerning acquis implementation and internal planning and legal drafting processes.

Further details are provided below.

## 1. Annex I Acquis Thematic Clusters

Grouping specific regulatory areas facilitates both statistical analysis and thematic/sectorial reporting. It also enables straightforward performance tracking for various institutional stakeholders. One of the key findings from the review missions conducted by TCT in 2024 highlights the complexity of the internal institutional framework responsible for implementing the Annex I acquis. For example, in Moldova, in addition to the line ministry (Ministry of Infrastructure and Regional Development), other key stakeholders with varying degrees of responsibility include the Ministry of Environment, Ministry of Economic Development, Ministry of Education, Public Services Agency, Public Procurement Agency, Ministry of Interior, Ministry of Digitalisation, State Chancellery, Ministry of Agriculture, and Ministry of Health.

The thematic clusters have been defined in due regard of the Sections and Regulatory Areas of Annex I. While some thematic clusters correspond to individual Regulatory Areas that are sufficiently specific and include numerous legal acts, others combine several related Regulatory Areas, sharing common features in the regulated domain or the corresponding institutional responsibilities. For example, Annexes I.6 and I.7, which cover environment and public procurement rules, each correspond to a single dedicated thematic cluster comprising all Regulatory Areas therein included. Thematic clusters were further grouped into specific sectors as follows:

- Horizontal/multi modal (comprising acquis under Annexes I.1, I.6 and I.7, as well as multi-modal thematic clusters, such as transport of dangerous goods and electronic freight).
- Rail (Annex I.2)
- Road and Road Safety (Annex I.3)
- Maritime Transport (Annex I.4)
- Inland Waterway Transport. (Annex I.5)

The list of defined thematic clusters in relation to the Sections and Regulatory Areas of Annex I is provided in table form below:

Sector	Thematic cluster	Regulatory areas
<b>Horizontal/ multi-modal  (Annexes I.1, I.2, I.3, I.4, I.5, I.6, and I.7)</b>	Infrastructure (Annex I.1)	TEN-T Development
		Clean vehicles and alternative fuels infrastructure
	Transport of Dangerous Goods (Annexes I.2, I.3, I.4, and I.5)	Inland transport of dangerous goods
		Checks on transport of dangerous goods
		Transportable pressure equipment
	Electronic Freight (Annexes I.2, I.3, and I.5)	Electronic freight transport information
	Environmental Rules Applicable to Transport (Annex I.6)	Assessment of effects
		Conservation
		Fuels, air quality, and climate change
		Water policy
	Public Procurement Rules Applicable to Transport Sector (Annex I.7)	Noise
		Review procedures
		Procurement procedures
<b>Rail (Annex I.2)</b>		Public services
	Market Access	Market access
	Train Drivers	Train driver licensing
	Interoperability	Interoperability
	European Union Agency for Railways	European Union Agency for Railways
	Railway Safety	Railway safety
	Social (Rail)	Social field - working time/hours
		Passenger rights
<b>Road and Road Safety (Annex I.3)</b>	Social (Road)	Social provisions - driving time and rest periods
		Enforcement of social legislation
		Admission to the occupation of road operator
		Tachograph
		Working time

Sector	Thematic cluster	Regulatory areas
	Vehicles	Passenger rights
		Form of attestation of activities
		Roadworthiness
		Roadside inspection
		Speed limitation devices
		Safety belts
		Mirrors
		Registration documents
		Dimensions and weight of vehicles
		Type approval
	Road Infrastructure	Road charging infrastructure - annual vehicle taxes
		Road infrastructure safety management
		Tunnels
		Road toll systems
	Drivers	Training of drivers
		Driving licenses
		Cross-border exchange of information
	Intelligent Transport Systems	Intelligent Transport Systems
<b>Maritime Transport (Annex I.4)</b>	Policy, Market Access, and Competition	Maritime policy
		Access to the market
		International relations
		Port services
	Technical, Safety, and Security	Ship inspection and survey organisations – recognised organisations
		Flag state
		Port state control
		International Safety Management Code
		International agreements
		Marine equipment
		Passenger ships
		Safety of fishing vessels
		Oil tankers
		Bulk carriers
		Accident investigation
		Insurance
		Maritime security
		European Maritime Safety Agency

Sector	Thematic cluster	Regulatory areas
	Environmental	Environment
		Organotin Compounds
		Ship-source pollution
		Ship-generated waste
		Committee on Safe Seas and the Prevention of Pollution from Ships
	Smart, Digital, and Telematic Applications	Vessel traffic monitoring
		Reporting formalities
		Maritime single window
	Social and Educational	Social aspects
		Passenger rights
		Training of seafarers
<b>Inland Waterways Transport (Annex I.5)</b>	Access to the Market	Access to the market
	Access to the Profession	Access to the profession
	Social	Working time
		Passenger rights
	Safety/Technical Requirements	Safety/Technical requirements
	River Information Services	River information services
	Environmental	Environment (air quality) and climate change

For each thematic cluster listed above, the report provides updated status information on the acquis included therein, along with the calculation of performance indicators.

The proposed approach offers the following advantages in terms of progress monitoring and tracking:

- **Thematic clustering increases reporting granularity** compared to the previous approach which was limited to Annex I sections, and mostly excluded horizontal acquis. This makes data review, statistical analysis, and sector-specific/thematic reporting, more efficient, allowing for easier progress monitoring and identification of regulatory gaps.
- While offering valuable insights into sector-specific progress, the resulting granularity remains sufficiently **synthetic**, avoiding practical issues related to report size and clarity (27 thematic clusters compared to the 80 Regulatory Areas in Annex I).
- The approach accounts for the **complexity of diverse institutional frameworks**, ensuring that shared responsibilities across various ministries and agencies are duly considered. This supports targeted corrective and follow-up actions.
- By clustering related regulatory areas, the approach offers a **holistic view of EU acquis status**, making it easier to identify overlaps or common challenges across multiple domains.

## 2. Classification of Individual Legal Acts

Annex I of the Transport Community Treaty groups a wide variety of individual legal acts, each carrying a different level of importance in terms of their overall impact on the regulated sector and the efforts required for transposition and implementation. As a first step towards assigning varied weighting factors to individual acts to facilitate performance monitoring, legal acts in the current report have been categorised as follows:

- Critical/Major
- Subsidiary

The assignment of legal acts to these categories is based on their position and status within the EU law hierarchy, as well as the corresponding methods of transposition or approximation required. The following key principles guided this classification:

- Acts adopted under the ordinary legislative procedure, or a special legislative procedure set forth by the Treaties are, as a rule, labelled as “critical.”
- Legislative acts that amend certain provisions of other acts, beyond the limits (if any) delegated to the Commission, are labelled as “subsidiary,” despite having the same legal force as the modified act, for the following reasons:
  - The principle “*accessorium sequitur principale*,” which states that a modifying act derives its authority and context from the primary act it amends, thereby following the status and legal framework of the principal provision (the modified act). The modifying act is not “autonomous” and does not produce effects outside the context of the principal provision.
  - From an implementation perspective, both the modified and modifying acts should be addressed together, as it is the “consolidated” version of the legal act that ultimately requires transposition or approximation into the national legislation of the observing participants.
- All delegated and implementing acts (sometimes technically referred to as “tertiary legislation”) are labelled as “subsidiary.”

In addition to the critical and subsidiary legal acts, a third category has been identified, consisting of *acquis* that is not relevant to Georgia, the Republic of Moldova, and Ukraine. This category includes either decisions whose application is limited to other actors or *acquis* that has already been repealed and replaced by other legislation. While the binding nature of these acts in the context of the observers’ potential future membership in the Transport Community is not disputed, labelling them as “not relevant” indicates that they do not require any specific action for legal approximation.

This classification provides a sound basis for performance monitoring, which could potentially be expanded in future reports by introducing additional priority rankings.

## 3. Definition of Performance Indicators

Observing participants’ performance in transposing/approximating and implementing the *acquis* outlined in Annex I of the Transport Community Treaty is measured using a set of performance indicators.

The defined performance indicators serve as a key tool in monitoring performance and tracking observers’ advancement in the complex regulatory alignment and institutional reform process required under the Transport Community Treaty.

In establishing the list of indicators for this year’s report, the following considerations were taken into account:

- Distinguishing general progress from progress on key legislation
- Prioritisation of essential legislative acts
- Monitoring internal planning and prioritisation for EU acquis transposition
- Balancing legislative transposition with practical implementation

The complete list of performance indicators used for the 2024 report, along with the rationale for each, is provided in the table form below.

No.	Indicator	Rationale
1.	% of acquis transposed	This is the key indicator that TCT reporting has tracked to date, providing an overall measure of progress in incorporating EU law into the national legal framework. It serves as a basic benchmark for assessing observers' alignment with EU standards and the general legislative effort required for full transposition.
2.	% of critical acts transposed	The transposition of critical acquis lays the foundation for the entire regulatory and institutional reform process. Even if overall performance is low, better achievements regarding critical acquis may indicate that the legislative reform process is on the right track.
3.	% of subsidiary acts transposed	Transposition of subsidiary acts demonstrates a systematic approach to acquis implementation, as most of these acts provide implementing provisions that ensure a systematic application of the critical acquis.
4.	% of non-transposed or partially transposed critical acts prioritised for transposition within a 2-year timeframe	This indicator offers insight into the internal planning and prioritisation process of the observing participants, monitoring progress on critical acts that remain incomplete, while also ensuring that a clear timeline is established for their transposition. It also provides a baseline for calculating planned vs. achieved ratios in future reports.
5.	% of non-prioritised critical acquis	Assessing the percentage of critical acquis not yet prioritised for transposition, this indicator highlights areas that may need more attention or further justifications. A high percentage of non-prioritised critical acquis is red flag indicating the need for corrective actions to ensure the future application of the Transport Community Treaty within a reasonable timeframe.
6.	% of critical acquis implemented	Tracking the implementation of critical acquis shows the extent to which transposed laws are being put into practical effect. This indicator ensures the focus extends beyond transposition to the real-world application and enforcement of EU standards. Full implementation of the Annex I acquis is essential for effective application of the Transport Community Treaty.

These indicators are calculated for each observing participant at three levels:

- Per thematic cluster
- Per section of Annex I
- For the entirety of Annex I

Where data was insufficient to calculate all indicators, the report was adjusted accordingly by excluding some indicators for specific thematic clusters and/or observing participant. Expected improvements in data quality and completeness will enable an expanded indicator list in future reports, allowing for in-depth insights into the internal legislative drafting processes of the observers.



## 4. Data Collection and Interpretation

The data collection exercise to prepare the 2024 EU Acquis Status Report began in June 2024 and continued until the latest feasible moment for compiling the document. This process was complex, lengthy, and challenging and is likely to remain an ongoing activity, forming a fundamental part of the cooperation with the observing participants. Relevant information on the status of Annex I acquis was gathered as following:

- Through review missions carried out in Moldova, which involved extensive discussions on regulatory alignment and institutional reform process with all relevant stakeholders
- During discussions held to update the Action Plans
- Via dedicated questionnaires shared with the observing participants
- During sector-specific online meetings aimed at addressing information gaps

Given the complexity and volume of the information needed, the TCT Secretariat made efforts to minimise the observers' workload by supplementing missing data and filling in gaps (to the maximum extent possible) based on desk research and other available sources. In terms of data completeness, reliability, and interpretation, the following aspects should be considered:

- **Information from Moldova is mostly complete.** The data collection was greatly facilitated by two review missions conducted in Chişinău and an excellent working relationship with the line ministry.
- **Information from Georgia is reasonably complete.** Missing data mainly relates to legal acts outside the remit of the line ministry, which the TCT Secretariat partially addressed through desk research.
- **Information from Ukraine is limited and mostly outdated.** Given the overall challenges Ukraine currently faces, engagement with the Transport Community remains suboptimal. While things are expected to improve in the near future, most of the data used within the report are from 2023 and are limited to the overall transposition status of individual legislation. Some sectors remain insufficiently covered.
- **Data on prioritisation and future planning** were difficult to collect and **remain incomplete.** The TCT Secretariat has partially filled gaps by assigning a “not prioritised” status to non-transposed acquis where no future plans were provided, assuming a lack of data indicates no prioritisation is currently in place.
- **Collected information on acquis implementation status may not be entirely consistent** across sectors and observing participants. Despite extensive discussions with key stakeholders, differences in interpretations impacting the reported data persist. Therefore, the related performance indicator was calculated only for areas where data was deemed sufficiently complete and consistent. For clarity, implementation status was assessed only for fully transposed acts (partially transposed acts currently implemented were not considered).

Overall, given the volume and complexity of targeted data, the outcomes of the first large-scale exercise are satisfactory, providing a solid foundation for the first monitoring report. Continuous engagement with observing participants is expected to enhance the current level of knowledge (both quantitatively and qualitatively) by the time of the next report.



# Georgia

# 4

## 4.1 Horizontal/Multimodal acquis

### 4.1.1 Infrastructure

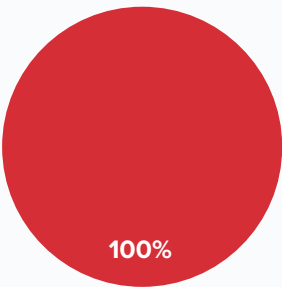
This thematic cluster corresponds entirely to Annex I.1 TCT, encompassing two regulatory areas:

- TEN-T Development
- Clean vehicles and alternative fuels infrastructure

The two regulatory areas mentioned above include a total of three legal acts, of which:

- Two are labelled as critical
- One is marked as not relevant (as referring strictly to the indicative extension of the TEN-T Network in the Western Balkans)

A summary of Georgia's performance in transposing and implementing the Annex I acquis under the "Infrastructure" thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	0%	<b>Georgia - Thematic cluster: Infrastructure</b>    ■ Transposed ■ Partially transposed ■ Not transposed
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	0%	
5.	% of non-prioritised critical acquis	100%	
6.	% of critical acquis implemented	0%	

Alongside policy reform, infrastructure development within the indicative extension of the TEN-T Network is a key pillar of the Transport Community. Approximating the legislation outlined in TCT Annex I is one of the essential steps to be taken in this regard, laying a solid ground for the coordinated development of the TEN-T network in line with the performance indicators set in the relevant Regulation.

Currently, despite progress in upgrading its critical transport infrastructure (as documented in the corresponding TEN-T status monitoring report), Georgia has yet to take any specific action towards legal approximation with the relevant EU acquis (which is not even planned in the short term). This may pose risks in terms of achieving the full potential of integration with EU transport networks and securing the strategic goals of ongoing investment plans.

## 4.1.2 Transport of Dangerous Goods

Transport of dangerous goods is a multi-modal thematic cluster, with the relevant acquis included in Annexes I.2, I.3, I.4, and I.5 of the Transport Community Treaty under four distinct regulatory areas:

- Inland transport of dangerous goods (Annexes I.2, I.3, and I.5)
- Checks on transport of dangerous goods (Annex I.3)
- Transportable pressure equipment (Annexes I.2, I.3, and I.4)
- Safety/technical requirements (Annex I.5)

The regulatory areas mentioned above include a total of five legal acts, of which:

- Three are labelled as critical
- One is marked as subsidiary
- One is not relevant (as referring to the authorisation by the Commission of certain derogations for some member states)

However, given the multi-modal character of the transport of dangerous goods, the specific rules applicable for each transport mode and the corresponding institutional framework, the following approach was taken for the scope of calculating the performance indicators:

- Directive 2008/68/EC was considered distinctly three times, corresponding to its three key annexes that separately regulate the road (ADR), rail (RID), and inland waterway (AND) sectors, whereas institutional responsibilities, transposition status, and internal prioritisation vary for each sector.
- The same approach was taken for Delegated Directive 2022/2407, as it is a subsidiary act to Directive 2008/68/EC.
- Directive 2010/35/EU was considered distinctly four times to account for the sector-specific institutional framework and distinct progress under each area.

A summary of Georgia's performance in transposing and implementing the Annex I acquis under the "Transport of dangerous goods" thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	0%	<p><b>Georgia - Thematic cluster: Transport of dangerous goods</b></p> <p>0%</p> <p>40%</p> <p>60%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	25%	
5.	% of non-prioritised critical acquis	62.50%	
6.	% of critical acquis implemented	0%	

Approximating the EU acquis on the transport of dangerous goods is essential for ensuring safety, environmental protection, and the smooth functioning of international trade. It ensures full application of EU standards in both international and internal transport, minimizing risks to people, property, and the environment.

Georgia is an active participant in the Transport Community's Technical Committee for Transport of Dangerous Goods, following a gradual compliance agenda with the relevant acquis. Currently, the focus is on Directive 2008/68/EC, for which partial compliance has been achieved with regard to the road and rail annexes. Full compliance is expected by 2027 for ADR and by 2025 for RID. Additionally, Georgia plans to achieve full compliance with Directive (EU) 2022/1999 by 2025. While the overall transposition and implementation status of the transport of dangerous goods acquis against the defined performance indicators is still incipient, implementing the priority actions referred to above within the assumed timeline will ensure that tangible progress is made over the next three years.

Holding a substantial share of the critical acquis, the currently non-prioritised legal acts include Directive 2010/35/EU and the inland waterway transport annex of Directive 2008/68/EC (AND), which is currently not considered for transposition due to Georgia's geographical context.

### 4.1.3 Electronic Freight

Electronic freight holds a unique position within the defined thematic clusters, as it corresponds to a distinct regulatory area – E-freight – encompassing a single legal act: Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information.

To date, this legal act has neither been transposed nor prioritised for transposition by the Georgian authorities. The only commitment in this regard stems from the TCT Rail Action Plan, where Georgia has pledged to transpose Regulation 2020/1056 by 2027.

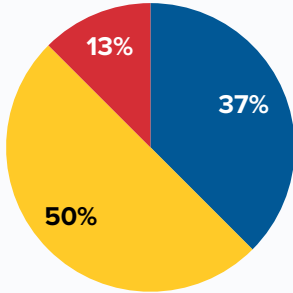
### 4.1.4 Environmental Rules Applicable to the Transport Sector

This thematic cluster corresponds entirely to Annex I.6 TCT, encompassing five regulatory areas:

- Assessment of effects
- Conservation
- Fuels, air quality, and climate change
- Water policy
- Noise

The five regulatory areas mentioned above include a total of seven legal acts, all of them labelled as critical.

Below is a summary of Georgia's performance in transposing and implementing the Annex I acquis under the "Environmental Rules Applicable to the Transport Sector" thematic cluster, based on the defined indicators.

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	37.50%	<p><b>Georgia - Thematic cluster: Environment rules applicable to the transport sector</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	37.50%	
3.	% of subsidiary acts transposed	N/A	

The list of indicators is incomplete, as relevant data on acquis prioritisation and implementation status were not available.

Altogether, Georgia shows good progress and a solid commitment towards the implementation of the environmental acquis applicable to the transport sector. Most of this acquis is also part of the Association Agreement and has, therefore, been prioritised for transposition in preceding years.

#### 4.1.5 Public procurement rules applicable to transport sector

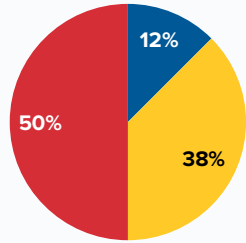
This thematic cluster corresponds entirely to Annex I.7 TCT, encompassing three regulatory areas:

- Review procedures
- Procurement procedures
- Public services

The three regulatory areas mentioned above include a total of eight legal acts, of which:

- Six are labelled as critical
- Two are labelled as subsidiary

A summary of Georgia's performance in transposing and implementing the Annex I acquis under the "Public procurement rules applicable to the transport sector" thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	12.50%	<p><b>Georgia - Thematic cluster: Public procurement rules applicable to the transport sector</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	16.67%	
3.	% of subsidiary acts transposed	0%	

The list of indicators is incomplete, as relevant data on acquis prioritisation and implementation status was not available.

Altogether, Georgia shows good progress and a solid commitment towards the implementation of the public procurement acquis applicable to the transport sector, with a significant share also included in the Association Agreement, which has, therefore, been prioritised for transposition in preceding years.

## 4.2 Rules applicable to rail transport (Annex I.2)

### 4.2.1 Overview

The National Transport and Logistics Strategy of Georgia (2023-2030) and its 2023-2024 action plan were adopted in August 2023, while the Railway Policy Reform commenced in February 2023. The regulatory framework is based on the Railway Code, established in 2002 and most recently amended in May 2023 with the specific objective of aligning railway legislation with the EU rail acquis, particularly focusing on Directives 2004/49/EC, 2007/59/EC, and 2008/68/EC.

The institutional framework governing the railway sector in Georgia includes the following key stakeholders:

- **The Ministry of Economy and Sustainable Development** is responsible for general matters related to the planning, development, and regulation of transportation systems and transport policy. Its responsibilities in the railway sector include formulating policies related to railway transport and infrastructure, overseeing the regulatory framework for railway operations, ensuring compliance with safety and operational standards, planning and managing investments in railway infrastructure development and maintenance, and supporting the railway sector as a key component of the national economy to enhance trade and connectivity.
- **The Rail Transport Agency** is responsible for regulating and supervising the railway sector, acting as the National Safety Authority and the competent authority for Public Service Contracts. Additionally, the Agency is responsible for regulating the transportation of dangerous goods by rail. It was established under the Ministry of Economy and Sustainable Development on 1 July 2023.
- **The Transport Safety Investigation Bureau** (National Investigation Body) is responsible for investigating traffic accidents and incidents in civil aviation and marine transport, with an added function of investigating railway accidents and incidents. It was established under the Ministry of Economy and Sustainable Development.
- **JSC Georgian Railway** is the exclusive railway operator in Georgia, fully owned by the Government of Georgia/Ministry of Economy and Sustainable Development. It operates as a vertically integrated entity, with a deregulated tariff policy, empowering the railways to independently set tariffs as per the Railway Code. Internally, JSC Georgian Railway is structured into three primary business units dealing with Freight Transport, Passenger Transport, and Infrastructure.

The rail sector in Georgia is primarily regulated by the **Railway Code**, which provides the legal basis for the management of rail transport, passenger transport, cargo and luggage handling, as well as the rights and obligations of passengers, public rail transport services, the responsibilities of the parties, and the direct combined transportation of cargo by railway. Other key regulatory and strategic documents include:

- **The Law on the Management and Regulation of the Transport Sector**, outlining organisational principles, legal foundations, state policy, and technical regulation bodies within the sector.
- **The National Transport and Logistics Strategy (2023-2030) and its 2023-2024 action plan**, which cover all transport modes. The main goals of this strategy are modernisation of infrastructure, simplification of customs procedures, liberalization of services in the main sectors of the economy, and legislative approximation with the EU acquis.



Additionally, in June 2024, the first Public Service Contract (PSC) was signed with the railway operator.

Currently, the rail services market is closed, lacking competition, and no overseeing Regulatory Bodies have therefore been established. Furthermore, there is no clear separation between rail infrastructure management and rail transport services operation.

In line with the commitments made under the Association Agreement, Georgia is currently implementing the Rail Transport Reform, focusing on the gradual transposition and implementation of eight EU legal acts, namely:

- (EU) 2007/1371 Regulation on “Rail passengers’ rights and obligations”
- (EU) 1370/2007 Regulation on “Public Passenger Transport services by rail and by road”
- (EU) 913/2010 Regulation on “European rail network for competitive freight”
- 2008/68/EC Directive on “Inland transport of dangerous goods”
- 2007/59/EC Directive on “Certification of train drivers operating locomotives and trains on the railway system in the Community”
- 2008/57/EC Directive on “Interoperability of the rail system within the Community”
- 2004/49/EC Directive on “Safety on the Community’s Railways”
- 2012/34/EU Directive on “Establishing a single European railway area”

The implementation of the Rail Transport Reform began in 2023 and is planned to proceed in three phases from 2023 to 2027. The unbundling of the infrastructure manager and railway undertakings is scheduled for the third phase, 2026-2027.

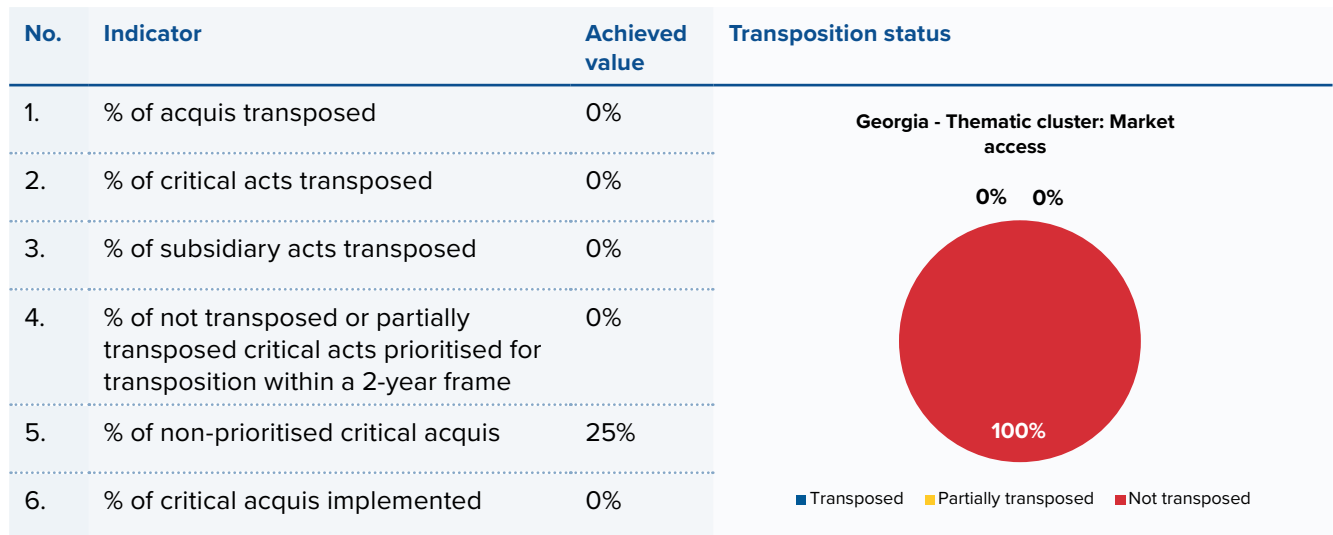
## 4.2.2 Progress Status Per Thematic Clusters

### 4.2.2.1 Market Access

The “Market Access” thematic cluster corresponds to the Regulatory area of the same name in Annex I.2 of the Treaty and comprises a total of 21 legal acts, of which:

- Four are labelled as critical
- 16 are labelled as subsidiary
- One is not relevant
- Three are included in the Rail Action Plan for the observing participants
- Two are part of the Association Agreement

A summary of Georgia's performance in transposing and implementing the rail Annex I acquis under the "Market Access" thematic cluster, based on the defined indicators, is provided below:



Georgia's progress with regard to the railway market access acquis remains in its early stages, with no relevant legal act transposed so far. However, gradual alignment with the relevant acquis has been prioritised for the mid-term, with transposition scheduled for completion by 2028.

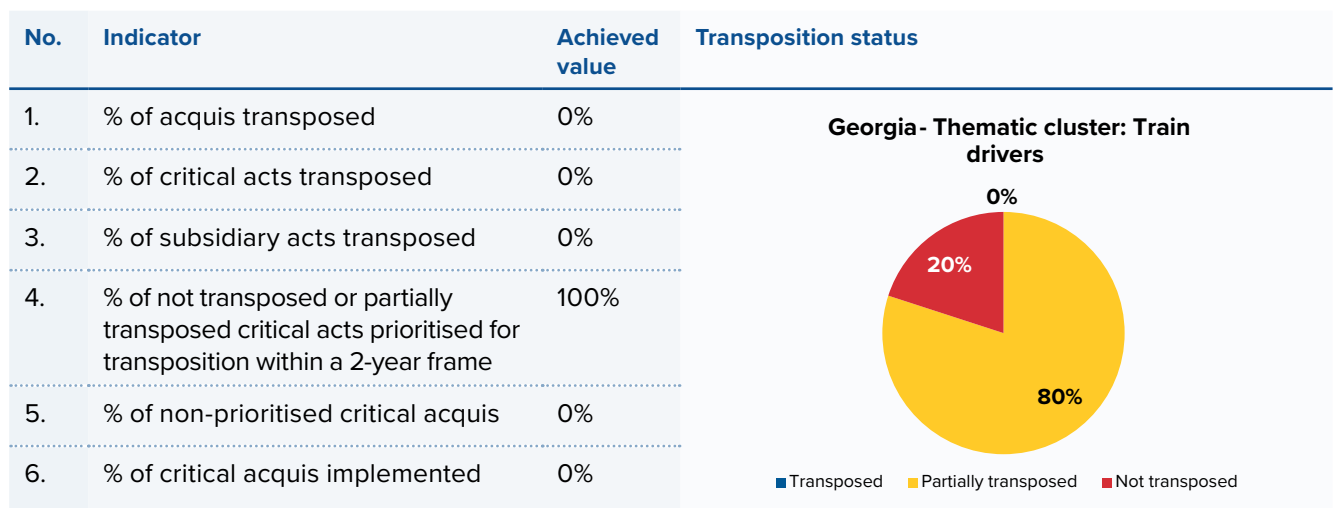
In the short term, the involvement of Georgia's representatives in the Rail Technical Committee will facilitate effective monitoring of the relevant regulatory and institutional framework preparation.

#### 4.2.2.2 Train Drivers

The "Train Drivers" thematic cluster corresponds to the "Train Drivers Licensing" Regulatory area in Annex I.2 of the Treaty and comprises a total of five legal acts, of which:

- One is labelled as critical
- Four are labelled as subsidiary
- Three are included in the Rail Action Plan for observing participants
- One is included in the Association Agreement

A summary of Georgia's performance in transposing and implementing the Annex I acquis under the "Train Driver Licensing" thematic cluster, based on the defined indicators, is provided below:



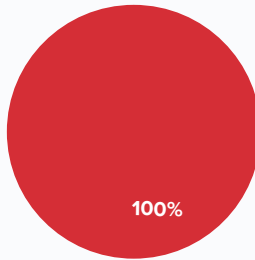
Most of the legal acts within this thematic cluster have been partially transposed and are scheduled for full transposition in 2025. Adhering to the proposed timelines for implementation could facilitate a 100% compliance rate with the acquis under this thematic cluster in the short term.

### 4.2.2.3 Interoperability

The “Interoperability” thematic cluster corresponds to the Regulatory area of the same name in Annex I.2 of the Treaty and comprises a total of 32 legal acts, of which:

- One is labelled as critical,
- 30 are labelled as subsidiary,
- One is not relevant,
- 21 are included in the Rail Action Plan for observing participants
- One (in its previous form) is included in the Association Agreement.

A summary of Georgia’s performance in transposing and implementing the Annex I acquis under the “Interoperability” thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	0%	<p><b>Georgia - Thematic cluster: Interoperability</b></p> <p>0% 0%</p>  <p>100%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	100%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	0%	

Georgia’s progress with regard to the interoperability acquis remains in its early stages, with no relevant legal act transposed so far. However, specific pieces of critical legislation have been prioritised for the mid-term, with transposition planned by 2027.

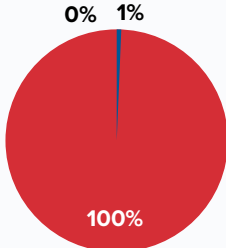
In the short term, the involvement of Georgia’s representatives in the Rail Technical Committee will facilitate effective monitoring of the relevant regulatory and institutional framework preparation.

### 4.2.2.4 European Union Agency for Railways

The “European Union Agency for Railways” thematic cluster corresponds to the Regulatory area of the same name in Annex I.2 of the Treaty and comprises a total of four legal acts, of which:

- One is labelled as critical
- Three are marked as subsidiary

A summary of Georgia’s performance in transposing and implementing the Annex I acquis under the “European Union Agency for Railways” thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	0%	<p><b>Georgia - Thematic cluster: European Union Agency for Railways</b></p>  <p>0% 1% 100%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	0%	
5.	% of non-prioritised critical acquis	100%	
6.	% of critical acquis implemented	0%	

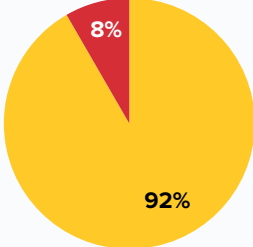
Currently, the transposition status for the acquis under this thematic cluster is still in its early stages. Moreover, there are no concrete plans in this regard. Setting a clear plan for deeper engagement with the European Union Agency for Railways (ERA) in line with the obligations established for EU member states should be considered.

#### 4.2.2.5 Railway Safety

The “Railway safety” thematic cluster corresponds to the Regulatory area of the same name in Annex I.2 of the Treaty and comprises a total of 12 legal acts, of which:

- One is labelled as critical,
- 11 are marked as subsidiary,
- Two are included in the Rail Action Plan for observing participants, and one (in its previous form) is part of the Association Agreement.

A summary of Georgia’s performance in transposing and implementing the Annex I acquis under the “Railway Safety” thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	0%	<p><b>Georgia - Thematic cluster: Railway Safety</b></p>  <p>8% 92%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	100%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	0%	

Although the transposition-related indicators remain at zero, Georgia has demonstrated a solid performance concerning the railway safety acquis, with basically all relevant legal acts now partially transposed. Additionally, concrete plans are in place to ensure full compliance within a two-year timeframe.

#### 4.4.2.5 Social (Rail)

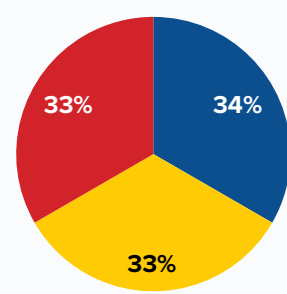
The “Social (Rail)” thematic cluster includes the following Regulatory areas as per Annex I.2 of the Treaty:

- Social field - working time/hours
- Passenger rights

The regulatory areas mentioned above include a total of three legal acts, all of which are critical, and:

- One is included in the Rail Action Plan for observing participants
- Two are part of the Association Agreement

A summary of Georgia’s performance in transposing and implementing the Annex I acquis under the “Social (rail)” thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	33.33%	<b>Georgia - Thematic cluster: Social (Rail)</b>  ■ Transposed ■ Partially transposed ■ Not transposed
2.	% of critical acts transposed	33.33%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	50%	
5.	% of non-prioritised critical acquis	33.33%	
6.	% of critical acquis implemented	33.33%	

Georgia has transposed 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. Additionally, Georgia has partially transposed Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers’ rights and obligations, with full compliance anticipated by 2026.

One additional critical act is still to be transposed, but has not been prioritised yet.

## 4.2.3 Conclusions and Upcoming Priorities for the Rail Sector

A summary of Georgia's performance in transposing and implementing the Annex I rail acquis under Annex I.2, based on the indicators outlined in Section 3, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	1.27%	<p><b>Georgia - ANNEX I.2 - Rules applicable to rail transport</b></p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	7.14%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	38.46%	
5.	% of non-prioritised critical acquis	28.57%	
6.	% of critical acquis implemented	7.14%	

Progress across various railway-related thematic clusters has been uneven. In certain areas, such as “Train Drivers” or “Railway Safety,” significant progress has been achieved, even though no legal acts have yet been fully transposed, except for one legal act in the area “Social (Rail)”. However, the reform agenda provides a solid basis for concluding that full compliance will be reached within a predictable timeframe. Conversely, the acquis under the “European Railway Agency” thematic cluster still requires assessment and gradual prioritisation to establish a clear roadmap for achieving full compliance.

Overall, Georgia's performance in transposing legislation related to Railway Safety, Passenger Rights, and Train Driver Licensing, as part of its Rail Reform Plan, demonstrates a solid institutional capacity to plan and implement complex regulatory and policy reforms.

The main focus during 2025 should be on:

- Transposing the acquis related to Market Access and Interoperability, as well as implementing the transposed legislation.
- Revising the current Rail Reform Plan based on a comprehensive impact assessment, setting a long-term target of full compliance with Annex I.2 acquis, including areas that have not yet been prioritised.

Continued active engagement with the Transport Community and the European Union Agency provides a solid framework to facilitate progress and ensure alignment with relevant regulatory requirements.

Policy and regulatory reform must go hand in hand with institutional capacity-building. Georgia should continue strengthening the institutions responsible for rail transport, actively engage in capacity-building initiatives, and maintain its participation in the Technical Committee for Railways meetings, as it has successfully done to date.

## 4.3 Rules Applicable to Road Transport (Annex I.3)

### 4.3.1 Overview

The main competences in the transport sector are handled at state level. The institutional framework governing Georgia's road sector includes the following key stakeholders:

- **The Ministry of Economy and Sustainable Development** holds primary horizontal responsibilities in the transport sector at the state level, focusing on policy development and regulatory reform. It also serves as the Road Safety Lead Agency.
- **The Ministry of Regional Development and Infrastructure (MRDI)**, particularly the Roads Department, is responsible for planning, designing, constructing, and maintaining secondary and international roads.
- **The Land Transport Agency (LTA)** is another key stakeholder in the road sector, overseeing road transport services for both freight and passengers. Its mandate includes implementing international trucking conventions, issuing certifications, permits, and concessions for operators, and introducing digital systems for transport management and monitoring.

The main regulatory and strategic framework governing the road transport sector in Georgia primarily includes:

- **The Law on road transport**, which regulates various aspects of road usage, vehicle operation, and transportation services.
- **The National Transport and Logistics Strategy**, adopted on 15 August 2023, which covers the period from 2023 to 2030 and is supported by an action plan for 2023-2024. This strategy outlines the main priorities for road sector development.
- **The Road Safety Strategy** for the period 2022-2025, approved in July 2022, which aligns with EU and UN targets to reduce fatal and serious road traffic injuries.

Overall, the existing institutional structure is considered adequate, with no pressing need for structural reforms (e.g., creating new institutions or significantly restructuring existing ones).

The regulatory reform process is primarily guided by the **Association Agreement** with the EU, which outlines the key requirements and priorities for the transport sector. In road transport, the Agreement's main priorities involve technical, safety, social, and fiscal conditions and include various EU legal acts that Georgia has committed to approximate.

Georgia has not yet adopted key EU regulations related to driving and rest times, such as the Regulation on the harmonisation of certain social legislation on to road transport, the Directive on posting drivers in the road transport sector, and the Directive on organising the working time of those engaged in mobile road transport activities.

Road safety remains a concern, with casualty levels exceeding the EU average. Georgia has successfully transposed EU Directive 2008/96/EC on road infrastructure safety management and EU Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network. A licensing system for Road Safety Auditors (RSA) and Road Safety Inspectors (RSI) has also been established, and Tbilisi is hosting the Secretariat of the Regional Eastern Partnership (EaP) Road Safety Observatory (RSO).

The road infrastructure is entirely owned and managed by public authorities. A five-year rolling maintenance plan is updated annually. All road works, including routine maintenance, are outsourced through competitive bidding, typically under three-year contracts, with funding provided by the central budget.

Road Asset Management System (RAMS) operations are implemented under a combination of multi-purpose software solutions, such as ArcGIS, GISCloud, and HDM-4. Small-scale custom developments have been implemented to integrate these tools. The Roads Department of Georgia conducts most data collection and processing in-house.

## 4.3.2 Progress Status per Thematic Clusters

### 4.3.2.1 Social (Road)

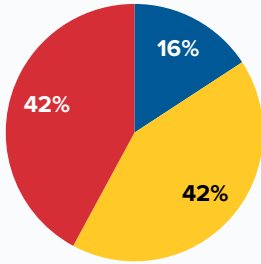
The proposed “Social (Road)” Cluster includes the following regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Social provisions - driving time and rest periods,
- Enforcement of social legislation
- Admission to the occupation of road operator
- Tachograph
- Working time
- Passenger rights
- Form of attestation of activities

The Regulatory areas listed above include a total of 20 legal acts, of which:

- Eight are labelled as “Critical”
- 11 are marked as “Subsidiary”
- One is marked as “Not Relevant”
- Four are included in the Road Action Plan and four in the Association Agreement

Georgia’s current progress in transposing and implementing the Annex I acquis under the “Social (Road)” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	15.79%	<p><b>Georgia - Thematic cluster: Social (road)</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	27.27%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	0%	
5.	% of non-prioritised critical acquis	12.50%	
6.	% of critical acquis implemented	0%	

Due to inconsistencies in data on implementation, the related indicator has been excluded from this year’s reporting.

Georgia has made solid progress regarding the EU acquis in the “Social (Road)” thematic cluster, with over half of the relevant legal acts either transposed or partially transposed. However, limited progress appears planned on short-term (primarily within the framework of the TCT Road Action Plan), suggesting that full alignment with the relevant acquis is not currently a priority, at least not before 2030.

In the future, systematic efforts towards complete implementation of the road social acquis would be essential.



### 4.3.2.2 Vehicles

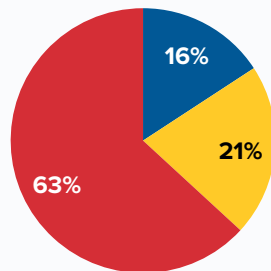
The “Vehicles” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Roadworthiness
- Roadside inspection
- Speed limitation devices
- Safety belts
- Mirrors
- Registration documents
- Dimensions and weight of vehicles
- Type approval

The above listed Regulatory areas include 19 legal acts, of which:

- Twelve are labelled as “Critical”.
- Seven are marked as “Subsidiary”.
- Two are included in the Road Safety Action Plan and four are part of the Association Agreement.

Georgia’s current progress in transposing and implementing Annex I acquis under the “Vehicles” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition status
1.	% of acquis transposed	15.79%	<p><b>Georgia - Thematic cluster: Vehicles</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	25.00%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	11.11%	
5.	% of non-prioritised critical acquis	58.33%	
6.	% of critical acquis implemented	16.67%	

Georgia has transposed one-quarter of the critical Annex I acquis under the “Vehicles” thematic cluster and is close to ensuring their full implementation.

However, more than half of the critical acquis is yet to be prioritised, including Directive 2009/33/EC of the European Parliament and of the Council of 23 April 2009 on promoting clean road transport vehicles in support of low-emission mobility, which is not currently considered for transposition, despite its inclusion in the Association Agreement.

### 4.3.2.3 Road Infrastructure

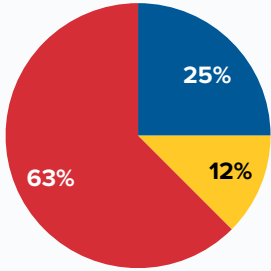
The “Road Infrastructure” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Road charging infrastructure - annual vehicle taxes
- Road infrastructure safety management
- Tunnels
- Road toll systems

The above listed Regulatory areas include eight EU legal acts, of which:

- Five are labelled as “Critical”
- Three are marked as “Subsidiary”
- Two are included in the Road Action Plan
- Three are included in the Road Safety Action Plan
- One is part of the Association Agreement

Georgia’s current progress in transposing and implementing the Annex I acquis under the “Road infrastructure” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	25.00%	<b>Georgia - Thematic cluster: Road infrastructure</b>  ■ Transposed ■ Partially transposed ■ Not transposed
2.	% of critical acts transposed	40%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	66.67%	
5.	% of non-prioritised critical acquis	20%	
6.	% of critical acquis implemented	40%	

Georgias has shown solid performance regarding the Annex I road infrastructure acquis, with two critical acts fully transposed and implemented, and the latest revision of the road safety directive scheduled for 2025. Critical acquis related to tolling is also planned for 2025. However, no priority seems to have been assigned yet to Directive 1999/62/EC, despite its inclusion in the Association Agreement and corrective actions are needed in this regard.

#### 4.3.2.4 Drivers

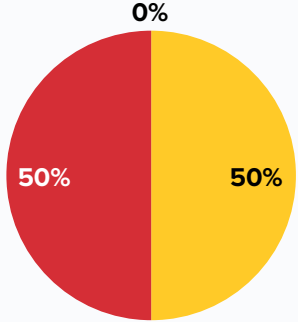
The “Drivers” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Training of drivers
- Driving licenses
- Cross-border exchange of information

The above-listed Regulatory areas include a total of six legal acts, of which:

- Four are labelled as “Critical”
- Two are marked as “Subsidiary”
- One is included in the Road Safety Action Plan and two are part of the Association Agreement

Georgia’s current progress in transposing and implementing the Annex I acquis grouped under the “Drivers” thematic cluster of Annex I.3, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Georgia - Thematic cluster: Drivers</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	25.00%	
5.	% of non-prioritised critical acquis	25.00%	
6.	% of critical acquis implemented	0%	

Although no legal act has been fully transposed so far, the partial transposition rate reaches 50%. Short-term plans include the Directive (EU) 2015/413 under the TCT Road Safety Action Plan, while its transposition is anticipated for 2025. The share of non-prioritised critical Annex I acquis remains relatively low, with Directive 2006/126/EC on driving licences partially transposed, but notably not currently considered for full transposition, despite being part of the Association Agreement.

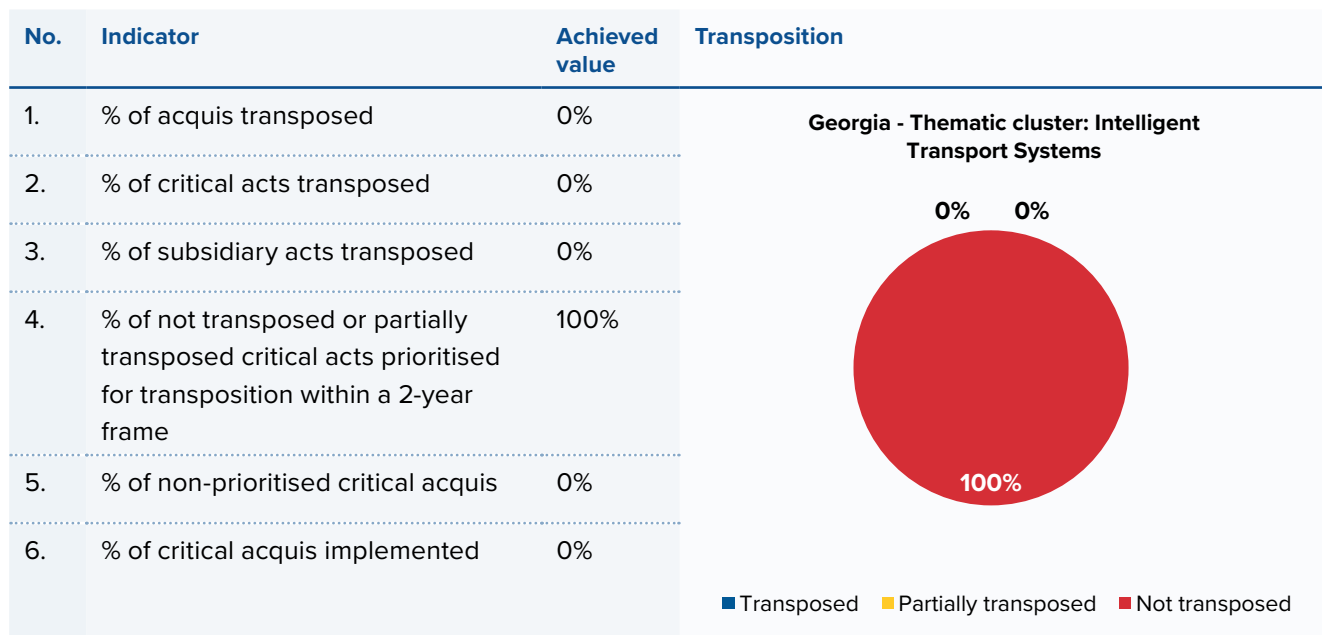
#### 4.3.2.5 Intelligent Transport Systems

The “Intelligent Transport Systems” thematic cluster corresponds to the homonymous Regulatory area and includes a total of nine legal acts, of which:

- One is labelled as “Critical”
- Eight are marked as “Subsidiary”

- Eight are included in the Road Action Plan
- One is included in the Road Safety Action Plan for Observing participants 2025-2027.

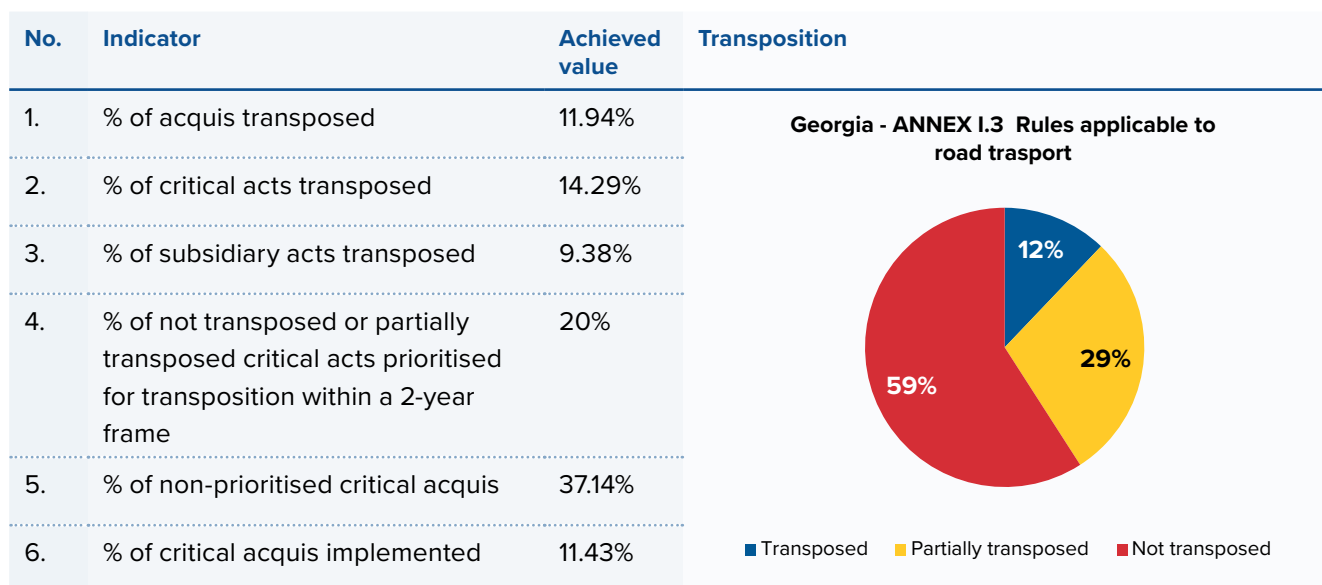
Georgia's current progress in transposing and implementing the Annex I acquis under the "Intelligent Transport Systems" thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:



While Georgia's progress in ITS area is still incipient, with basically no legal act transposed so far, prioritisation within the Road Action Plan is expected to reverse this situation in the medium term.

#### 4.3.3 Conclusions and Upcoming Priorities for the Road and Road Safety Sectors

A summary of Georgia's performance in transposing and implementing the Annex I road acquis under Annex I.3, based on the indicators outlined in Section 3, is provided below:



Over 40% of the legal acts in Annex I.3 are currently in various stages of transposition, with nearly 12% fully transposed and around 11% implemented. The percentage of fully transposed critical acquis stands at approximately 14%. Short- to medium-term plans target 20% of the critical acquis that has not been transposed to date.

However, more than 30% of the critical Annex I acquis is unprioritized, indicating the need for a more systematic approach to regulatory alignment. Establishing a clear plan for gradual legal approximation with the EU Road acquis under TCT Annex I should become a high priority for the coming year.

Georgia's key upcoming priorities for further alignment with the EU Acquis under Annex I.3 of the TCT Treaty should include:

- Intensifying efforts to transpose and implement relevant EU legislation, with a focus on the “Drivers” and “Intelligent Transport Systems” clusters, where alignment has lagged behind other clusters.
- Focusing on the currently non-prioritised critical acquis to establish clear roadmaps for transposition and implementation.

## 4.4 Rules Applicable to Maritime Transport (Annex I.4)

### 4.4.1 Overview

The institutional and regulatory framework governing maritime transport in Georgia is structured to ensure the efficient, safe, and sustainable functioning of the sector.

The Ministry of Economy and Sustainable Development (MoESD) is the key policy maker in this area, responsible for developing strategic plans and documents, coordinating and communicating with international organisations and stakeholders, and ensuring compliance with international maritime standards.

The Georgian Maritime Transport Agency (GMTA) is responsible for the operational and technical aspects of the sector's governance. It serves as the primary regulatory body overseeing maritime activities in Georgia. The Agency's main functions include implementation and enforcement of maritime laws, conducting regular inspections of vessels and maritime facilities to ensure compliance with safety, security, and environmental standards, and providing certifications for ships and seafarers in line with international rules and obligations. The GMTA also oversees the operations of Georgian ports and supports the development and modernization of port infrastructure to enhance capacity and efficiency. Georgia, through its Agency, adheres to various international conventions and codes that it has signed and ratified. These include the IMO International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention of Standards of Training, Certification, and Watchkeeping for Seafarers (STCW), the International Convention of Load Lines (LL), the Convention on the International Regulation for Prevention Collisions at Sea (COLREGs), the International Convention on Maritime Search and Rescue (SAR), and the International Convention on Civil Liability for Oil Pollution Damage (CLC).

The maritime sector in Georgia is primarily regulated by the Maritime Code, which provides the legal basis for maritime activities such as ship registration, safety standards, and environmental protection. Key provisions cover ship ownership, crew qualifications, maritime safety protocols, and environmental protection. There are also environmental regulations that focus on the protection of the marine environment from pollution and other harmful and hazardous activities.

Georgia has placed a major focus on developing and enhancing its maritime transport sector through the adoption of several key strategic documents, including:

- **National Transport and Logistics Strategy** – adopted in 2023, this strategy covers all transport modes and highlights priorities related to improving efficiency and competitiveness in transport and logistics in Georgia, including ports and maritime logistics.
- **Maritime Transport Strategic Development Concept** – adopted in 2023, this concept outlines Georgia's strategic vision for developing the maritime transport sector. Its primary focus is put on improving infrastructure, enhancing safety standards, and integrating with international maritime networks. The strategic objectives outlined in the concept span diverse areas, including seafarers' maritime education, port capacity development, flag state capabilities, the development of Ro-Ro ferry connections, support for the shipbuilding industry, maritime innovation and research, maritime finance, and cruise shipping.

Georgia has made progress in aligning with EU waterborne transport legislation contained in Annex I, particularly regarding maritime transport. It has adopted several strategic documents and policies focused on improving its maritime infrastructure and governance, marking key steps towards full compliance with EU waterborne legislation.

## 4.4.2 Progress Status per Thematic Clusters

### 4.4.2.1 Policy, Market Access and Competition

The proposed “Policy, Market Access and Competition” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for Establishing the Transport Community:

- Maritime Policy
- Access to the Market
- International Relations
- Port Services

The Regulatory areas listed above include a total of seven legal acts, of which:

- Five are labelled as “Critical”
- Two are marked as “Subsidiary”
- One is included in the Action Plan for Waterborne Transport and Multimodality.

Georgia’s current progress in transposing and implementing the Annex I acquis under the “Policy, Market Access and Competition” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<div><b>Georgia - Thematic Cluster: Policy, Market Access, Competition (Maritime)</b></div> <div><div>0%0%</div><div>100%</div></div> <div><div>■ Not transposed</div><div>■ Tansposed</div><div>■ Partially transposed</div></div>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	0%	
5.	% of non-prioritised critical acquis	80%	
6.	% of critical acquis implemented	0%	

As of now, the transposition status for the acquis within this thematic cluster remains incipient. Furthermore, there are no concrete plans in place, with the only prioritised piece of critical legislation scheduled for transposition in 2029. As next steps, establishing a clear roadmap for transposing the market access acquis should be considered.

## 4.4.2.2 Technical, Safety and Security

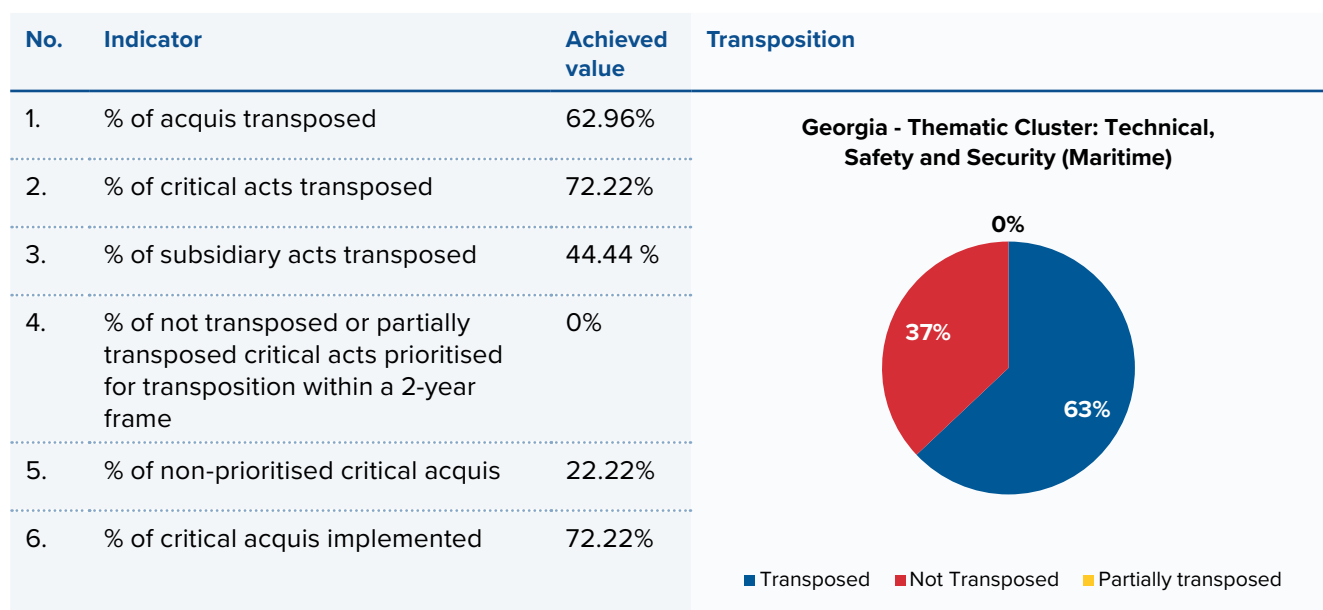
The “Technical, Safety and Security” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for Establishing the Transport Community:

- Ship inspection and survey organizations – recognised organisations
- Flag State
- Port State Control
- International Safety Management Code
- International Agreements
- Marine Equipment
- Passenger Ships
- Safety of Fishing Vessels
- Oil Tankers
- Bulk Carriers
- Accident Investigation
- Insurance
- Maritime Security
- European Maritime Safety Agency

The above-listed Regulatory areas include a total of 27 legal acts, of which:

- 18 are marked as “Critical”
- Nine are marked as “Subsidiary”
- 12 are included in the Action Plan for Waterborne Transport and Multimodality
- 14 are part of the Association Agreement

Georgia’s current progress in transposing and implementing the acquis under the “Technical, Safety and Security” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, are provided below:



Georgia demonstrates strong performance with respect to the Annex I acquis included under this thematic cluster, achieving a 63% transposition rate, with 72% of the critical acquis fully transposed and implemented.



However, most of the remaining legal acts have not been prioritised, except for Directive 2009/20/EC, which is scheduled for transposition in 2029. Potential future membership in the Transport Community would require a re-evaluation of current priorities.

#### 4.4.2.3 Environmental Cluster

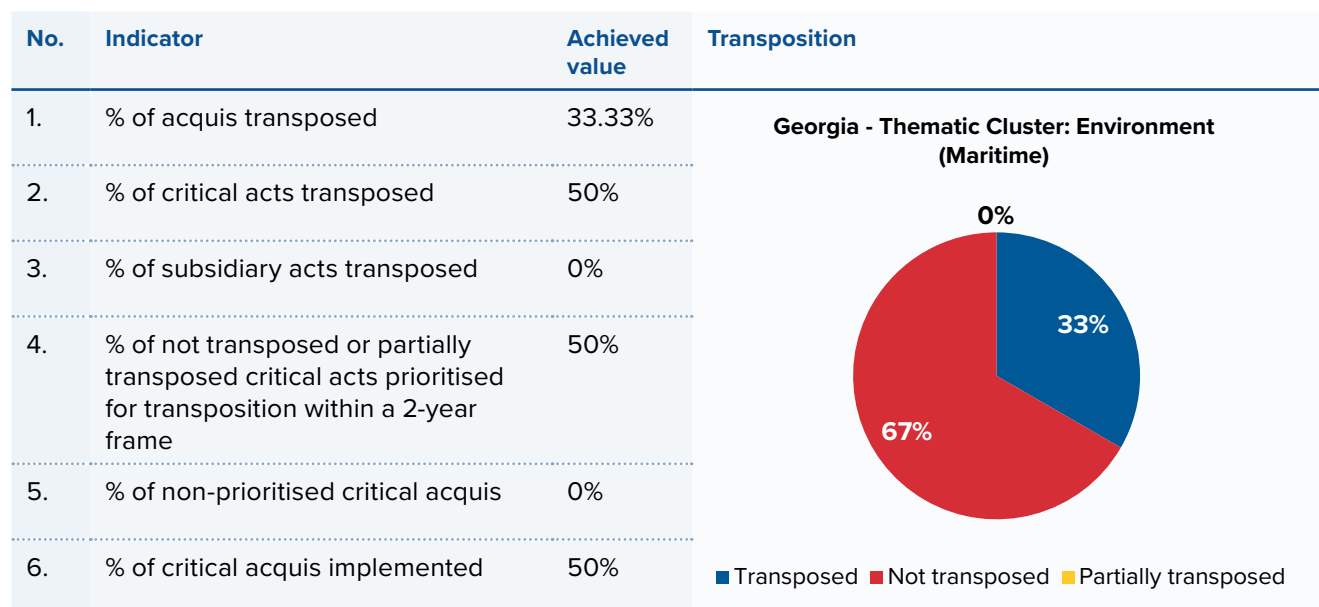
The “Environmental” thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty for Establishing the Transport Community:

- Environment
- Organotin Compounds
- Ship-source pollution
- Ship-generated Waste
- Committee of Safe Seas and the Prevention of Pollution from Ships

The Regulatory areas listed above comprise a total of six legal acts, of which:

- One is marked as “Critical”
- Two are marked as “Subsidiary”
- Three are included in the Action Plan for Waterborne Transport and Multimodality
- Two are part of the Association Agreement

Georgia’s current progress in transposing and implementing the Annex I acquis under the “Environmental” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:



Georgia has transposed and implemented half of the critical acquis within this thematic cluster and has concrete plans for further progress over the next two years. Directive 2005/35/EC is scheduled for transposition in 2025, while full compliance with the acquis under this thematic cluster should be achieved by 2029.

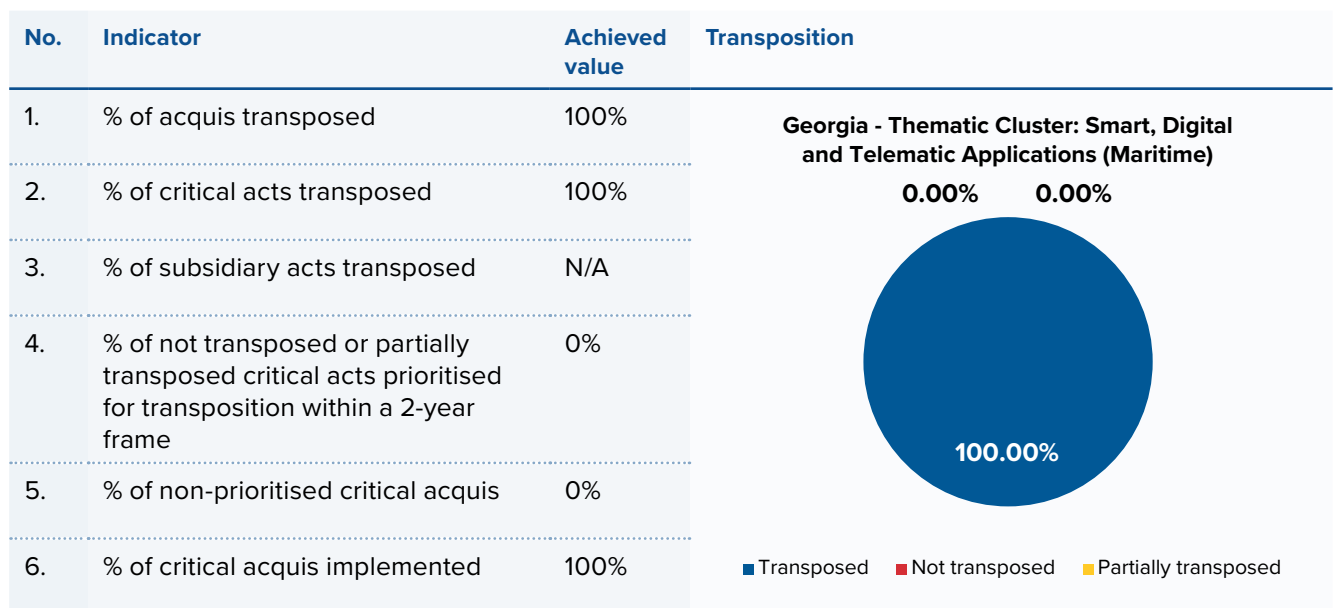
#### 4.4.2.4 Smart, Digital and Telematic Applications Cluster

The “Smart, Digital and Telematic Applications” thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty for Establishing the Transport Community:

- Vessel Traffic Monitoring
- Reporting Formalities
- Maritime Single Window

The “Smart, Digital and Telematic Applications” cluster includes three legal acts, all of which are marked as “Critical”, included in the Action Plan for Waterborne Transport and Multimodality, and part of the Association Agreement.

The current progress achieved is provided in the table and chart below.



Georgia has completed the transposition and implementation of the EU acquis under this thematic cluster, achieving full compliance with the EU standards and practices.

#### 4.4.2.5 Social and Educational Cluster

The “Social and Educational” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for Establishing the Transport Community:

- Social Aspects
- Passenger Rights
- Training of Seafarers

The Regulatory areas mentioned above include seven legal acts, of which:

- Six are marked as “Critical”
- One is labelled as “Subsidiary”
- Six are included in the Action Plan for Waterborne Transport and Multimodality
- Four are part of the Association Agreement

Georgia's current progress in transposing and implementing the Annex I acquis grouped under the "Social and Educational" thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	71.43%	<p><b>Georgia - Thematic Cluster: Social and Educational (Maritime)</b></p> <p>0% 29% 71%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	66.67%	
3.	% of subsidiary acts transposed	100%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	50%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	66.67%	

Georgia demonstrates robust progress regarding the acquis under this thematic cluster, no less than 71% of the acquis currently transposed and all critical acquis fully implemented. Plans are also in place to achieve full compliance with the remaining legal acts, with Directive 2013/54/EU scheduled for transposition in 2026 and Regulation (EU) No 1177/2010 to be transposed by 2029.

### 4.4.3 Conclusions and Upcoming Priorities for the Maritime Transport Sector

Georgia has reached a sufficient level of maturity in harmonizing its maritime transport regulations with the relevant EU acquis, with more than half of the acquis listed in Annex I.4 of the TCT Treaty already transposed and implemented. A summary of the overall performance for Annex I.4, based on the defined indicators, is outlined below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	52.94 %	<p><b>Georgia - Annex I.4 Rules applicable to maritime transport</b></p> <p>53% 47% 0%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	59.46 %	
3.	% of subsidiary acts transposed	35.71 %	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	13.33 %	
5.	% of non-prioritised critical acquis	24.32 %	
6.	% of critical acquis implemented	59.46 %	

As reflected in the data above, Georgia has transposed nearly 60% of the critical acquis and around 36% of the subsidiary legislation under Annex I.4 of the TCT Treaty. This progress has also contributed to a high implementation rate of critical EU acts, standing at almost 60%. The readiness to transpose the remaining non-legislation in the short term is slightly above 13%, while non-prioritised critical acts account for 24%.

These efforts are part of the country's broader strategy to integrate its maritime transport sector with the EU, focusing on enhancing safety, security, environmental sustainability, and operational efficiency.

The key upcoming priorities of Georgia in further alignment with the EU Acquis, as per Annex I.4 of the TCT Treaty, are mainly related to:

- Undertaking particular efforts to transpose and implement the relevant EU legislation within the Policy, Market Access, and Competitiveness thematic cluster, as the alignment pace is lagging behind compared to legal acts in the other clusters.
- Continuing the upward trend of prioritising the harmonization of local legislation with the EU Acquis included in thematic clusters: Technical, Safety and Security, Social and Educational, and Environmental in terms of reaching the target values, as per the Annex I.4 of the TCT Treaty.

## 4.5 Rules Applicable to Inland Waterway Transport (Annex I.5)

### 4.5.1 Overview

The key institutions responsible for development and implementation of inland waterways policies and the regulation of the sector, are as follows:

- **The Ministry of Economy and Sustainable Development**, which is the main institution overseeing the development and regulation of the transport sector, including inland waterways. It bears the overall responsibility for policy formulation, strategic planning, and coordination with international bodies in the field.
- **The Georgian Maritime Transport Agency**, which is the main body responsible for implementing waterborne transport policies, ensuring safety standards, and managing the registration and inspection of vessels. While its main focus is on maritime transport, the development of inland waterway transport also falls within the Agency's prerogatives.
- **River Basin Management Authorities**, which are entrusted with the sustainable management of water resources, including the development and maintenance of inland waterways infrastructure, with particular attention to environmental preservation.

The key national strategic and legislative documents related to the development of inland waterway transport include:

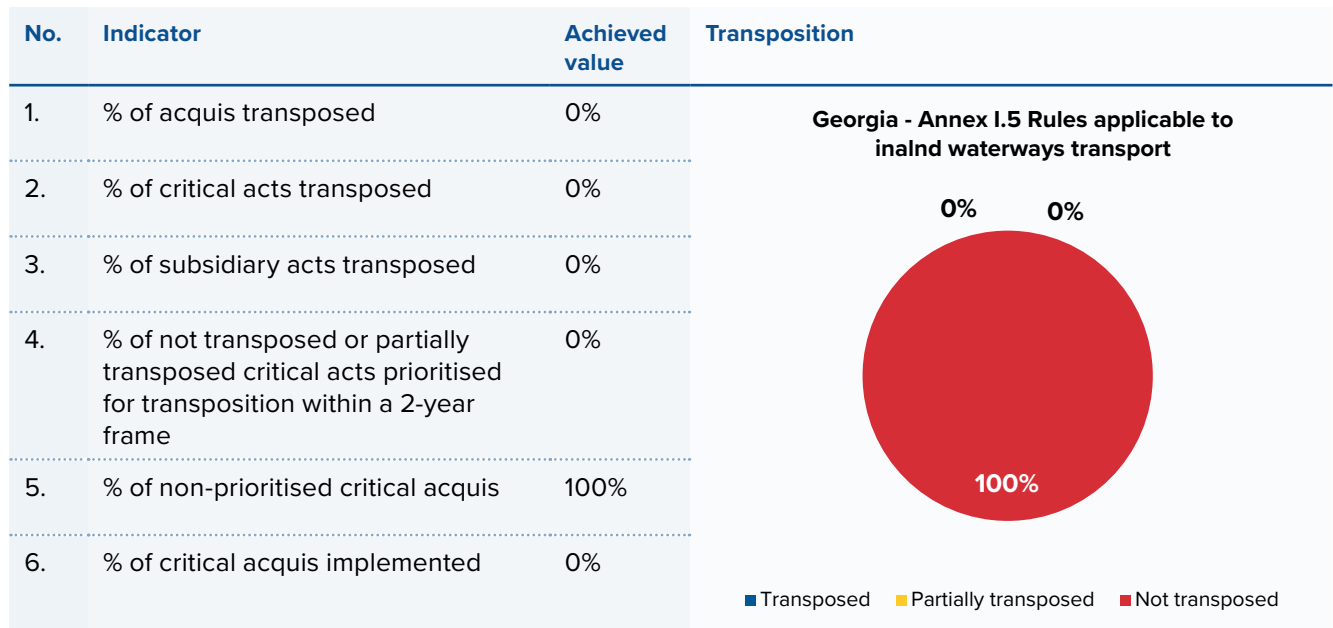
- **The National Transport and Logistics Strategy** – aimed at development of inland waterway transport as an integral part of Georgia's broader effort to improve transport and logistics infrastructure.
- **Draft Law on Water Resources Management** – envisaged to come into force in September 2026 and aims to implement river basin management and enhance water monitoring systems.

Georgia does not have navigable inland waterways, that are significant for commercial transport or large-scale navigation, part of the designated extension of the TEN-T Network. The country's geography, characterised by mountainous terrain and rivers that are typically shallow and fast-flowing, does not lend itself to the development of navigable inland waterways for transport. Nevertheless, Georgia is currently in the process of introducing a comprehensive legal framework for the regulation of inland waterway transport. In accordance with the 2023 amendments to the Law on the regulation and management in the field of transport, inland navigation will be the prerogative of the Maritime Transport Agency. The Transport Safety Investigation Bureau within the Ministry of Economy and Sustainable Development shall be designated as an investigation body for the inland waterway transport from the beginning of January 2025.

As the transposition rate is practically zero, an in-depth assessment of Georgia's progress in this area, across the relevant thematic clusters, was not considered necessary.

## 4.5.2 Progress Status, Conclusions and Upcoming Priorities

For the sake of methodological consistency, a summary of Georgia's progress on Annex I.5 of the Treaty is provided below.



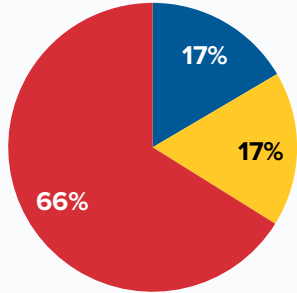
Georgia has understandably focused more on aligning with the EU maritime transport acquis than on the legislation outlined in Annex I.5 of the TCT Treaty.

The key upcoming priority of Georgia with regard to Annex I.5 legislation is to initiate a review, analysis, and prioritisation of the capacity of relevant stakeholders to begin the process of transposing the Annex I acquis in the field of Inland Waterways Transport

Although Georgia does not have inland waterways on the TEN-T network, the transposition of the relevant legislation will enhance its transport connectivity and contribute to its faster integration into the European Union's single market.

## 4.6 Summary of conclusions

Georgia's overall performance regarding relation to the acquis is Annex I of the Treaty establishing the Transport Community, based on the defined indicators, is presented below.

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	16.40%	<b>Georgia - Annex I TCT overall status</b>  ■ Transposed ■ Partially transposed ■ Not transposed
2.	% of critical acts transposed	27.73%	
3.	% of subsidiary acts transposed	6.15%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	15.12%	
5.	% of non-prioritised critical acquis	37.82%	
6.	% of critical acquis implemented	23.53%	

Altogether, Georgia shows some level of preparation regarding the transposition and implementation of the EU acquis in Annex I of Transport Community Treaty. Georgia's performance is expected to improve in the near term, with approximately 15% of the remaining non-transposed acquis planned for full transposition by 2026. The implementation record is also strong, with most of the transposed acts reportedly implemented.

However, performance remains uneven across sectors and thematic areas. While Georgia is nearing full alignment with EU standards in some areas of maritime transport, basic planning has yet to commence in areas such as inland waterway transport or the European Railway Agency.

In brief, Georgia has demonstrated consistent administrative capacity to implement complex reforms when prioritised. It is equally obvious, however, that Georgia is not currently considering full alignment with the EU transport acquis under the TCT Treaty. More than 37% of the critical acquis in Annex I is not currently prioritised, not being included in the Association Agreement and is therefore considered non-binding by the Georgian authorities unless or until potential membership in the Transport Community is achieved. In order to make steps towards the full application of the Transport Community Treaty, notably regarding the acquis in Annex I, a comprehensive regulatory review, planning and prioritisation exercise will need to be conducted in order to establish a feasible roadmap towards Treaty implementation. While this has been partially achieved through the sectoral Action Plans developed within the Transport Community framework, which include the highest-ranked regulatory and reform measures, this exercise must be further complemented by an overall assessment of the entire legislative corpus in Annex I TCT.





# Republic of Moldova

5

## 5.1 Horizontal/Multimodal acquis

### 5.1.1 Infrastructure

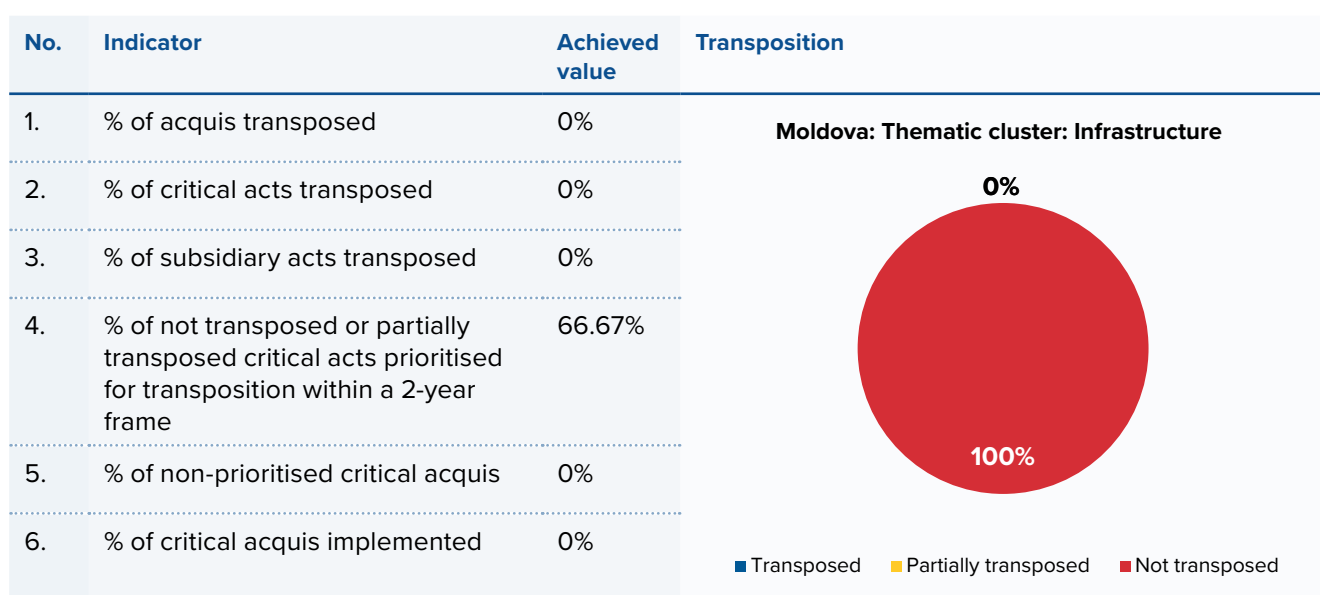
This thematic cluster corresponds entirely to Annex I.1 TCT, encompassing two Regulatory areas:

- TEN-T Development
- Clean vehicles and alternative fuels infrastructure

The two regulatory areas mentioned above include a total of three legal acts, of which:

- Two are labelled as critical
- One is marked as not relevant (as it refers strictly to the indicative extension of the TEN-T Network in the Western Balkans)

A summary of Moldova's performance in transposing and implementing the Annex I acquis under the "Infrastructure" thematic cluster based on the defined indicators, is provided below:



Alongside policy reform, infrastructure development within the indicative extension of the TEN-T Network is a key pillar of the Transport Community. Approximating the legislation outlined in TCT Annex I is one of the essential steps to be taken in this regard, laying a solid ground for the coordinated development of the TEN-T network in line with the performance indicators set in the relevant Regulation.

Moldova is planning to achieve full alignment with EU transport acquis within tight deadlines. The AFIR Regulation (which is yet to replace the currently repealed Directive in the forthcoming revision of TCT Annex I) is planned for transposition next year. However, concrete actions are contingent on the findings of an ongoing dedicated study supported by the EBRD. Additionally, Moldova has requested TCT support to identify the specific steps needed for the transposition of the TEN-T Regulation, which will be formalised in 2025 through the development of a detailed roadmap.

Altogether, despite Moldova's current performance in this regard is still incipient, the implementation of the already convened actions will facilitate significant progress in the coming years.

## 5.1.2 Transport of dangerous goods

The transport of dangerous goods is a multi-modal thematic cluster, with the relevant acquis included in Annexes I.2, I.3, I.4, and I.5 of the Transport Community Treaty under four distinct Regulatory areas:

- Inland transport of dangerous goods (Annexes I.2, I.3, and I.5)
- Checks on the transport of dangerous goods (Annex I.3)
- Transportable pressure equipment (Annexes I.2, I.3 and I.4)
- Safety/technical requirements (Annex I.5)

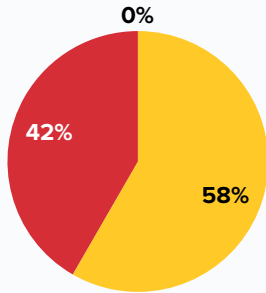
The regulatory areas mentioned above include five legal acts, of which:

- Three are labelled as critical
- One is marked as subsidiary
- One is not relevant (as refers to authorisation by the Commission of certain derogations for some member states)

Given the multi-modal character of the transport of dangerous goods, the specific rules applicable for each transport mode, and the corresponding institutional framework, the following approach was adopted for calculating the performance indicators:

- Directive 2008/68/EC was considered three times, corresponding to its three key annexes that regulate the road (ADR), rail (RID), and inland waterway (AND) sectors, as institutional responsibilities, transposition status, and internal prioritisation for vary each sector.
- The same approach was taken to Delegated Directive 2022/2407, as it is a subsidiary act to Directive 2008/68/EC.
- Directive 2010/35/EU was considered four times to account for the sector-specific institutional framework and the distinct progress under each area.

A summary of Moldova's performance in transposing and implementing the Annex I acquis under the "Transport of dangerous goods" thematic cluster based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova - Thematic cluster: Transport of dangerous goods</b></p>  <p>0% 42% 58%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	62.50%	
5.	% of non-prioritised critical acquis	37.50%	
6.	% of critical acquis implemented	0%	

Aligning with the EU acquis on the transport of dangerous goods is essential for ensuring safety, environmental protection, and the smooth functioning of international trade. It applies EU standards to both international and domestic transport, minimizing risks to people, property, and the environment.

Moldova is actively participating in the Transport Community's Technical Committee for the Transport of Dangerous Goods and follows a gradual compliance agenda with the relevant acquis. The current focus is on Directive

2010/35/EU, with partial compliance achieved last year and further activities planned to increase compliance. Moldova also plans to achieve full compliance with 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, by 2025. This goal is supported by technical assistance provided under a contract to be implemented by the Transport Community. Additionally, actions are expected in relation to Directive 2008/68/EC in the inland waterways sector (to be addressed through technical assistance from the Transport Community in 2025). While Moldova's overall transposition and implementation of the transport of dangerous goods acquis against the defined performance indicators is still incipient, implementing the priority actions outlined above within the set timeline will ensure that tangible progress is achieved within three years.

### 5.1.3 Electronic freight

Electronic freight holds a unique position within the defined thematic clusters, corresponding to a distinct regulatory area – E-freight – which includes a single legal act: Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information.

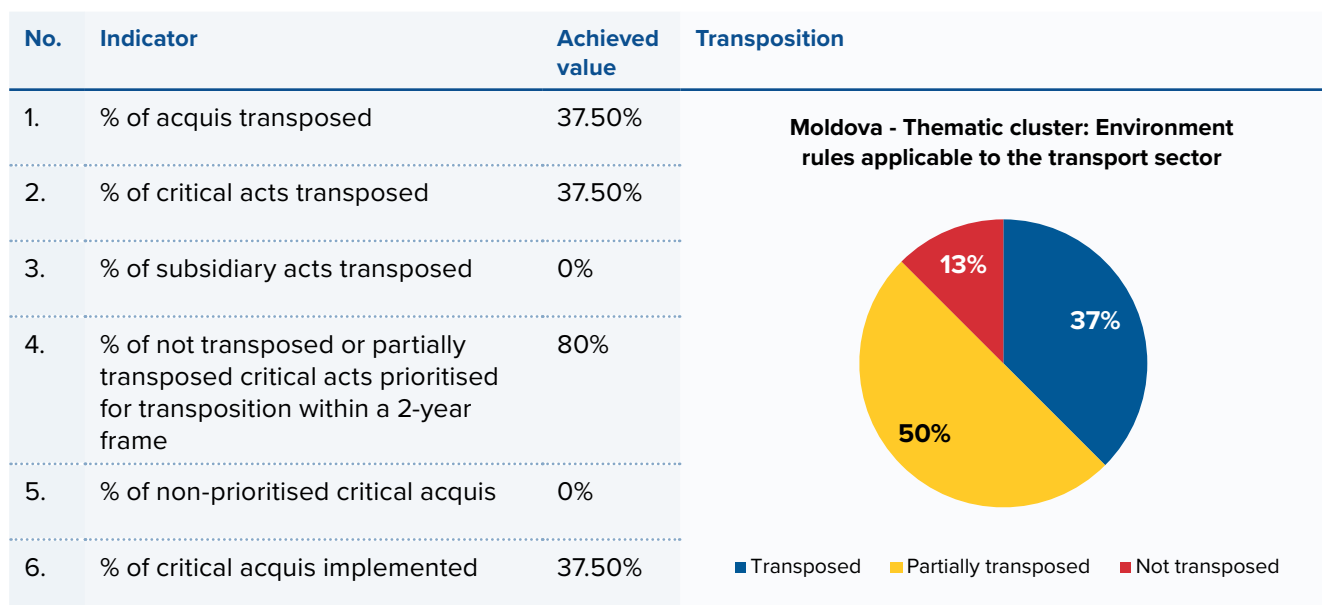
To date, this legal act has not been transposed. However, as it has been identified as a priority in the Transport Community's Rail and Waterborne Transport Action Plans, Moldova has committed to transposing Regulation 2020/1056 by 2027.

### 5.1.4 Environmental Rules Applicable to Transport Sector

This thematic cluster corresponds entirely to Annex I.6 TCT, encompassing five Regulatory areas:

- Assessment of effects
- Conservation
- Fuels, air quality, and climate change
- Water policy
- Noise

The five regulatory areas mentioned above include a total of seven legal acts, all labelled as critical. A summary of Moldova's performance in transposing and implementing the Annex I acquis under the "Environmental Rules Applicable to Transport Sector" thematic cluster, based on the defined indicators, is provided below:



Moldova has demonstrated excellent progress and a strong commitment to implementing the environmental acquis for the transport sector. Much of this acquis is also part of the Association Agreement and has, therefore, been prioritised for transposition in recent years.

Full compliance is planned to be achieved gradually by 2027, with basically all remaining acquis currently prioritised for transposition.

The achieved implementation rate is also high, with all transposed critical acquis fully implemented to date.

## 5.1.5 Public Procurement Rules Applicable to Transport Sector

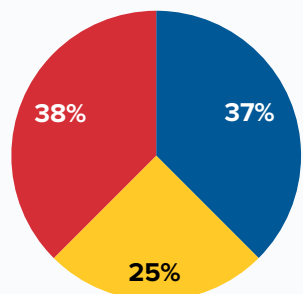
This thematic cluster corresponds entirely to Annex I.7 TCT, encompassing three Regulatory areas:

- Review procedures
- Procurement procedures
- Public services

The three regulatory areas mentioned above include a total of eight legal acts, of which:

- Six are labelled as critical
- Two are labelled as subsidiary

A summary of Moldova's performance in transposing and implementing the acquis under the "Public Procurement Rules Applicable to Transport Sector" thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	37.50%	<p><b>Moldova - Thematic cluster: Public procurement rules applicable to the transport sector</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	50%	
3.	% of subsidiary acts transposed	37.50%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	33.33%	
5.	% of non-prioritised critical acquis	33.33%	
6.	% of critical acquis implemented	50%	

Altogether, Moldova shows good progress and a solid commitment to implementing the public procurement acquis for the transport sector. A significant share of this acquis is also included in the Association Agreement and has been prioritised for transposition in recent years.

Compliance rates are expected to increase gradually by 2027, with most of the remaining critical acquis currently prioritised for transposition.

The implementation rate is achieved also high, with all transposed critical acquis fully implemented to date.

## 5.2 Rules Applicable to Rail Transport (Annex I.2)

### 5.2.1 Overview

The rail sector in the Republic of Moldova is regulated by national regulations and international conventions. The key institutional stakeholders within the rail sector in the country are as follows:

- **The Ministry of Infrastructure and Regional Development (MIRD)** is responsible for a wide range of activities related to the planning, development, and regulation of transportation systems and policies. In the railway sector, MIRD formulates and implements national policies aimed at aligning with EU standards and regulations. The Ministry is actively involved in managing and developing railway infrastructure, focusing on modernization efforts to enhance safety and efficiency. Additionally, it secures funding for infrastructure projects and regulates railway operation to ensure compliance with safety standards and operational efficiency.
- **The Railway Agency** as the National Safety Authority (**NSA**) was established in 2023 under the Ministry of Infrastructure and Regional Development. The Agency's functions include safety inspections, issuing permits, and developing regulations, policies, and technical guidelines, all of which contribute to a comprehensive legal framework for railway operations. However, the Agency is not yet fully functional, and there is a strong need to increase the number of employees and strengthen its administrative capacities.
- **The Transport Accident and Incident Investigation Office (NIB)** was established in 2023 under the Ministry of Infrastructure and Regional Development. This authority is responsible for investigating incidents across various transportation sectors, including air, rail, and maritime. Its primary role is to conduct technical investigations to determine the causes of transport accidents and incidents, as well as to formulate safety recommendations aimed at preventing future occurrences.
- **The Competition Council** assumed the responsibilities of the **Railway Regulatory Body (RRB)** in 2016. This integration aims to enhance competition within the railway sector by enforcing competition laws and regulations. The Council's primary responsibilities include regulating railway transport prices, monitoring market practices to prevent anti-competitive behaviour, and enforcing fair competition rules among service providers. The Competition Council ensures that all commercial entities, including those in the railway sector, comply with fair competition principles.
- **CFM - Moldovan Railway** is the national railway company of Moldova, responsible for managing and operating the country's railway services. Its primary responsibilities include overseeing the maintenance and modernisation of railway infrastructure and ensuring compliance with safety standards in railway operations.

The rail sector in Moldova is regulated by **the Railway Transport Code (No. 19/2022)**, which focuses on key elements of the railway market structure, ensuring partial alignment with Directive 2012/34/EU on establishing a single European railway area. This includes the separation of infrastructure management and operations, account segregation, and market opening. The Code integrates advanced EU requirements, partially transposing these regulations into the national context. It encompasses directives such as 2012/34/EU, 2016/2370/EU, and 2016/798/EU. Several government decisions were adopted in 2023 to align with Directive 2007/59/EC and Regulations (EU) 2007/1371 and 1370/2007.

Presently, there are no existing regulations governing interoperability. However, various aspects of rail safety outlined in the Fourth Railway Package's technical pillar are being integrated into the recently adopted Railway Transport Code, effective from 2024.

The main strategic documents in Moldova that play a critical role in the development and management of the railway sector are the following:

- **The National Development Strategy “Moldova 2030”** adopted in 2020, includes provisions related to the railway sector, reflecting the importance of rail transport in enhancing connectivity and fostering economic growth. The strategy emphasizes the need to modernise and maintain railway infrastructure to improve service efficiency and safety and highlights the importance of integrating Moldova’s railways with regional and international transport networks.
- **The National Development Plan 2023-2025**, adopted in 2023, aims to guide the government’s actions and investments in various sectors, including the railway sector, over the specified period. The adoption of this plan reflects Moldova’s commitment to improving infrastructure and fostering economic growth, aligning with broader strategic goals for sustainable development and EU integration
- **The Mobility Strategy 2023-2030**, adopted in 2024, aims to develop a sustainable and modern transport system aligned with European standards while enhancing railway safety and the railway market. A key objective within the strategy is to establish modern and efficient rail services, fully integrated into the Single European Railway Area. It also seeks to improve passenger public transport connectivity, service levels, and sustainability.

On 1 September 2024, Moldova became a member of the Intergovernmental Organisation for International Carriage by Rail (OTIF) by acceding to the Convention concerning International Carriage by Rail (COTIF). As part of its accession, Moldova will apply Appendix B of COTIF, which includes the Uniform Rules concerning the Contract of International Carriage of Goods by Rail (CIM). However, it has opted not to apply several other appendices related to passenger transport, dangerous goods, and technical standards.

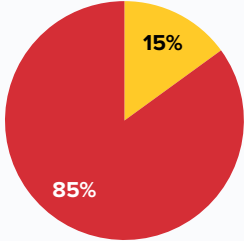
## 5.2.2 Progress Status per Thematic Clusters

### 5.2.2.1 Market Access

The “Market Access” thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of 21 legal acts, of which:

- Four are labelled as critical
- 16 are labelled as subsidiary
- One is not relevant
- Three are included in the Rail Action Plan for observing participants, and two are part of the Association Agreement.

A summary of Moldova’s performance in transposing and implementing the Annex I rail acquis under the “Market Access” thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova - Thematic Cluster: Market Access</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	50%	
5.	% of non-prioritised critical acquis	25.00%	
6.	% of critical acquis implemented	0%	

Moldova's progress regarding the railway market access acquis is still in its early stages, with two critical legal acts currently being partially transposed. However, gradual alignment with the relevant legislation has been prioritised for the mid-term, with transposition of no less than 50% of the critical acquis planned by 2026.

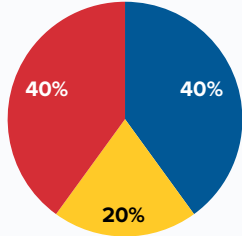
In the short term, Moldova's representatives' engagement in the Rail Technical Committee will facilitate effective monitoring of the relevant regulatory and institutional framework preparation.

### 5.2.2.2 Train Drivers

The "Train Drivers" thematic cluster corresponds to the "Train Drivers Licensing" Regulatory area in Annex I.2 of the Treaty and comprises a total of five legal acts, of which:

- One is labelled as critical
- Four are labelled as subsidiary
- Three are included in the Rail Action Plan for observing participants, and one is included in the Association Agreement.

A summary of Moldova's performance in transposing and implementing the Annex I acquis under the "Train Driver Licensing" thematic cluster, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	40%	<p><b>Moldova - Thematic Cluster: Train Drivers</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	100%	
3.	% of subsidiary acts transposed	25.00%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	0%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	0%	

Moldova displays solid performance with regard to the Annex I acquis under this thematic cluster, with 60% of legal acts included under this thematic cluster either transposed or partially transposed and scheduled for full transposition in 2025. Implementation of the proposed measures within the assumed deadlines may facilitate the achievement of a 100% compliance rate for the Annex I acquis under this thematic cluster on short term.

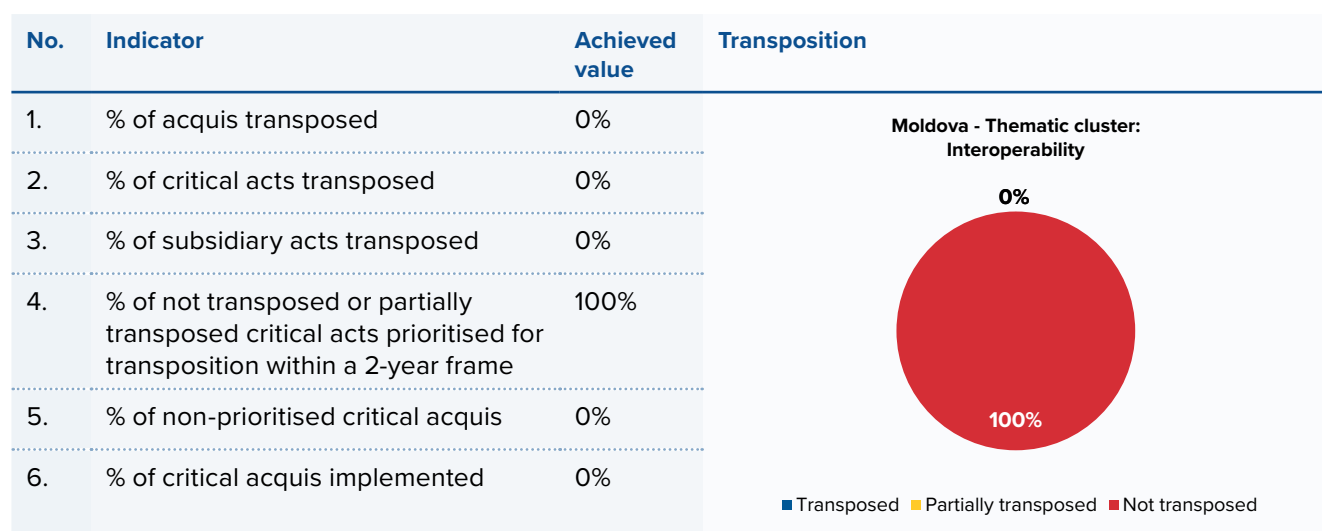
### 5.2.2.3 Interoperability

The "Interoperability" thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of 32 legal acts, of which:

- One is labelled as critical,
- 30 are labelled as subsidiary,
- One is not relevant,
- 21 are included in the Rail Action Plan for observing participants, and one (in its previous form) is included in the Association Agreement.



A summary of Moldova's performance in transposing and implementing the Annex I acquis under the "Interoperability" thematic cluster, based on the defined indicators, is provided below:



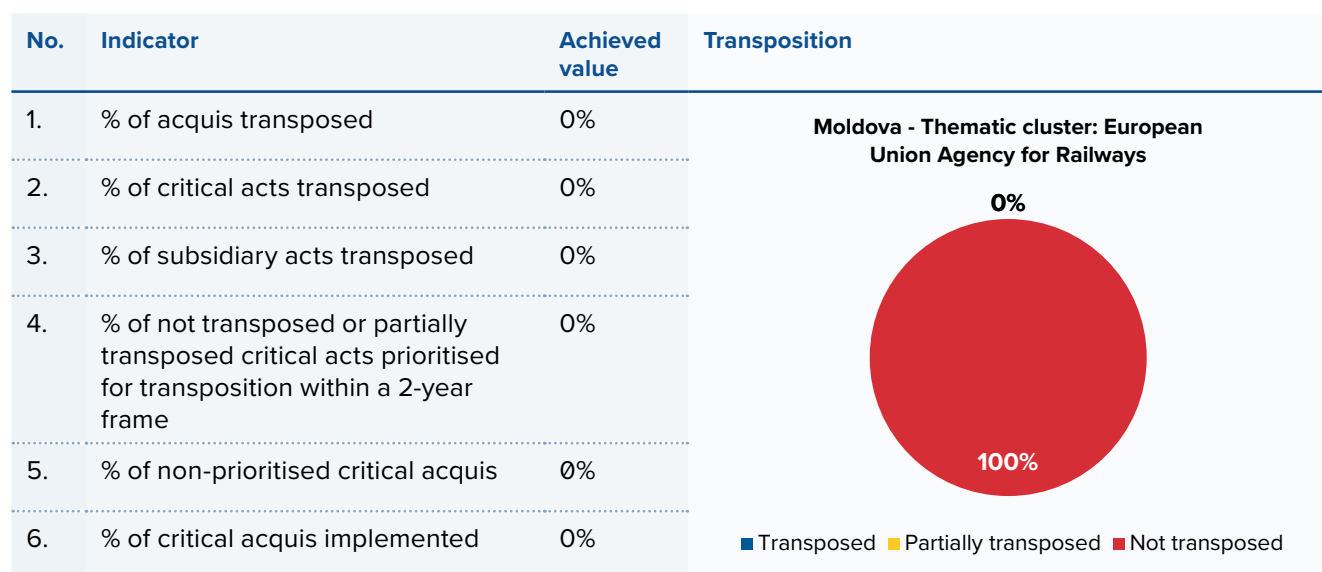
While Moldova has yet to report the first tangible achievements for this thematic cluster, the critical acquis (Directive (EU) 2016/797) is scheduled for transposition this year, with the corresponding legal act currently under adoption. A large share of the subsidiary acquis is also planned for transposition in 2025, laying the ground for consistent improvement in the short-term.

#### 5.2.2.4 European Union Agency for Railways

The "European Union Agency for Railways" thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of four legal acts, of which:

- One is labelled as critical
- Three are marked as subsidiary

A summary of Moldova's performance in transposing and implementing the Annex I acquis under the "European Union Agency for Railways" thematic cluster, based on the defined indicators, is provided below:



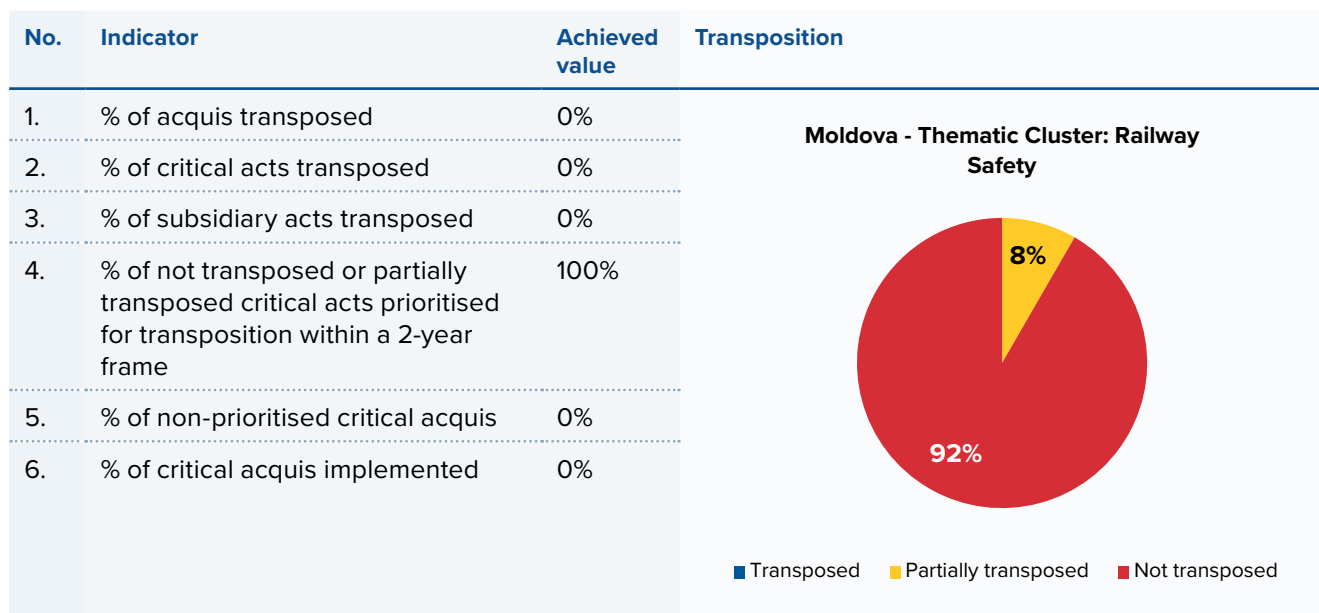
Moldova has yet to take any concrete steps with regard to the Annex I acquis related to the European Railways Agency, with the transposition status for the legislation under this thematic cluster being zero. However, plans are in place, with the core part of the acquis scheduled for transposition in 2028.

### 5.2.2.5 Railway Safety

The “Railway Safety” thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of 12 legal acts, of which:

- One is labelled as critical,
- 11 are marked as subsidiary,
- Two are included in the Rail Action Plan for observing participants, and one (in its previous form) is part of the Association Agreement.

A summary of Moldova’s performance in transposing and implementing the Annex I acquis under the “Railway Safety” thematic cluster, based on the indicators outlined in Section 3, is provided below:



Moldova has partially transposed Directive (EU) 2016/798 of the European Parliament and of the Council of 11 May 2016 on railway safety, with full compliance expected to be achieved in 2024. However, most of the subsidiary acts have yet to be prioritised for further transposition.

### 5.2.2.6 Social (Rail)

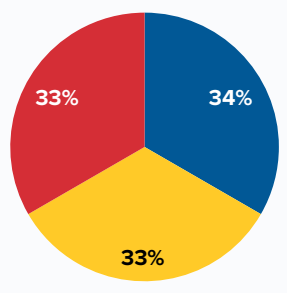
The “Social (Rail)” thematic cluster includes the following Regulatory areas as per Annex I.2 of the Treaty:

- Social field - working time/hours
- Passenger rights

The regulatory areas mentioned above include a total of three legal acts, all of them critical, of which:

- One is included in the Rail Action Plan for observing participants
- Two are part of the Association Agreement.

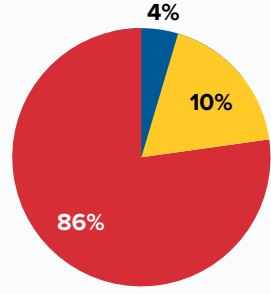
A summary of Moldova's performance in transposing and implementing the Annex I acquis under the "Social (Rail)" thematic cluster, based on the indicators outlined in Section 3, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	33.33%	<p><b>Moldova - Thematic Cluster: Social (Rail)</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	33.33%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	50%	
5.	% of non-prioritised critical acquis	33.33%	
6.	% of critical acquis implemented	33.33%	

Moldova demonstrates solid progress regarding the Annex I acquis in this thematic cluster, having transposed one critical act and partially transposed another. However, the third critical act has yet to be considered for prioritisation.

### 5.2.3 Conclusions and Upcoming Priorities for the Rail Sector

A summary of Moldova's performance in transposing and implementing the Annex I rail acquis under Annex I.2, based on the indicators outlined in Section 3, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	3.75%	<p><b>Moldova - ANNEX I.2- Rules applicable to rail transport</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	14.29%	
3.	% of subsidiary acts transposed	1.52%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	50%	
5.	% of non-prioritised critical acquis	21.43%	
6.	% of critical acquis implemented	0%	

Over the past year, Moldova has made limited progress in transposing the Annex I acquis in rail transport, with the only advancement observed in the thematic cluster on Train Drivers. The overall transposition rate is low (3.75%), with an additional 14.29% reported as partially transposed and none yet implemented.

Progressive efforts are needed to align with EU rail transport legislation in key thematic clusters, such as Market Access, Interoperability, Railway Safety, Social, and the European Union Agency for Railways. Completing the transposition in the Train Drivers and Social (Rail) areas is also essential, alongside a more proactive approach to implementing transposed legislation.

However, through the adoption and the recently started implementation of the Railway Code, Moldova has established a sound basis in this regard and is currently committed to continuing ambitious reform programme, with approximately half of the critical acts slated for transposition within a two-year timeframe. Less than a third of the not-yet transposed *acquis* is currently not prioritised.

Institutional strengthening and capacity building are essential for the success of the ongoing policy and regulatory reforms in the rail sector. Increasing Moldova's engagement with the Technical Committee for Railways within the Transport Community and the European Union Agency for Railways will be critical for sustained alignment and effective reform.

## 5.3 Rules Applicable to Road Transport (Annex I.3)

### 5.3.1 Overview

The institutional framework governing the road sector in Moldova comprises:

- **The Ministry of Infrastructure and Regional Development (MIRD)** is the central public authority in the sector, responsible for policy development and long- to medium-term infrastructure development planning.
- **The State Enterprise “State Road Administration”** established in 2002 under MIRD, manages national public roads and other related infrastructure elements. Its primary responsibilities include ensuring safe, fluent, and continuous road traffic by conducting road maintenance, repairs, rehabilitation, development, and upgrades.

Prior to Moldova being granted the candidate country status, the regulatory reform process was primarily guided by the **Association Agreement**, which also outlined key requirements and priorities for the transport sector. In the road sector, the main priorities included in the Association Agreement concern technical, safety, social, and fiscal conditions and include several EU legal acts that Moldova committed to approximate.

The main regulatory and strategic framework governing the road transport sector in Moldova includes:

- **The Law on Road Transport** as primary legislation that governs all aspects of road transport, including passenger and freight transport, vehicle registration, and driver licensing.
- **The Road Traffic Code**, which outlines the rules of the road, including traffic regulations, road safety measures, and penalties for violations. It establishes the legal framework for ensuring safe and orderly road use.
- **The Mobility Strategy 2023-2030**, adopted in 2024, which aims to develop a sustainable and modern transport system aligned with the European standards.

National legislation is partially aligned with the Annex I *acquis* on **road safety**. Moldova's new road safety strategy needs to be aligned with the EU Road safety Policy Framework 2021-2030 and should be based on the Safe System Approach and Key Performance Indicators defined by the EU. Road safety remains a concern, as the number of casualties is significantly higher than the EU average. A National Road Safety Observatory has been created as a coordination centre. The use of funds for the maintenance and repair of roads has become more efficient, and resources allocated for road safety are being better absorbed.

Legislation on market access, the profession of road transport operators, digital tachographs, and access to the haulage market is also partially aligned. Passenger rights are regulated by the Road Transport Code, which has been partially harmonised with the EU legislation. Provisions on maximum weights and dimensions for heavy-duty vehicles have similarly undergone partial alignment. International market access for coach and bus services is regulated through bilateral or multilateral agreements to which Moldova is a party. However, a specific timeline for

full alignment with EU social and market legislation, including updates introduced in Mobility Package 1, has not been established. The current national regulatory framework is not aligned with the Intelligent Transport Systems (ITS) Directive, but concrete actions will be carried out in this regard, with active support from the Transport Community Permanent Secretariat starting in 2025.

## 5.3.2 Progress Status per Thematic Clusters

### 5.3.2.1 Social (Road)

The proposed Social (Road) Cluster includes the following regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Social provisions - driving time and rest periods
- Enforcement of social legislation
- Admission to the occupation of road operator
- Tachographs
- Working time
- Passenger rights
- Form of attestation of activities

The Regulatory areas listed above include a total of 20 legal acts, of which:

- Eight are labelled as “Critical”
- 11 are marked as “Subsidiary”
- One is marked as “Not Relevant”
- Four are included in the Road Action Plan, and four in the Association Agreement

Moldova’s current progress in transposing and implementing the Annex I acquis under the “Social (Road)” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	10.53%	<p><b>Moldova - Thematic Cluster: Social (road)</b></p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	18.18%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	50%	
5.	% of non-prioritised critical acquis	12.50%	
6.	% of critical acquis implemented	0%	

Moldova’s performance with regard to the Annex I acquis in the “Social (Road)” thematic cluster is good, with 42% of the legal acts included therein being either transposed or partially transposed. Half of the critical acquis that has not yet been fully approximated is scheduled for transposition within two-year timeframe, confirming that full compliance is currently considered a priority. Implementation, however, is lagging behind.

Should Moldova pursue future membership in the Transport Community, systematic efforts toward full implementation of the Annex I road social acquis would be essential.

### 5.3.2.2 Vehicles

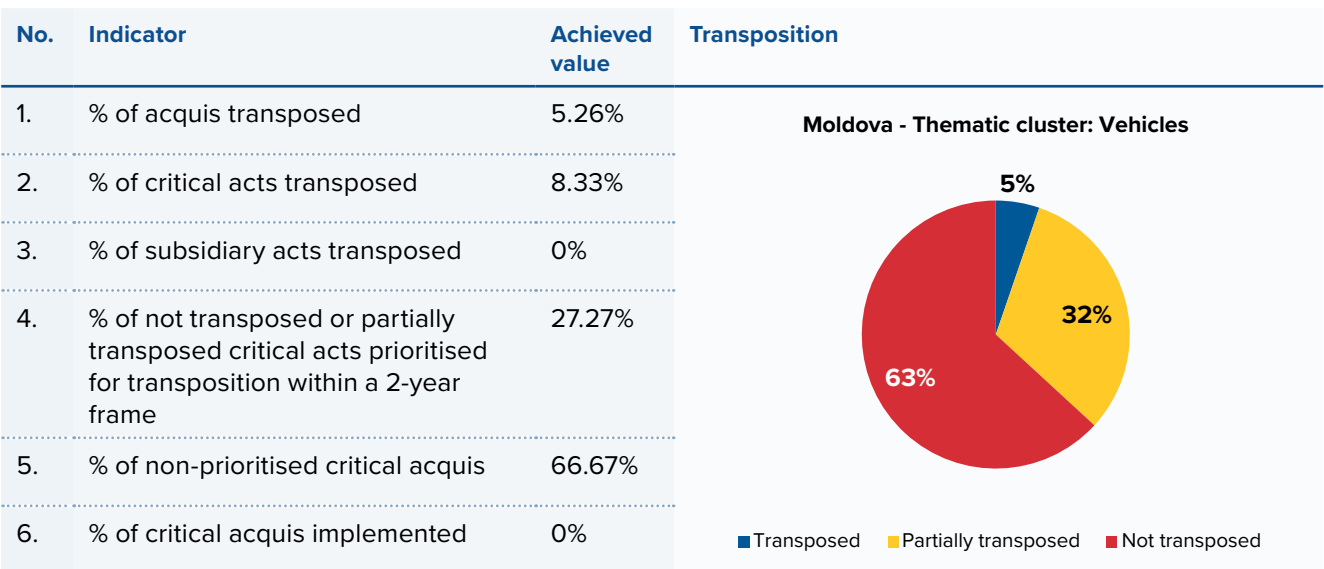
The “Vehicles” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Roadworthiness,
- Roadside inspection
- Speed limitation devices
- Safety belts
- Mirrors
- Registration documents
- Dimensions and weight of vehicles
- Type approval

The above-listed Regulatory areas include 19 legal acts, of which:

- 12 are labelled as “Critical”.
- Seven are marked as “Subsidiary”.
- Two are included in the Road Safety Action Plan, and five are part of the Association Agreement.

Moldova’s current progress in transposing and implementing the Annex I acquis under the “Vehicles” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:



Moldova has transposed around 5% of the critical acquis under the “Vehicles” thematic cluster but needs to ensure its full implementation. It also plans to advance towards transposition of part of the “Roadworthiness” acquis by end of 2024, and part of the “Roadside inspections” and “Speed limitations” acquis by the end of 2025.

However, almost 70% of the critical acquis is yet to be prioritised, including 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, which is not currently considered for transposition, despite being included in the Association Agreement.

### 5.3.2.3 Road Infrastructure

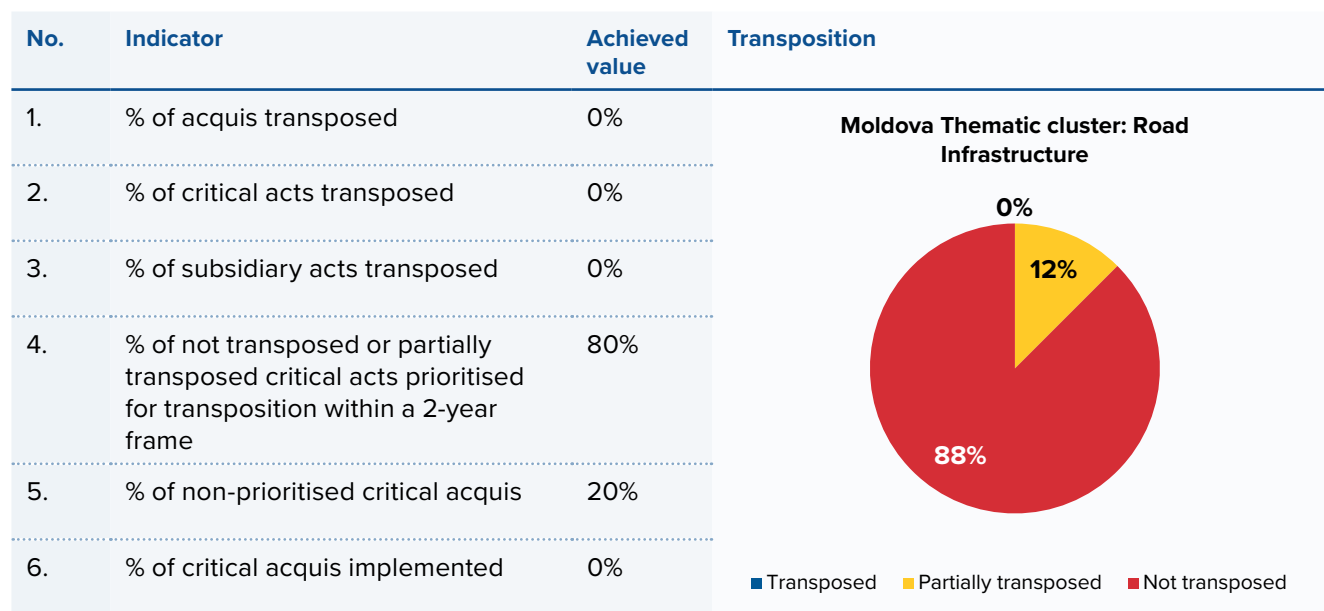
The “Road Infrastructure” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Road charging infrastructure - annual vehicle taxes
- Road infrastructure safety management
- Tunnels
- Road toll systems

The above-listed Regulatory areas include eight EU legal acts, of which:

- Five are labelled as “Critical”
- Three are marked as “Subsidiary”
- Two are included in the Road Action Plan
- Three are included in the Road Safety Action Plan
- One is part of the Association Agreement

Moldova’s current progress in transposing and implementing the Annex I acquis under the “Road Infrastructure” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:



Moldova exhibits low performance with regard to the road infrastructure acquis, with only one critical act being partially transposed and implemented. The latest revision of the road safety directive and Directive 1999/62/EC are currently planned for the short to mid-term.

Tolling-related critical acquis has yet to be prioritised.

### 5.3.2.4 Drivers

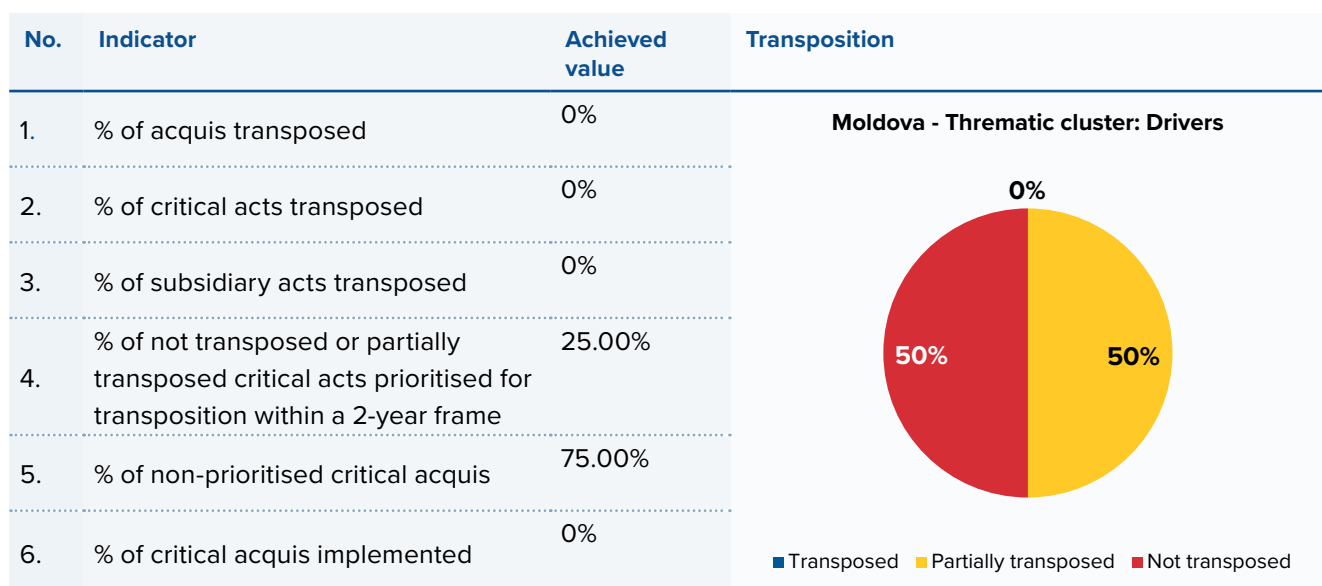
The “Drivers” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Training of drivers
- Driving licenses
- Cross-border exchange of information

The above-listed Regulatory areas include a total of six legal acts, of which:

- Four are labelled as “Critical”
- Two are marked as “Subsidiary”
- One is included in the Road Safety Action Plan, and two are part of the Association Agreement

Moldova’s current progress in transposing and implementing the Annex I acquis grouped under the “Drivers” thematic cluster of Annex I.3, along with summary of performance based on the defined indicators, is provided below:



While no legal act has been fully transposed so far, the partially transposition rate reaches 50%. Plans for the mid-term include Directive (EU) 2015/413, prioritised under the TCT Road Safety Action Plan, which is scheduled for transposition by 2026. The share of non-prioritised critical acquis remains very high. Most significantly, Directive 2006/126/EC on driving licences is not currently considered for transposition, despite being part of the Association Agreement.

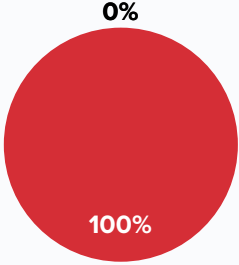


### 5.3.2.5 Intelligent Transport Systems

The “Intelligent Transport Systems” thematic cluster corresponds to the homonymous Regulatory area and includes a total of nine legal acts, of which:

- One is labelled as “Critical”
- Eight are marked as “Subsidiary”
- Eight are included in the Road Action Plan
- One is included in the Road Safety Action Plan

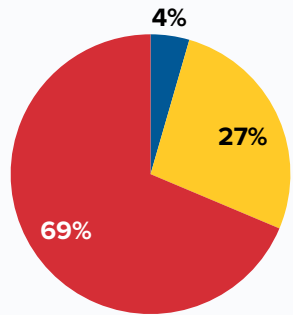
Moldova’s current progress in transposing and implementing the Annex I acquis grouped under the “Intelligent Transport Systems” thematic cluster of Annex I.3, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova - Thematic cluster: Intelligent Transport Systems</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	100%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	0%	

While Moldova’s progress in the ITS area is still incipient, with basically no legal act transposed so far, prioritisation within the Road and Road Safety Action Plans and TCT active support will reverse this situation in the short to middle-term. The Annex I acquis is scheduled for transposition in the coming year.

### 5.3.3 Conclusions and upcoming priorities for the road sector

A summary of Moldova's performance in transposing and implementing the Annex I road acquis under Annex I.3, based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	4.48%	<p><b>Moldova - ANNEX I.3 - Rules applicable to road transport</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	2.86%	
3.	% of subsidiary acts transposed	6.25%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	47.06%	
5.	% of non-prioritised critical acquis	40%	
6.	% of critical acquis implemented	0%	

To date, Moldova has transposed only 4% of the road transport acquis listed in Annex I.3 of the Transport Community Treaty, with 2.86% of critical legislation and 6.25% of subsidiary legislation aligned. Nearly 70% of the acquis remains not transposed, and implementation progress is minimal.

However, almost half of the critical acquis is currently prioritised for the next two years, a challenging but promising endeavour that could significantly improve Moldova's compliance status. A substantial portion of the critical acquis, though, remains not prioritised.

The upcoming priorities for Moldova in further alignment with the EU Acquis as per Annex I.3 of the TCT Treaty are mainly related to:

- Intensifying efforts for the transposition and implementation of the relevant EU legislation included in the thematic clusters with slower alignment processes, particularly in Road infrastructure and Intelligent Transport Systems.
- Place additional focus on implementation, as progress in this area has lagged behind.
- Focusing on the currently not prioritised critical acquis, in order to establish clear transposition and implementation roadmaps.

## 5.4 Rules Applicable to Maritime Transport (Annex I.4)

### 5.4.1 Overview

The maritime sector in the Republic of Moldova is governed by a combination of national regulations and international conventions. The key institutional stakeholders within the maritime sector in the country are as follows:

- **The Ministry of Infrastructure and Regional Development (MIRD)** – bears overall responsibility for policymaking, regulation, strategic development, and management of the transport sector, including maritime transport. In particular, the Ministry creates the regulatory framework at the national level that ensures safe, efficient, and sustainable maritime operations. It also oversees the development and modernization of maritime infrastructure, including ports, harbours, and related facilities, with the aim of achieving compliance with international standards in the field. The MIRD's work is related to enhancing maritime safety standards and implementing security measures in accordance with international maritime safety regulations. The protection of the marine environment is also a key priority for the Ministry, which includes implementing measures to prevent marine pollution and promote sustainable maritime practices. The Ministry actively cooperates with international stakeholders, such as the International Maritime Organization, and the European Maritime Safety Agency, to improve the performance of the maritime sector in Moldova.
- **The Naval Agency of the Republic of Moldova (NARM)** – the institution entrusted with implementing maritime policies, safety and security regulations, and ships registration. It is also responsible for ensuring compliance with international maritime conventions. NARM plays a primary role in inspecting and examining ships, testing maritime equipment, and certifying vessels and maritime personnel. Specifically, the Agency handles the registration of maritime vessels, issues identity documents for seafarers, and certifies maritime personnel in accordance with the STCW Convention. NARM also manages the Port Complex of Giurgiulești, which includes the International Free Port and the Cargo and Passenger Port.

With regard to the national maritime regulatory framework, the Republic of Moldova has enacted several laws and regulations, including:

- **The Law on Maritime Navigation** – outlining the legal framework for maritime activities, including ship registration, safety standards, and navigation rules.
- **The Law on Ports** – regulating the operation and management of ports, including also infrastructure development and port services.

Moldova is also a signatory to various international maritime conventions, which are incorporated into its national legislation, including:

- The IMO Conventions: SOLAS, MARPOL, STCW.
- UNCLOS – providing a detailed and comprehensive legal framework for maritime activities, including navigation rights, territorial waters, and the protection of the marine environment.

In addition, Moldova has implemented regulations to protect the marine environment, in line with EU and international standards. These includes measures to control pollution from ships and ensure sustainable maritime practices.

The strategic documents at the national level outlining the priorities and vision for the development of waterborne transport, particularly the maritime sector, include:

- **The National Development Strategy “Moldova 2030”** – which includes provisions for the development of transport infrastructure, including maritime transport. The strategy focuses on sustainable development, economic growth, and integration with European standards.
- **The National Development Plan 2023-2025** – which includes specific actions related to improving maritime infrastructure, enhancing safety and security, and promoting environmental sustainability in the maritime sector.

- **The Transport and Mobility Strategy 2023-2030** – aims to develop a sustainable, accessible, and safe transport system in line with European requirements and standards. A key priority within the strategy is the development of naval transport. Under this priority, Moldova aims to modernise its port infrastructure, renew its fleet, improve connectivity with other transport modes, update its regulatory framework, and apply good sustainability practices.

The Republic of Moldova should undertake further efforts with regard to transposition and implementation of the Annex I acquis related to maritime transport, as per Annex I.4 of the Treaty establishing the Transport Community and the Association Agreement. Details in this regard are provided below.

## 5.4.2 Progress status per Thematic Clusters

### 5.4.2.1 Policy, Market Access, and Competition

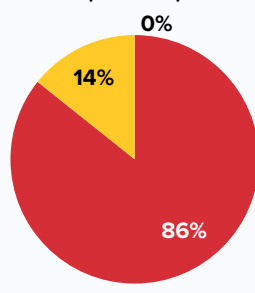
The proposed “Policy, Market Access, and Competition” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Maritime Policy
- Access to the Market
- International Relations
- Port Services

The Regulatory areas listed above include a total of seven legal acts, of which:

- Five are labelled as “Critical”
- Two are marked as “Subsidiary”
- One is included in the Action Plan for Waterborne Transport and Multimodality

The Republic of Moldova’s current progress in transposing and implementing the Annex I acquis grouped under the “Policy, Market Access and Competition” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova - Thematic Cluster: Policy, Market Access and Competition (Maritime)</b></p>  <p>0% 14% 86%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	60%	
5.	% of non-prioritised critical acquis	40%	
6.	% of critical acquis implemented	0%	

Alignment with the relevant legislation in this thematic cluster within the Republic of Moldova is still in its early stages, with no Annex I acquis yet fully transposed and only partial transpositions completed. However, over half of the critical legal framework has been prioritised for transposition within the next two years, reflecting Moldova’s commitment to full membership in the Transport Community and closer alignment with EU standards as part of its path towards EU membership.

### 5.4.2.2 Technical, Safety, and Security

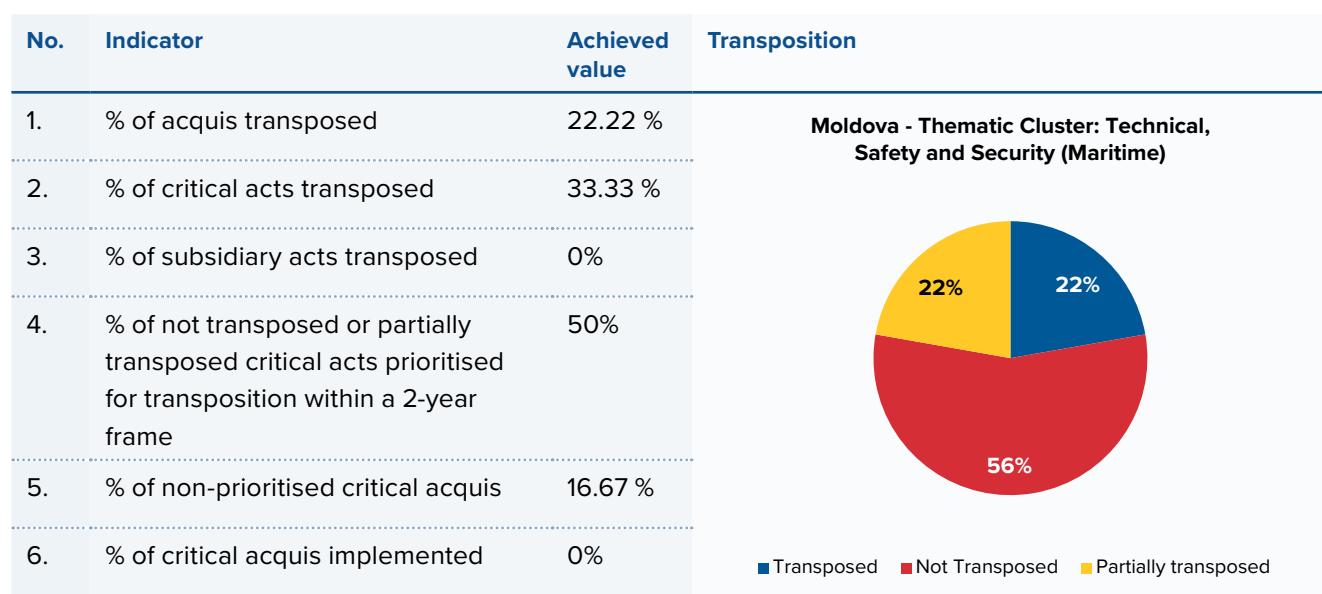
The “Technical, Safety, and Security” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Ship inspection and survey organisations – recognised organisations
- Flag State
- Port State Control
- International Safety Management Code
- International Agreements
- Marine Equipment
- Passenger Ships
- Safety of Fishing Vessels
- Oil Tankers
- Bulk Carriers
- Accident Investigation
- Insurance
- Maritime Security
- European Maritime Safety Agency

27 legal acts are included under the above-listed Regulatory areas, of which:

- 18 are marked as “Critical”
- Nine are marked as “Subsidiary”
- 12 are included in the Action Plan for Waterborne Transport and Multimodality
- 12 are part of the Association Agreement

The Republic of Moldova’s current progress in transposing and implementing the Annex I acquis grouped under the “Technical, Safety, and Security” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:



The Republic of Moldova has achieved a 22% alignment rate with the EU legislation within this thematic cluster,

with 33% of the critical legal acts already transposed into the national legal framework. Notably, an additional 50% of the relevant thematic cluster legislation is planned for transposition in the near term, indicating continued progress toward full compliance.

### 5.4.2.3 Environmental

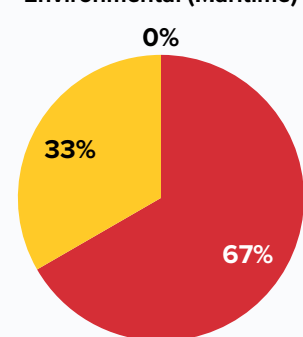
The “Environmental” thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Environment
- Organotin Compounds
- Ship-source pollution
- Ship-generated Waste
- Committee of Safe Seas and the Prevention of Pollution from Ships

The Regulatory areas listed above comprise a total of six legal acts, of which:

- Four are marked as “Critical”
- Two are marked as “Subsidiary”
- Three are included in the Action Plan for Waterborne Transport and Multimodality
- Two are part of the Association Agreement

The Republic of Moldova’s current progress in transposing and implementing the Annex I acquis grouped under the “Environmental” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova - Thematic Cluster: Environmental (Maritime)</b></p>  <p>0% 33% 67%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	75.00 %	
5.	% of non-prioritised critical acquis	25.00%	
6.	% of critical acquis implemented	0%	

The Republic of Moldova has made some progress in aligning with the Annex I acquis within this thematic cluster. While none of the EU legal acts have been fully transposed, approximately 33% of the relevant framework is reported as partially transposed. Notably, 75% of the remaining acts are prioritised for transposition within the next two years, reflecting a strong commitment to advancing compliance efforts.

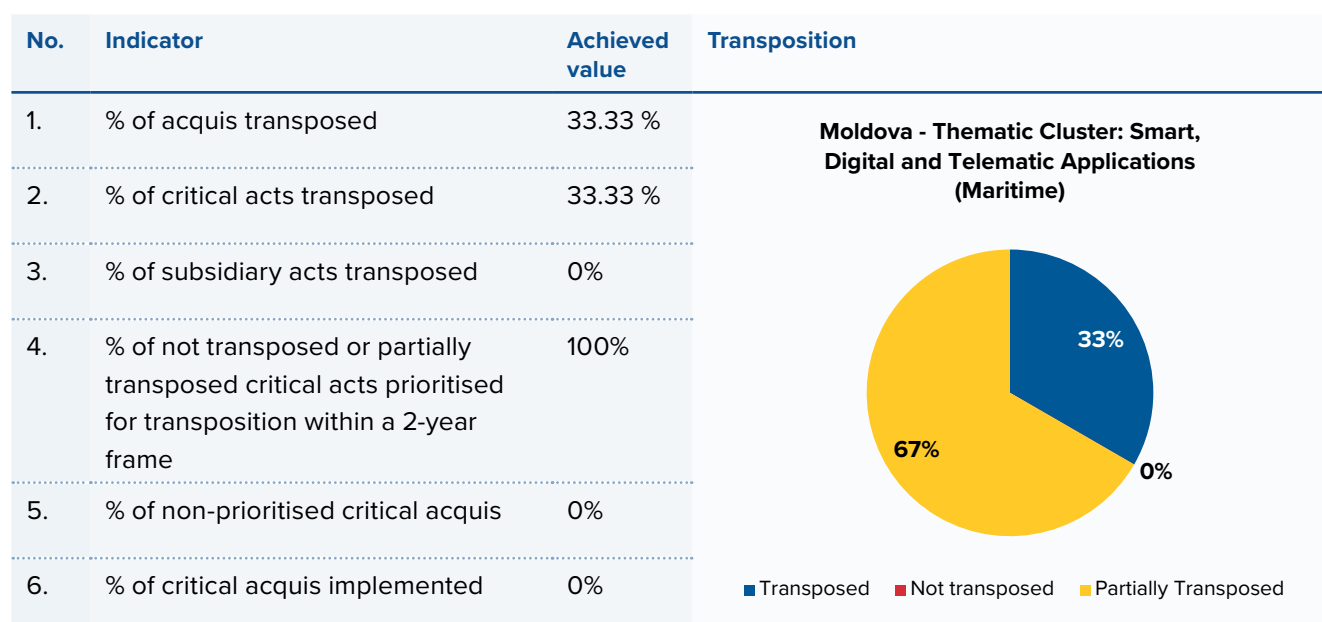
#### 5.4.2.4 Smart, Digital, and Telematic Applications

The “Smart, Digital, and Telematic Applications” thematic cluster includes the following regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Vessel Traffic Monitoring
- Reporting Formalities
- Maritime Single Window

The “Smart, Digital, and Telematic Applications” cluster includes three legal acts, all marked as “Critical” and included in the Action Plan for Waterborne Transport and Multimodality, with two also included in the Association Agreement.

The Republic of Moldova’s current progress in transposing and implementing the Annex I acquis grouped under the “Smart, Digital, and Telematic Applications” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:



The Republic of Moldova has taken concrete steps to align its normative framework with the relevant EU acquis within this thematic cluster, with 33% of the legislation fully transposed and 67% partially transposed. Moldova is also committed to reaching full compliance with the critical acquis under this cluster over the next two years. However, effective implementation remains lagging.

### 5.4.2.5 Social and Educational

The “Social and Educational” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Social Aspects
- Passenger Rights
- Training of Seafarers

The Regulatory areas mentioned above include seven legal acts, of which:

- Six are marked as “Critical”
- One is labelled as “Subsidiary”
- Six are included in the Action Plan for Waterborne Transport and Multimodality
- Four are part of the Association Agreement

The Republic of Moldova’s current progress in transposing and implementing the Annex I acquis grouped under the “Social and Educational” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	28.57 %	<p><b>Moldova - Thematic Cluster: Social and Educational (Maritime)</b></p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	16.67 %	
3.	% of subsidiary acts transposed	100%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	100%	
5.	% of non-prioritised critical acquis	0,00%	
6.	% of critical acquis implemented	16.67%	

The Republic of Moldova follows a steady pace in approximation with the EU legal framework within this thematic cluster, with nearly 30% of the relevant legislation already transposed, including 17% of the critical legislation. Currently, 17% of the critical acts have also been implemented. Moldova’s assumed goal to complete the transposition of the entire legislative package within the next two years reflects a strong commitment in this regard.



## 5.4.3 Conclusions and Upcoming Priorities for the Maritime Transport Sector

The Republic of Moldova follows a deliberate pace in aligning with the relevant Annex I.4 acquis, that has still neither been transposed, nor implemented in the national legal framework. A summary of the overall performance for Annex I.4, based on the defined indicators, is outlined below.

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	17.65 %	<p><b>Moldova: Transposition Status of the legal framework under Annex I.4</b></p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	21.62 %	
3.	% of subsidiary acts transposed	7.14 %	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	68.97 %	
5.	% of non-prioritised critical acquis	16.22%	
6.	% of critical acquis implemented	2.70%	

Moldova's performance regarding the Annex I.4 legislation is encouraging. Approximately 18% of the relevant Annex I acquis has been transposed, with around 55% of legal acts yet to be transposed. Additionally, around 30% of the legislation has been partially transposed, requiring further efforts from stakeholders in Moldova for full transposition and subsequent implementation.

In the short term (over the next two years), Moldova plans to transpose nearly 70% of the critical legislation that is either not transposed or only partially transposed. The share of non-prioritised critical acquis remains relatively small at just above 16%, indicating that Moldova intends to intensify its compliance efforts and make most of current opportunities. However, the implementation status of the EU maritime critical acquis remains relatively small.

Moldova has shown strong commitment to accelerating the process of becoming a full member of the Transport Community, which would facilitate swifter compliance with relevant EU legal and technical requirements in waterborne and multimodal transport.

To enhance alignment with the EU Maritime Transport Acquis under Annex I.4 of the TCT Treaty, Moldova should prioritise its efforts in the following areas:

- Policy, Market Access, and Competition thematic cluster
- Environmental thematic cluster

Currently, none of the EU legal acts (either critical or subsidiary) in these areas have been transposed or implemented, indicating a need for focused action.

Moldova should also maintain and, where possible, accelerate the pace of transposition and implementation of relevant maritime acquis in the thematic clusters related to Technical, Safety and Security, Smart, Digital and Telematic Applications, and Social and Educational areas.

Speeding up the transposition of pertinent European maritime legislation as per Annex I.4 of the TCT Treaty aligns with Moldova's clear intentions to become a Treaty signatory and potential EU member.

## 5.5 Rules Applicable to Inland Waterway Transport (Annex I.5)

### 5.5.1 Overview

Inland waterway transport in the Republic of Moldova falls under the authority of the **Ministry of Infrastructure and Regional Development**, which outlines the national transport policy in this sector and sets development goals in line with international priorities and standards. The Ministry also oversees the development and maintenance of inland waterway transport infrastructure.

The operational and technical management of inland waterway transport is delegated to the **Naval Agency of the Republic of Moldova (NARM)**. Its main responsibilities include the regulation and safety of navigation on inland waterways.

The legal framework regulating inland waterborne transport in the Republic of Moldova includes:

- **The Law No LP176/2013 on Inland Water Transport** – regulating the use of inland waterways, ports, and vessels in the Republic of Moldova. It covers aspects such as navigable hydraulic structures, port operations, and safety standards for vessels.
- **The Environmental laws and regulations** – ensuring that inland waterway transport activities are compliant with environmental protection standards, aiming to minimise potential pollution risks and adapt to climate change impact.

Strategic documents outlining the development of inland waterways transport in Moldova include:

- **The National Transport and Mobility Strategy 2023-2030** – aimed at modernising and enhancing Moldova's transport infrastructure, including inland waterways. The key proposed measures include infrastructure development, promoting sustainability, integration, and regulatory improvements.
- **The Action Plan for the Development of Inland Waterway Transport in Moldova** – aimed at enhancing the country's inland waterway infrastructure and services to ensure safe, efficient transportation and smoother cargo and freight operations, while emphasizing environmental protection, connectivity with other transport modes, development of professional capacity and international cooperation.

The Republic of Moldova needs to invest significant efforts in transposing considerable part of the EU acquis related inland waterway transport, as per Annex I.5 of the Treaty establishing the Transport Community. The country has declared partial transposition of certain Annex I acquis provisions into its normative framework, specifically regarding technical requirements for inland waterway vessels, transportable pressure equipment, inland transportation of dangerous goods, and the river information services, as detailed below.

### 5.5.2 Progress Status per Thematic Clusters

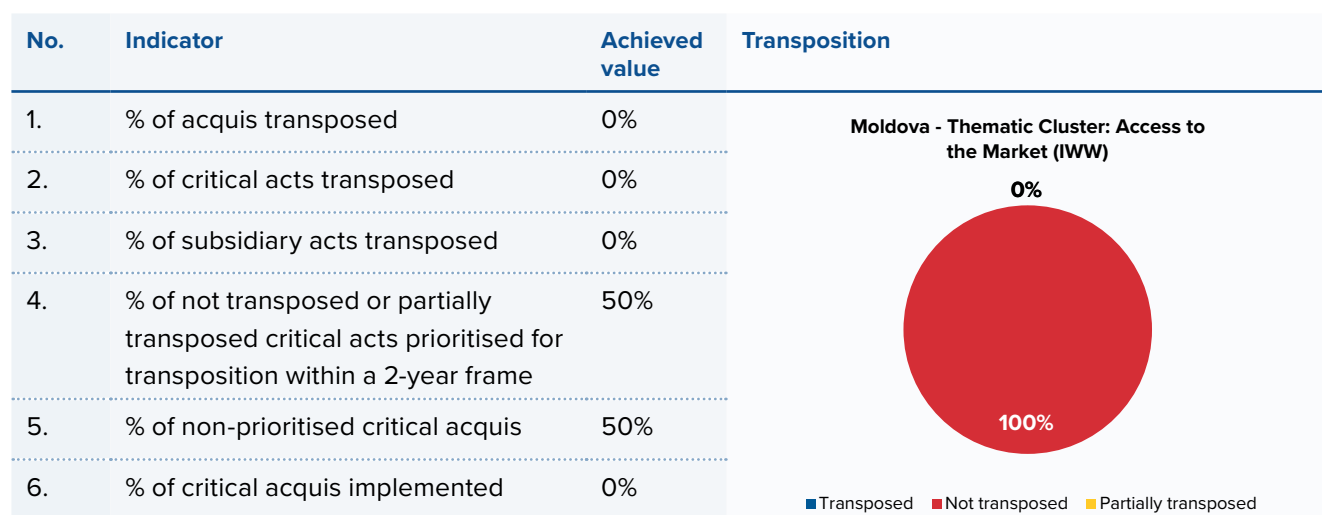
#### 5.5.2.1 Access to the Market

The "Access to the Market" thematic cluster coincides with the corresponding Regulatory area, as per Annex I. 5 of the TCT Treaty.

The mentioned Regulatory area includes a total of five legal acts, of which:

- Four are labelled as "Critical"
- One is marked as "Subsidiary"
- One is included in the Action Plan for Waterborne Transport, and one is included in the Association Agreement.

The Republic of Moldova's current progress in transposing and implementing the Annex I acquis under the "Access to the Market" thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:



Moldova's progress in aligning with the EU acquis under the "Access to the Market" thematic cluster remains at a very early stage, as none of the legal acts have been transposed so far. However, the Moldovan authorities have expressed the intention to transpose half of the critical legislation within a two-year period.

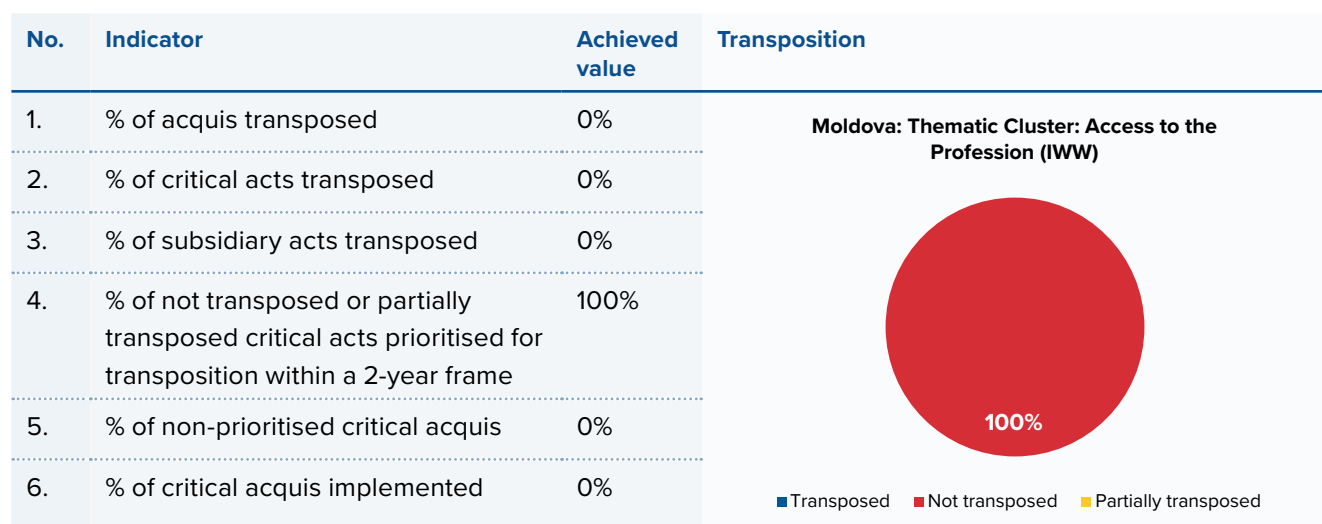
### 5.5.2.2 Access to the Profession

The "Access to the Profession" thematic cluster coincides with the corresponding Regulatory area, as per Annex I. 5 of the TCT Treaty.

The mentioned Regulatory area includes a total of seven legal acts, of which:

- Two are marked as "Critical".
- Five are labelled as "Subsidiary"
- One is included in the Action Plan for Waterborne Transport and Multimodality
- Two are included in the Association Agreement.

The Republic of Moldova's current progress in transposing and implementing the Annex I acquis under the "Access to the Profession" thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:



Moldova's progress in aligning with the EU acquis in the "Access to the Profession" thematic cluster is at a very early stage, with none of the legal acts transposed yet. Nevertheless, Moldova has stated its intention to transpose all relevant critical legislation into its legal framework within the next two years.

### 5.5.2.3 Social


The 'Social' thematic cluster includes the following Regulatory areas, as per Annex I.5 of the Treaty for establishing the Transport Community:

- Working time
- Passenger rights

The Regulatory areas listed above include a total of two legal acts, of which:

- Two are labelled as "Critical"
- One is included in the Action Plan for Waterborne Transport and Multimodality

The Republic of Moldova's current progress in transposing and implementing the Annex I acquis under the "Social" thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova - Thematic Cluster: Social (IWW)</b></p>  <p>0%</p> <p>100%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	100%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	0%	

Moldova's progress in aligning with the Annex I acquis in the "Social" thematic cluster is at a very early stage, as none of the legal acts having been transposed so far. Nevertheless, Moldova has stated its intention to transpose all relevant critical legislation into its legal framework within the next two years.

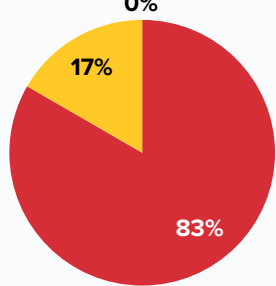
### 5.5.2.4 Safety/Technical Requirements

The "Safety/Technical Requirements" thematic cluster coincides with the corresponding Regulatory area, as per Annex I. 5 of the TCT Treaty.

The Regulatory areas listed above include a total of six legal acts, of which:

- Three are marked as "Critical".
- Three are marked as "Subsidiary"
- One is included in the Association Agreement.

The Republic of Moldova's current progress in transposing and implementing the EU acquis under the "Safety/ Technical Requirements" thematic cluster of Annex I.5, with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova - Thematic Cluster: Safety/Technical Requirements (IWW)</b></p>  <p>0% 17% 83%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	33.33 %	
5.	% of non-prioritised critical acquis	66.67%	
6.	% of critical acquis implemented	0%	

Moldova has only made initial steps towards transposition of the EU legal framework included in the 'Safety/ Technical Requirements' thematic cluster. Currently, 17% of the relevant legislation is partially transposed, while 83% remains not transposed. In terms of prioritisation, one-third of the critical acts within this thematic cluster are scheduled for transposition within the next two years.

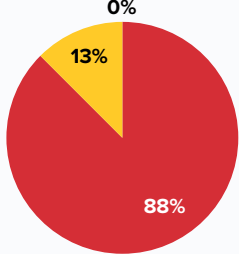
#### 5.5.2.5 River Information Services

The 'River Information Services' thematic cluster coincides with the corresponding Regulatory area, as per Annex I. 5 of the TCT Treaty.

This Regulatory area includes a total of eight legal acts, of which:

- One is marked as "Critical".
- Seven are marked as "Subsidiary"
- All are included in the Action Plan for Waterborne Transport and Multimodality for observing participants 2025-2027
- One is included in the Association Agreement.

The Republic of Moldova's current progress in transposing and implementing the Annex I acquis under the "River Information Services" thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Thematic Cluster: River Information Services (IWW)</b></p>  <p>0% 13% 88%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	100%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	0%	

The Republic of Moldova is at the initial stage of aligning with the relevant Annex I acquis in the "River Information Services" thematic cluster. Currently, the RIS Directive has been partially transposed into the national legal framework. Moldovan authorities have expressed their intention to further proceed with transposing and implementing the legislation across the entire RIS thematic cluster with TCT support. However, due to the forthcoming replacement of the existing RIS Directive along with the accompanying subsidiary acts, further actions should be postponed until the new critical legislation enters into force, which is anticipated in 2025.

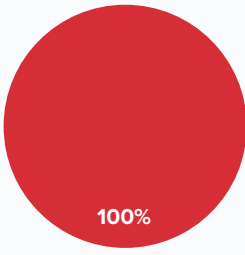
### 5.5.2.6 Environmental

The "Environmental" Thematic Cluster coincides with the name of the regulatory area, as per Annex I. 5 of the TCT Treaty.

The Regulatory areas listed above include a total of two legal acts, of which:

- Two are labelled as "Critical".
- All are included in the Action Plan for Waterborne Transport and Multimodality

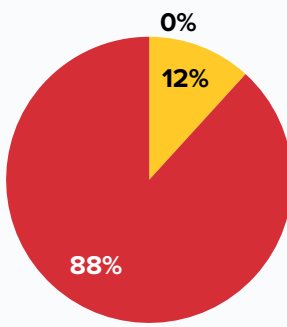
The Republic of Moldova's current progress in transposing and implementing the Annex I acquis under the "Environmental" thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Thematic Cluster: Environmental (IWW)</b></p>  <p>0% 100%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	100%	
5.	% of non-prioritised critical acquis	0%	
6.	% of critical acquis implemented	0%	

The Republic of Moldova is at an initial stage in aligning with the Annex I acquis included in the “Environmental” thematic cluster. While no relevant legislation has been transposed yet, Moldova has expressed its readiness and commitment to fully transpose the legal acts outlined within this thematic cluster, with concrete assistance to be provided by TCT.

### 5.5.3 Conclusions and Upcoming Priorities for the Inland Waterway Transport Sector

A summary of Moldova’s performance regarding to the EU acquis in Annex I.5 TCT, measured against the defined indicators, is provided below.

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Moldova: Transposition Status of the legal framework under Annex I.5</b></p>  <p>0% 12% 88%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	
4.	% of not transposed or partially transposed critical acts prioritised for transposition within a 2-year frame	64.71 %	
5.	% of non-prioritised critical acquis	29.41%	
6.	% of critical acquis implemented	0%	

The Republic of Moldova has neither fully transposed nor implemented any of the EU inland waterway acquis outlined in Annex I.5 of the TCT Treaty. While some efforts have led to the partial transposition of four legal acts, significant work remains to achieve full compliance and to transpose the remaining 30 EU legal acts. This process is essential in light of Moldova’s commitment to join the Transport Community and the EU.

It is worth mentioning that Moldova’s ambitious reform program extends also to the inland waterway sector. The Republic of Moldova plans to transpose almost 65% of the critical legal acts included in Annex I.5 of the TCT Treaty within a short timeframe (two years), underscoring its commitment to expedite efforts towards EU integration in the transport market.

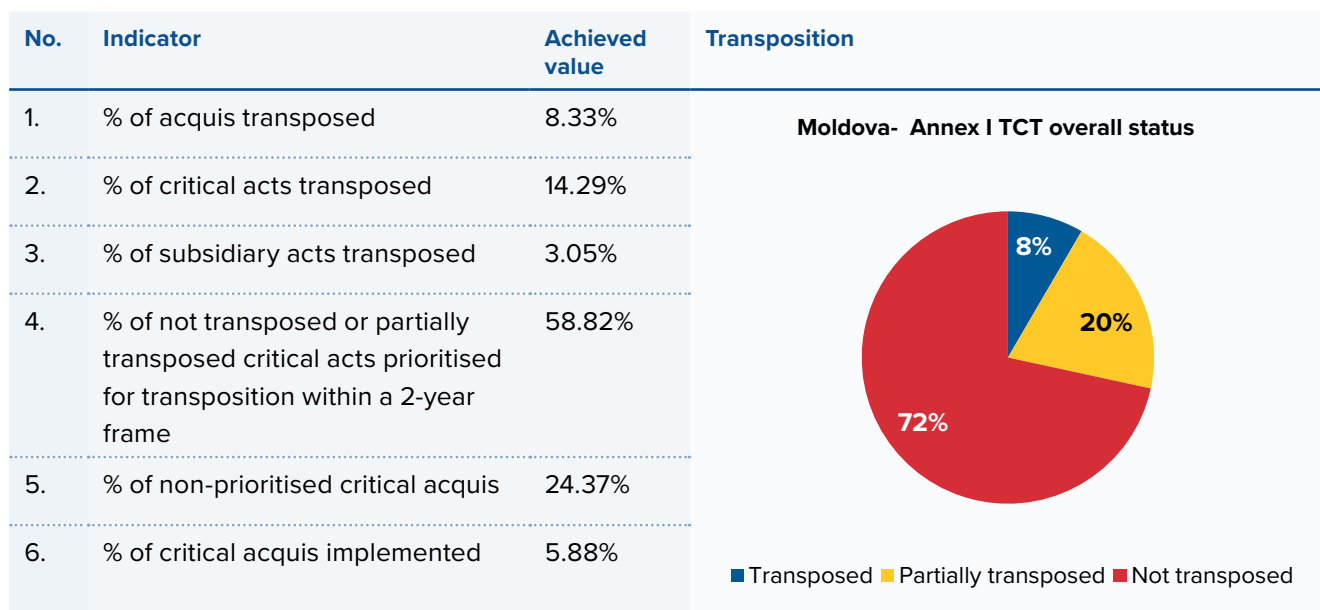
Currently, approximately 30% of the critical legal acts are yet to be transposed, indicating a clear need to intensify efforts for full alignment with the relevant Annex I acquis. The implementation rate remains at 0%, reflecting the dependency on transposition progress.

Inland waterway transport is widely acknowledged as one of the most advantageous modes of transportation due to its environmental, energy, and social benefits. Therefore, the Republic of Moldova should enhance its institutional capacity play a more significant role in this sector, focusing on transposing and implementing the relevant EU inland waterways acquis.

By taking concrete steps to align with the Annex I acquis as outlined in Annex I.5 of the TCT Treaty, Moldova can strengthen its ability to develop its inland navigation potential. This alignment will generate tangible benefits for the economy, environment, employment, and regional development.

## 5.6 Summary of Conclusions

Moldova's overall performance regarding the acquis is Annex I of the Treaty establishing the Transport Community, measured against the defined indicators, is presented below:



To date, the Republic of Moldova has fully or partially transposed slightly over one-quarter of the legislation outlined in TCT Annex I. Full transposition has reportedly been completed for only 8% of all legal acts and approximately 14% of the critical acquis.

Performance remains uneven across sectors and thematic areas. Moldova has made significant strides in aligning with EU standards in some areas, such as maritime transport, train driver's certification, environmental regulations, and public procurement. However, progress is still incipient in other critical areas, including inland waterway transport, Intelligent Transport Systems, rail interoperability, and collaboration with the European Railway Agency.

Moldova's commitment to Transport Community and EU integration is apparent in its prioritisation of nearly 60% of not transposed or partially transposed critical acts for completion within a two-year period. If these ambitious targets are met, Moldova's performance is expected to improve significantly by 2026. Beyond transposition, a strong focus on effective implementation is essential, as many transposed acts are either not implemented or only partially enforced.

In conclusion, Moldova must continue dedicated efforts to further transpose the Annex I acquis while focusing on effective and enhanced implementation. Achieving this requires a substantial strengthening of administrative capacity in critical sectors to ensure successful implementation of its reform programme.



# Ukraine

6

## 6.1 Horizontal/Multimodal acquis

### 6.1.1 Infrastructure

This thematic cluster corresponds entirely to Annex I.1 TCT, encompassing two Regulatory areas:

- TEN-T Development
- Clean vehicles and alternative fuels infrastructure

The two regulatory areas mentioned above include a total of three legal acts, of which:

- Two are labelled as critical
- One is marked as not relevant (as referring strictly to the indicative extension of the TEN-T Network in the Western Balkans),

The gathered information does not provide sufficient details for performance indicators-based reporting. One legal act (the alternative fuels directive) has been reported as partially transposed as of 2023, while the status of approximation of TEN-T Regulation remains unknown.

Setting a clear plan for gradual legal approximation with the Annex I acquis under the “Infrastructure” thematic cluster is expected to become a top priority in 2025.

### 6.1.2 Transport of Dangerous Goods

The transport of dangerous goods is a multi-modal thematic cluster, with the relevant acquis included in Annexes I.2, I.3, I.4, and I.5 of the Transport Community Treaty under four distinct Regulatory areas:

- Inland transport of dangerous goods (Annexes I.2, I.3, and I.5)
- Checks on transport of dangerous goods (Annex I.3)
- Transportable pressure equipment (Annexes I.2, I.3, and I.4)
- Safety/technical requirements (Annex I.5)

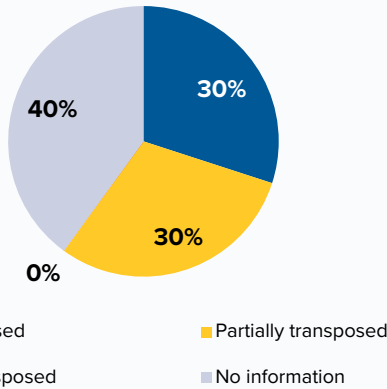
These regulatory areas include a total of five legal acts, of which:

- Three are labelled as critical
- One is marked as subsidiary
- One is not relevant (referring to authorisation by the Commission of certain derogations for some member states)

Given the multi-modal character of the transport of dangerous goods, the specific rules applicable to each transport mode, and the corresponding institutional framework, the following approach was adopted for calculating performance indicators:

- Directive 2008/68/EC was considered distinctly three times, corresponding to its three key annexes regulating the road (ADR), rail (RID), and inland waterway (AND) sectors, with varying institutional responsibilities, transposition status and internal prioritisation for each sector.
- The same approach was taken for Delegated Directive 2022/2407, as it is a subsidiary act to Directive 2008/68/EC.
- Directive 2010/35/EU was considered distinctly four times, to account for the sector-specific institutional framework and distinct progress under each area.

A summary of Ukraine's performance in transposing the acquis under the "Transport of Dangerous Goods" thematic cluster, based on the indicators outlined in Section 3 (using 2023 data), is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Ukraine - Thematic cluster: Transport of dangerous goods</b></p>  <p>■ Transposed ■ Partially transposed ■ Not transposed ■ No information</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	

The list of indicators reported is incomplete, due to a lack of available data on prioritisation and implementation status.

Aligning with the Annex lacquis on the transport of dangerous goods is crucial for ensuring safety, protecting the environment, and supporting the seamless operation of international trade. Compliance ensures the full application of EU standards in both international and domestic transport, minimising risks to people, property, and the environment.

Ukraine has reportedly fully transposed Directive 2008/68/EC across all transport modes, while Directive 2010/35/EU has been partially transposed. However, no information is currently available on the status of Directives 2022/2407 and 2022/1999.

### 6.1.3 Electronic Freight

Electronic freight holds a unique position within the defined thematic clusters, as it corresponds to a distinct regulatory area - E-freight - encompassing a single legal act: Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information.

This legal act has been reported as partially transposed by Ukraine, as of 2023.

## 6.1.4 Environmental Rules Applicable to Transport Sector

This thematic cluster corresponds entirely to Annex I.6 TCT, encompassing five Regulatory areas:

- Assessment of effects
- Conservation
- Fuels, air quality, and climate change
- Water policy
- Noise

The five regulatory areas mentioned above encompass a total of seven legal acts, all designated as critical. No information was available regarding Ukraine's current compliance status or future plans for transposition.

## 6.1.5 Public Procurement Rules applicable to Transport Sector

This thematic cluster corresponds entirely to Annex I.7 TCT, encompassing three Regulatory areas:

- Review procedures
- Procurement procedures
- Public services

The three regulatory areas mentioned above include a total of eight legal acts, of which:

- Six are labelled as critical
- Two are labelled as subsidiary

No information regarding Ukraine's current compliance status and future transposition plans could be collected.

## 6.2 Rules applicable to rail transport (Annex I.2)

### 6.2.1 Overview

The institutions in Ukraine responsible for the development and implementation of state policy in rail transport include:

- **The Ministry for Communities, Territories, and Infrastructure Development** is responsible for developing and implementing transport policy, including railways. The Ministry oversees regulatory matters, infrastructure development, and compliance with national and international standards.
- **JSC “Ukrainian Railways” (“Ukrzaliznytsia”)** - the state-owned railway company is responsible for the operational aspects of rail transport. It manages railway infrastructure, freight, and passenger services, and implements projects for modernisation and expansion under the guidance of the Ministry of Infrastructure.
- **The State Service of Ukraine for Transport Safety (“Derzhaviasluzhba”)** was established in 2014, with railway responsibilities integrated into the agency following the enactment of the Law on Railway Transport of Ukraine in 2021. Like the National Safety Authority, the agency is responsible for ensuring compliance with safety standards across various transport sectors, including railways. It conducts inspections and oversees safety regulations to maintain the quality and safety of railway operations. However, its role in the rail transport sector currently lacks alignment with EU acquis requirements, highlighting a potential area for enhancement.
- **The National Commission for State Regulation of Transport (NCRT)** was established in 2022 to develop a regulatory framework for the transport sector, including railways. Its primary objectives include ensuring non-discriminatory access to transport markets, setting transparent tariffs, issuing licenses, and managing consumer access to these markets. Additionally, the NCRT oversees the operations of transport service providers. In the railway sector, the NCRT plays a vital role by regulating tariffs and facilitating market access for railway transport services, ensuring a competitive environment that benefits both providers and consumers. However, its current responsibilities in rail transport lack full alignment with the EU acquis, highlighting an area for potential enhancement.

Railway legislation in Ukraine is primarily governed by **the Law of Ukraine “On Railway Transport”**, originally established in 1996. It provides a comprehensive framework governing the rail transport sector, defining the legal, economic, and organisational principles essential for the operation and management of railways in Ukraine. The law outlines the roles and responsibilities of various stakeholders, including executive bodies and transport service providers, and establishes the basis for passenger and freight transportation, infrastructure management, and safety standards. Significantly, the law was amended in 2021, integrating new regulatory frameworks aimed at aligning with European standards. This amendment is part of Ukraine’s broader efforts to modernise its railway system, ensure safety, and promote efficiency in operations.

The railway sector in Ukraine is currently facing numerous challenges that significantly impact its efficiency and safety. One of the major issues is the lack of separation between rail infrastructure management and service provision. JSC Ukrainian Railways operates as the sole integrated railway company, which means it manages both the infrastructure and rail services without distinct accounting separation. This arrangement hinders competition in the market and affects the overall performance of the sector.

Under the “Ukraine Plan” adopted in 2024, Ukraine has committed to establishing the conditions for liberalisation in the railway transport sector and fostering competition in the railway transport market. This objective is being advanced through the framework of a new railway law, which is currently under development. Despite efforts to align with the EU acquis through the adoption of a new railway law, Ukraine needs to undertake more substantial actions towards harmonisation. The financial strain on Ukrainian Railways has been exacerbated by pre-existing challenges and ongoing conflicts, further weakening the sector and its infrastructure. Additionally, Ukraine lacks

an independent investigation body for railway accidents and incidents, which is crucial for ensuring safety and accountability within the sector.

In terms of strategic documents related to development of rail transport in Ukraine, particular focus should be places on:

- **The National Transport Strategy of Ukraine 2030** was adopted in 2020 and emphasises several key goals for the railway system, including modernisation of railway infrastructure, increasing capacity and connectivity, integration with European transport networks, and improving customer services. The strategy is currently under revision, which is one of the key priorities established under the Ukraine Plan.
- **The Ukraine Plan 2024 - 2027**, adopted in 2024, is a comprehensive reform and investment strategy endorsed by the European Commission. It outlines Ukraine’s roadmap for the next four years, aiming to facilitate recovery, reconstruction, and modernization in light of ongoing challenges due to the conflict with Russia. Additionally, it emphasises key aspects related to the railway sector as part of its overall transport strategy.

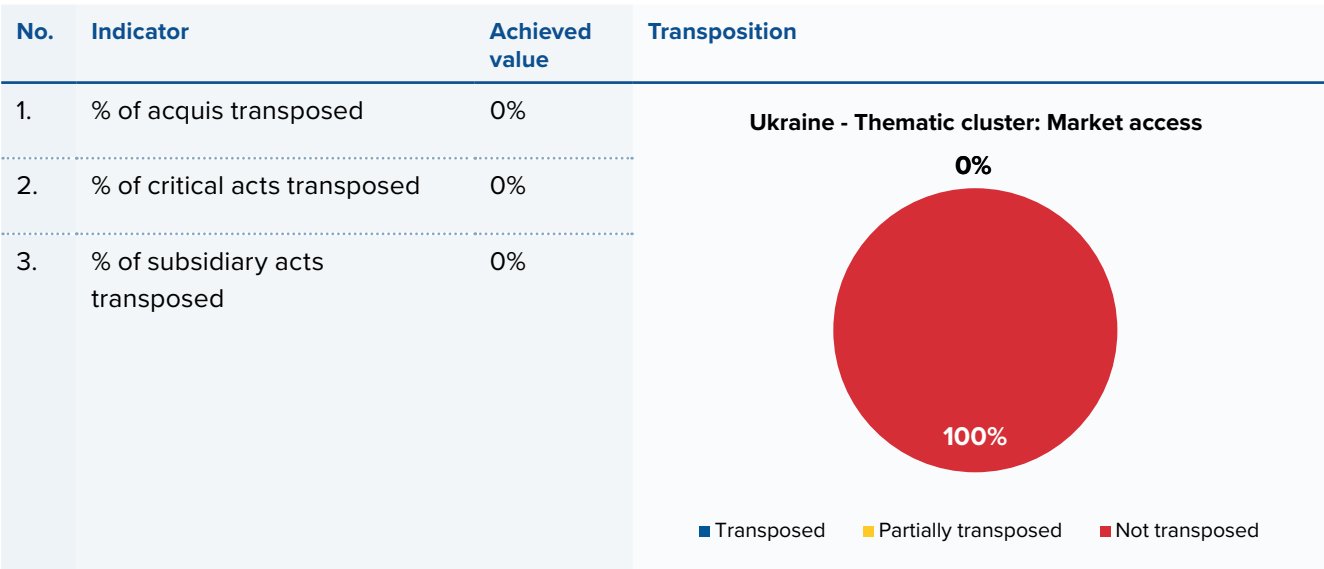
## 6.2.2 Progress Status and Upcoming Priorities per Regulatory Area

### 6.2.2.1 Market Access

The “Market Access” thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of 21 legal acts, of which:

- Four are labelled as critical
- 16 are labelled as subsidiary
- One is not relevant
- Three are included in the Rail Action Plan for the observing participants, and one is part of the Association Agreement

A summary of Ukraine’s performance in transposing and implementing the Annex I rail acquis under the “Market Access” thematic cluster, based on the indicators outlined in Section 3, is provided below:



The list of indicators reported is incomplete, due to a lack of available data on prioritisation and implementation status.

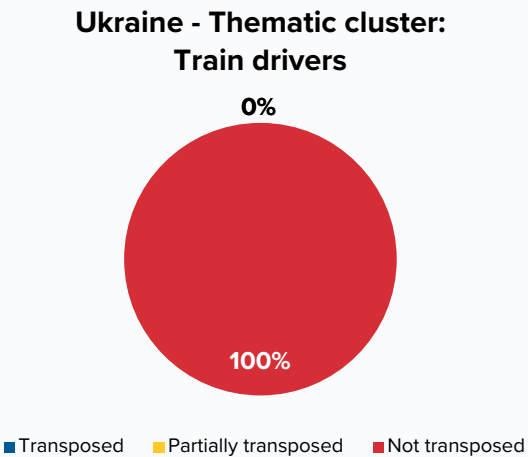
Since fostering competition in the railway market is a key reform objective under the Ukraine Plan, the new railway law currently under development is expected to help bridge existing gaps in the sector.

### 6.2.2.2 Train Driver Licensing

The “Train Drivers” thematic cluster corresponds to the “Train drivers licensing” Regulatory area in Annex I.2 of the Treaty and comprises a total of five legal acts, of which:

- One is labelled as critical
- Four are labelled as subsidiary
- Three are included in the Rail Action Plan for Observing participants, and one is included in the Association Agreement

A summary of Ukraine’s performance in transposing and implementing the Annex I acquis under the “Train driver licensing” thematic cluster, based on the indicators outlined in Section 3, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Ukraine - Thematic cluster: Train drivers</b></p>  <p>0%</p> <p>100%</p> <p>■ Transposed ■ Partially transposed ■ Not transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	

The list of indicators reported is incomplete, due to a lack of available data on prioritisation and implementation status. As of 2023, no progress has been reported with regard to the Annex I rail acquis under this cluster.

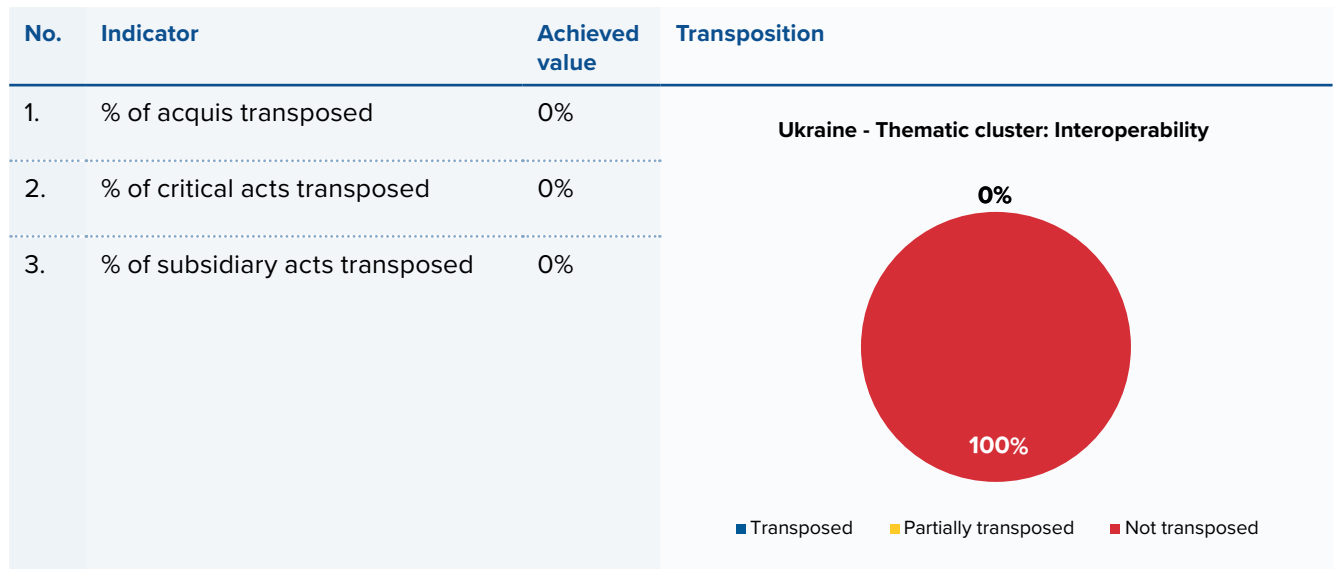
Alignment with legal acts from this thematic cluster would benefit the country by improving the railway market. The country must find ways and make efforts to ensure productive alignment with EU regulations.

### 6.2.2.3 Interoperability

The “Interoperability” thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of 32 legal acts, of which:

- One is labelled as critical
- 30 are labelled as subsidiary
- One is not relevant
- 21 are included in the Rail Action Plan for observing participants and one (in its previous form) is included in the Association Agreement.

A summary of Ukraine's performance in transposing and implementing the Annex I acquis under the "Interoperability" thematic cluster, based on the indicators outlined in Section 3, is provided below:



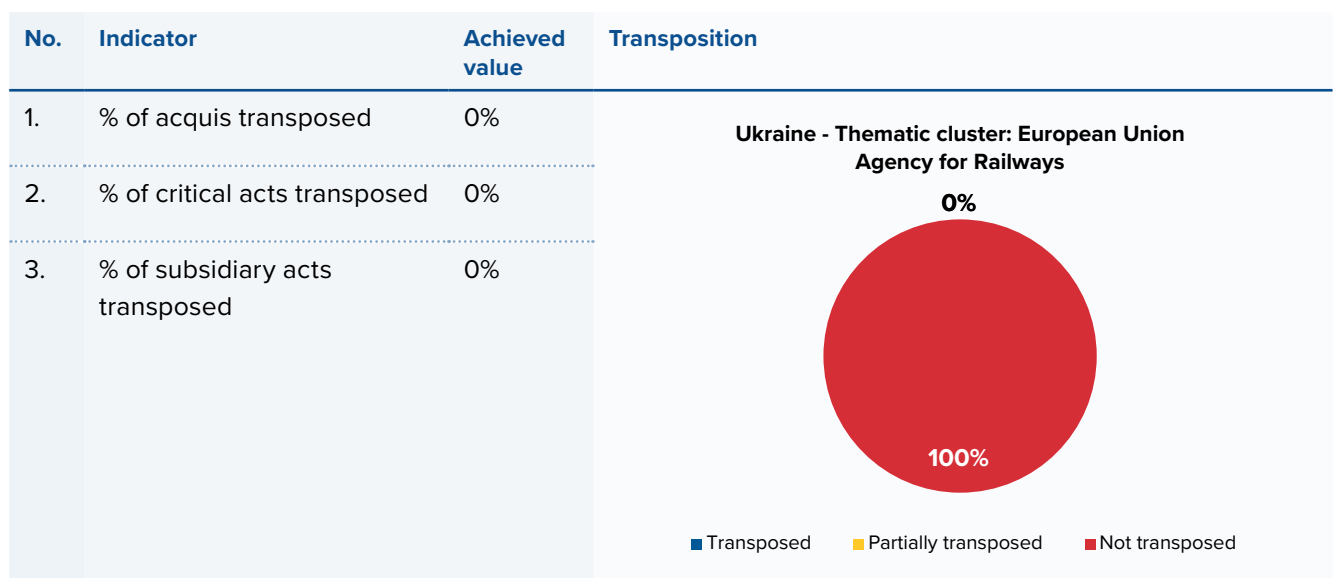
The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. As of 2023, progress on the rail interoperability-related acquis remains limited.

#### 6.2.2.4 European Union Agency for Railways

The "European Union Agency for Railways" thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of four legal acts, of which:

- One is labelled as critical
- Three are marked as subsidiary

A summary of Ukraine's performance in transposing and implementing the Annex I acquis under the "European Union Agency for Railways" thematic cluster, based on the indicators outlined in Section 3, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. Should Ukraine's path toward full membership in the Transport Community be confirmed, setting a clear plan for deeper engagement with the European Union Agency for Railways (ERA) in line with the obligations established for EU member states should be also considered.

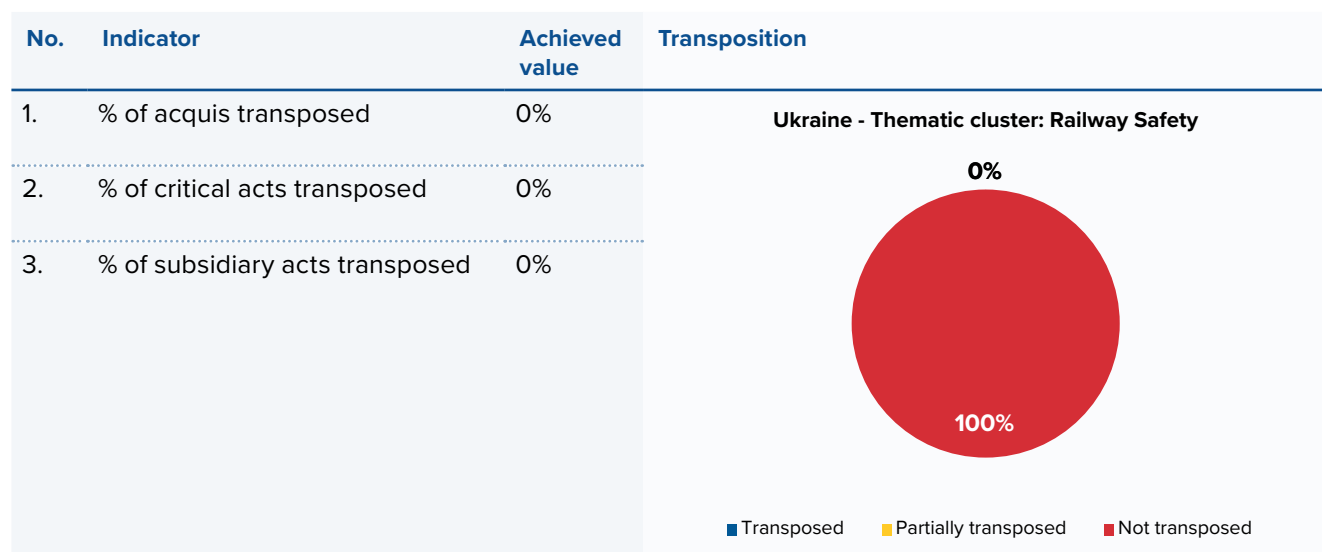


### 6.2.2.5 Railway Safety

The “Railway safety” thematic cluster corresponds to the homonymous Regulatory area in Annex I.2 of the Treaty and comprises a total of 12 legal acts, of which:

- One is labelled as critical
- 11 are marked as subsidiary
- Two are included in the Rail Action Plan for observing participants, and one (in its previous form) is part of the Association Agreement

A summary of Ukraine’s performance in transposing and implementing the acquis Annex I under the “Railway Safety” thematic cluster, based on the indicators outlined in Section 3, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status.

Recognising the importance of this thematic cluster, Ukraine must make greater efforts to align with the Annex I acquis regarding Railway Safety and improve this field within the country.

### 6.2.2.6 Social (Rail)

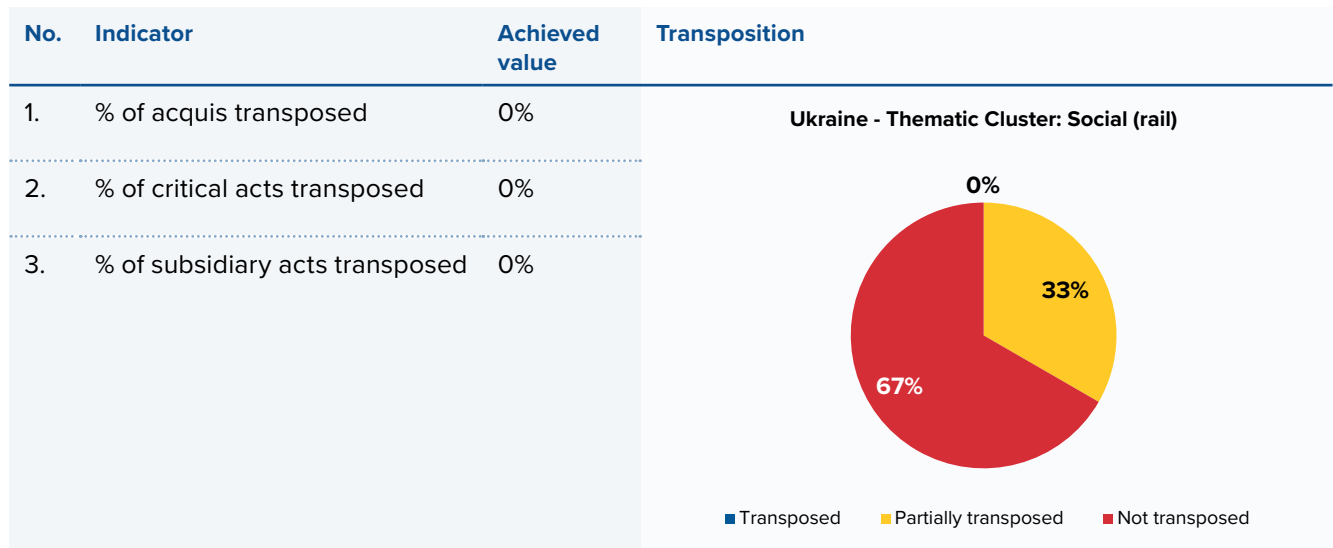
The “Social (Rail)” thematic cluster includes the following Regulatory areas as per Annex I.2 of the Treaty:

- Social field - working time/hours
- Passenger rights

The regulatory areas mentioned above include a total of three legal acts, all of them critical, of which:

- One is included in the Rail Action Plan for observing participants
- Two are part of the Association Agreement

A summary of Ukraine's performance in transposing and implementing the Annex I acquis under "Social (Rail)" thematic cluster, based on the indicators outlined in Section 3, is provided below:

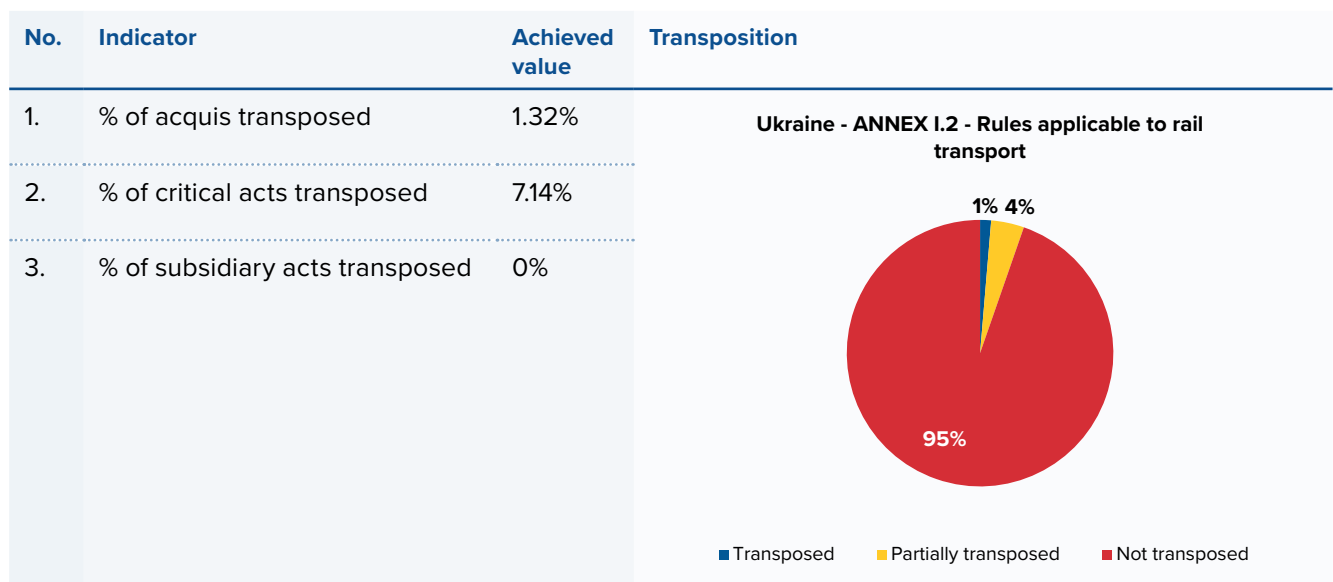


The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status.

As of 2023, Ukraine has partially transposed Regulation (EU) 2021/782 of the European Parliament and of the Council of 29 April 2021 on rail passengers' rights and obligation.; However, information regarding full transposition and future plans for other legal acts is yet to be provided.

### 6.2.3 Conclusions and Upcoming Priorities

A summary of Ukraine's performance in transposing and implementing the Annex I rail acquis under Annex I.2, based on the indicators outlined in Section 3, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. Ukraine's progress regarding the EU acquis in Annex I.2 of the Treaty remains limited, with progress primarily observed in passenger rights and the transport of dangerous goods. Due to the current limited engagement with the Transport Community, information about current priorities and future perspectives is incomplete, aside from the comprehensive railway sector reform currently ongoing under the Ukraine plan.

In all cases, institutional strengthening and capacity building for Ukraine should be key targets. Increased involvement in the activities of the Technical Committee for Railways within the Transport Community and the European Union Agency for Railways is essential for achieving these goals.

## 6.3 Rules Applicable to Road Transport (Annex I.3)

### 6.3.1 Overview

The institutional framework governing the road sector in Ukraine comprises:

- **The Ministry of Infrastructure of Ukraine:** The primary government body responsible for formulating and implementing state policy in the transport sector, including roads. It oversees the planning, financing, and maintenance of the national road network.
- **The State Agency of Automobile Roads of Ukraine (“Ukravtodor”):** This agency operates under the Ministry of Infrastructure and is specifically tasked with managing state roads, implementing road construction and rehabilitation projects, and ensuring the proper maintenance of the road network.

Before Ukraine was granted the candidate country status, the regulatory reform process was primarily guided by the **Association Agreement**, which outlined key requirements and priorities for the transport sector.

The main regulatory and strategic framework governing the road transport sector in Ukraine primarily includes:

- **The Law of Ukraine on Road Transport (2001).** This law establishes the legal framework for organising and operating road transport services, addressing aspects such as vehicle registration, licensing, safety standards, and the rights and responsibilities of transport operators and passengers.
- **The Road Code of Ukraine** provides comprehensive rules for road traffic management and safety.
- The Law of Ukraine on Safety of Road Traffic focuses on ensuring road safety and preventing accidents.
- **The National Transport Strategy of Ukraine 2030** was adopted in 2020 and emphasises several key goals specifically for the railway system, including enhancing the safety and efficiency of road transport infrastructure while promoting sustainable mobility solutions. The strategy is currently under revision, which is one of the key priorities under the Ukraine Plan.
- **The Ukraine Plan 2024 - 2027**, adopted in 2024, is a comprehensive reform and investment strategy, endorsed by the European Commission. It outlines Ukraine’s roadmap for the next four years, aiming to facilitate recovery, reconstruction, and modernization in light of ongoing challenges due to the conflict with Russia. Additionally, it emphasises key aspects related to the road sector as part of its overall transport strategy, targeting, in particular, the restoration and protection of road infrastructure.

### 6.3.2 Progress Status per Thematic Clusters of Regulatory Area

#### 6.3.2.1 Social (Road)

The proposed Social (Road) cluster includes the following regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

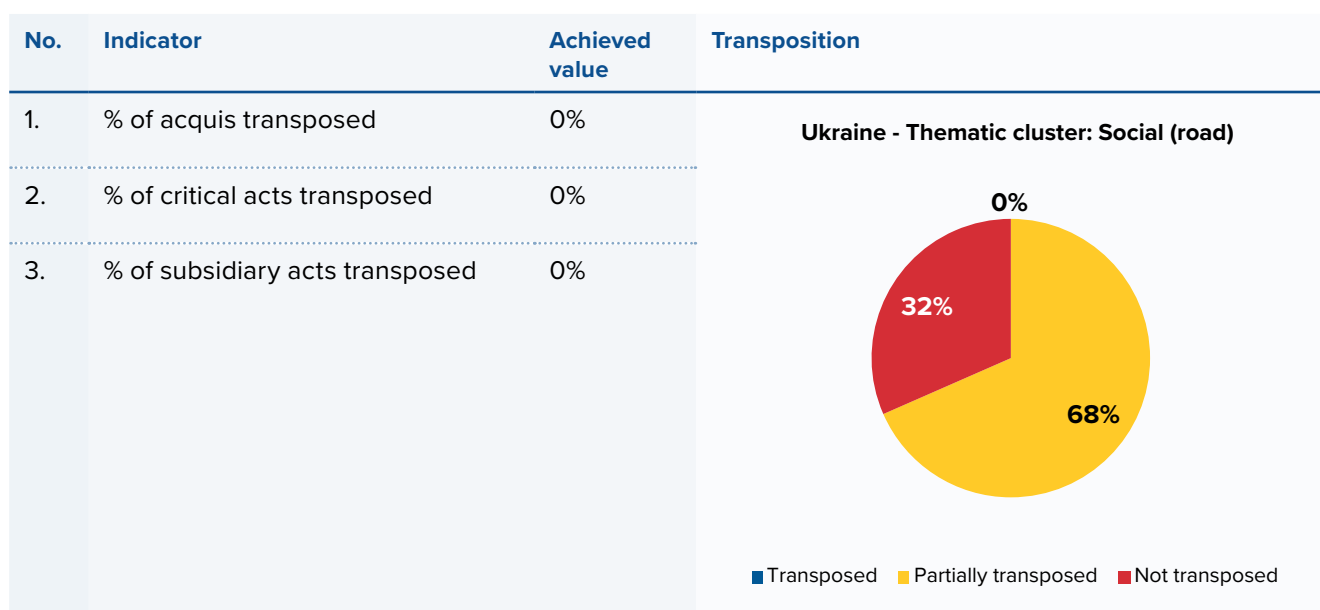
- Social provisions - driving time and rest periods
- Enforcement of social legislation
- Admission to the occupation of road operator
- Tachograph

- Working time
- Passenger rights
- Form of attestation of activities

The Regulatory areas listed above include a total of 20 legal acts, of which:

- Eight are labelled as “Critical”
- 11 are marked as “Subsidiary”
- One is marked as “Not Relevant”
- Four are included in the Road Action Plan, and four in the Association Agreement

Ukraine’s current progress in transposing and implementing the Annex I acquis under the “Social (Road)” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the indicators from Section 3, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status.

Ukraine’s performance with regard to the Annex I acquis in the “Social (Road)” thematic cluster is solid, with almost 70% of the legal acts included being partially transposed as of 2023. However, no information has been provided on the planned progress. Should Ukraine pursue future membership in the Transport Community, systematic efforts toward full implementation of the road social acquis would be essential.

### 6.3.2.2 Vehicles

The “Vehicles” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

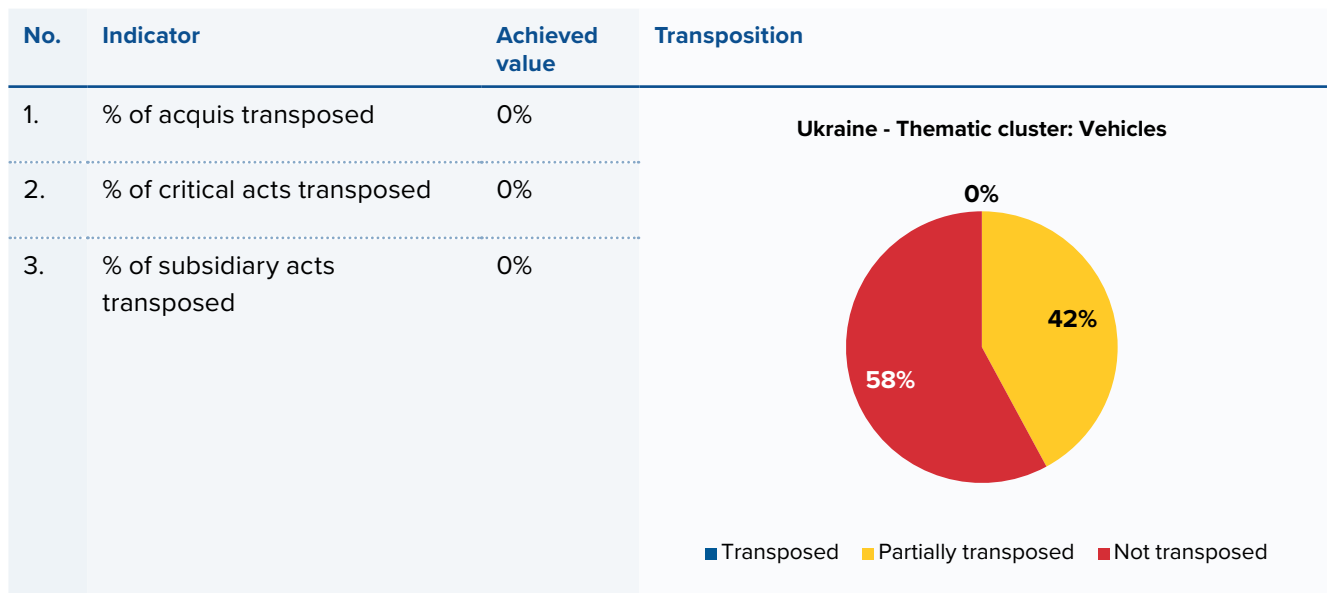
- Roadworthiness
- Roadside inspection
- Speed limitation devices
- Safety belts
- Mirrors
- Registration documents

- Dimensions and weight of vehicles
- Type approval

The Regulatory areas listed above include 19 legal acts, of which:

- 12 are labelled as “Critical”.
- Seven are marked as “Subsidiary”.
- Two are included in the Road Safety Action Plan, and four are part of the Association Agreement.

Ukraine’s current progress in transposing and implementing the Annex I acquis under the “Vehicles” thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. According to available data, Ukraine has not yet transposed the critical acquis under the “Vehicles” thematic cluster, and no information on planned implementation has been provided. However, 42% of the Annex I acquis is reported as partially transposed, indicating that progress in this regard has been made over the past years.

### 6.3.2.3 Road infrastructure

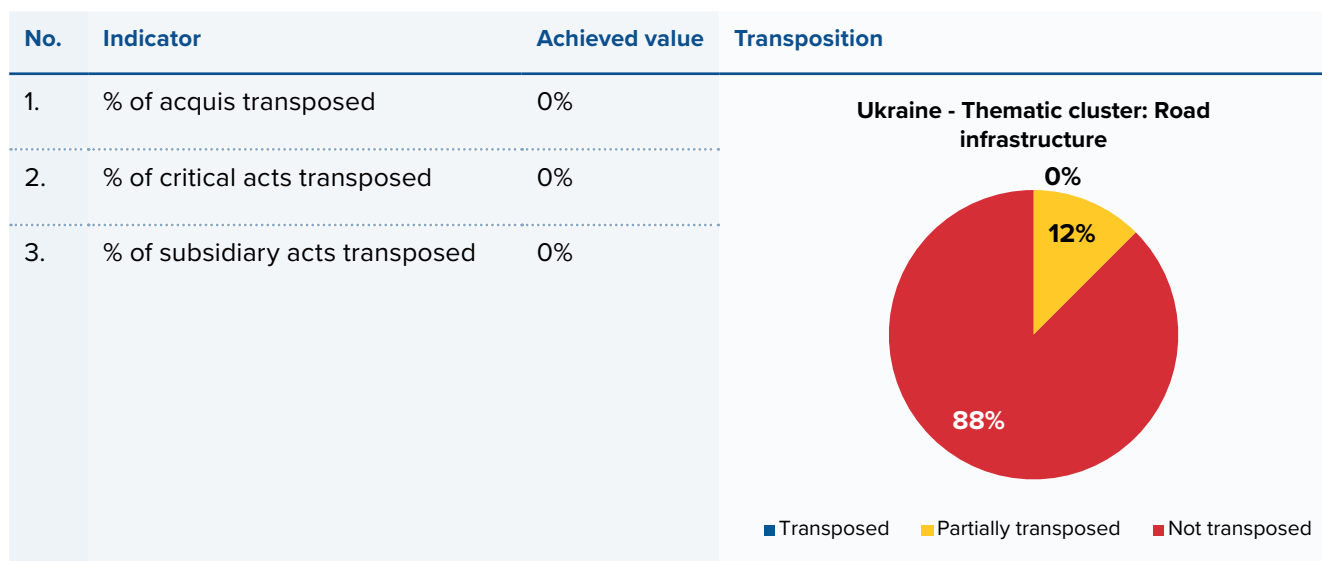
The “Road infrastructure” thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Road charging infrastructure - annual vehicle taxes
- Road infrastructure safety management
- Tunnels
- Road toll systems

The Regulatory areas listed above include eight EU legal acts, of which:

- Five are labelled as “Critical”
- Three are marked as “Subsidiary”
- Two are included in the Road Action Plan
- Three are included in the Road Safety Action Plan
- One is part of the Association Agreement

Ukraine's current progress in transposing and implementing the Annex I acquis under the "Road infrastructure" thematic cluster, as outlined in Annex I.3, along with a performance summary based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. Ukraine's performance with regard to the road infrastructure acquis remain low, with only 12 % of the relevant legal acts partially transposed.

Assuming a smooth transition and gradual implementation of the road infrastructure acquis should be a top priority for Ukraine to advance towards full membership in the Transport Community.

#### 6.3.2.4 Drivers

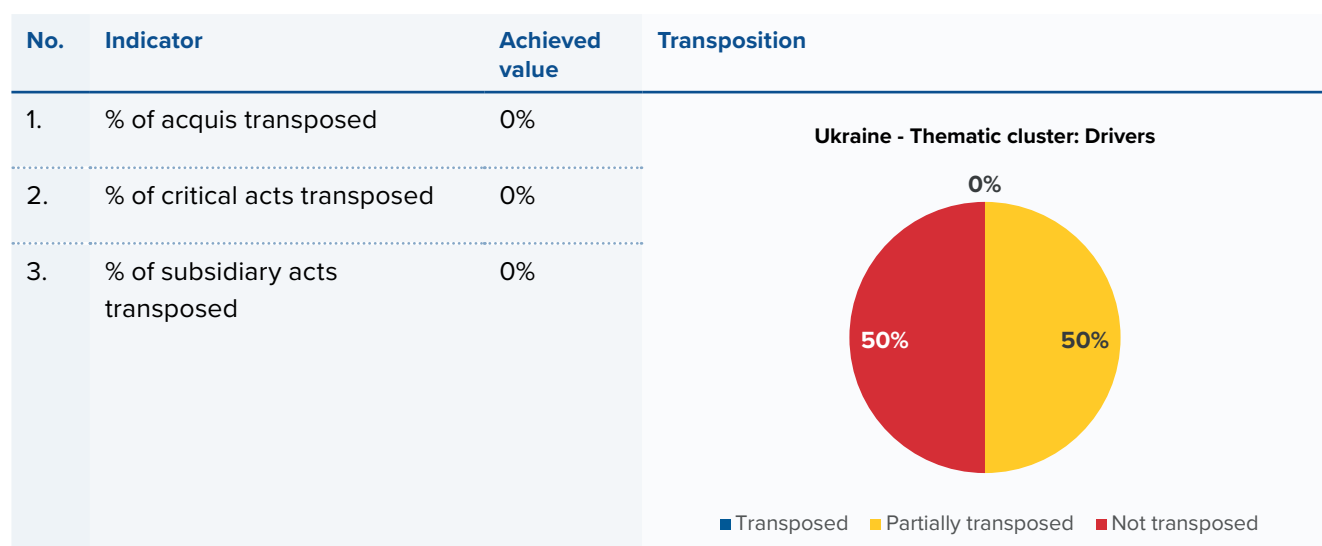
The "Drivers" thematic cluster includes the following Regulatory areas, as per Annex I.3 of the Treaty for establishing the Transport Community:

- Training of drivers
- Driving licenses
- Cross-border exchange of information

The above-listed Regulatory areas include a total of six legal acts, of which:

- Four are labelled as "Critical"
- Two are marked as "Subsidiary"
- One is included in the Road Safety Action Plan, and two are part of the Association Agreement

Ukraine's current progress in transposing and implementing the Annex I acquis grouped under the "Drivers" thematic cluster of Annex I.3, along with a summary of performance based on the defined indicators, is provided below:



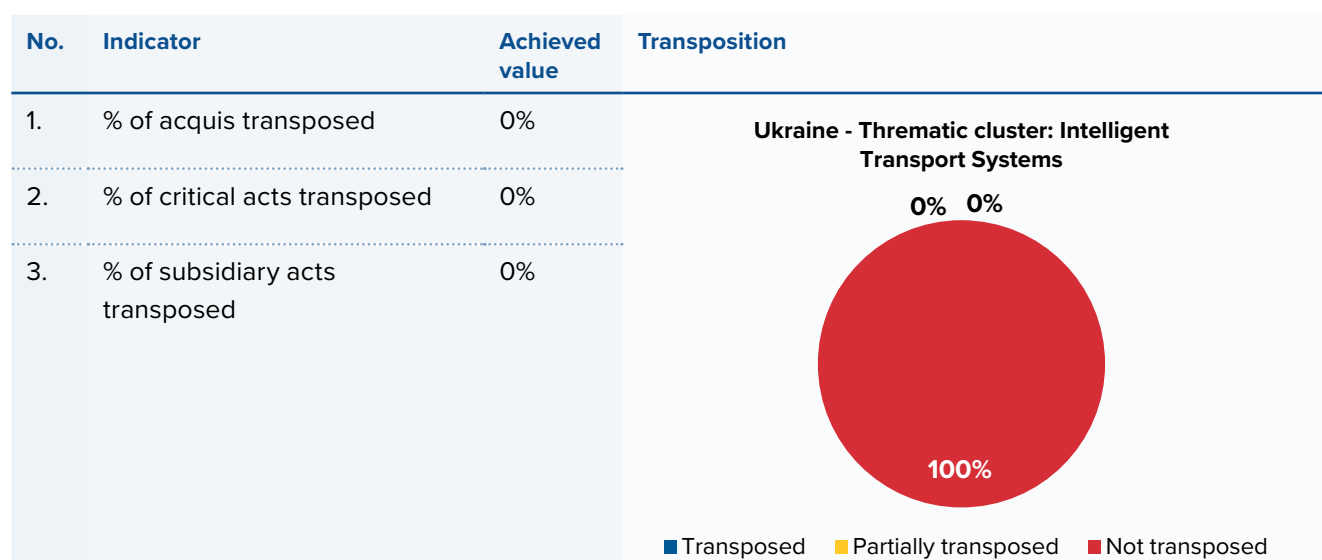
The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. While no legal act has been fully transposed so far, the partial transposition rate in the Drivers thematic cluster reportedly reaches 50%, according to 2023 data.

### 6.3.2.5 Intelligent Transport System Cluster

The "Intelligent Transport Systems" thematic cluster corresponds to the homonymous Regulatory area and includes a total of nine legal acts, of which:

- One is labelled as "Critical"
- Eight are marked as "Subsidiary"
- Eight are included in the Road Action Plan
- One is included in the Road Safety Action Plan for observing participants (2025-2027).

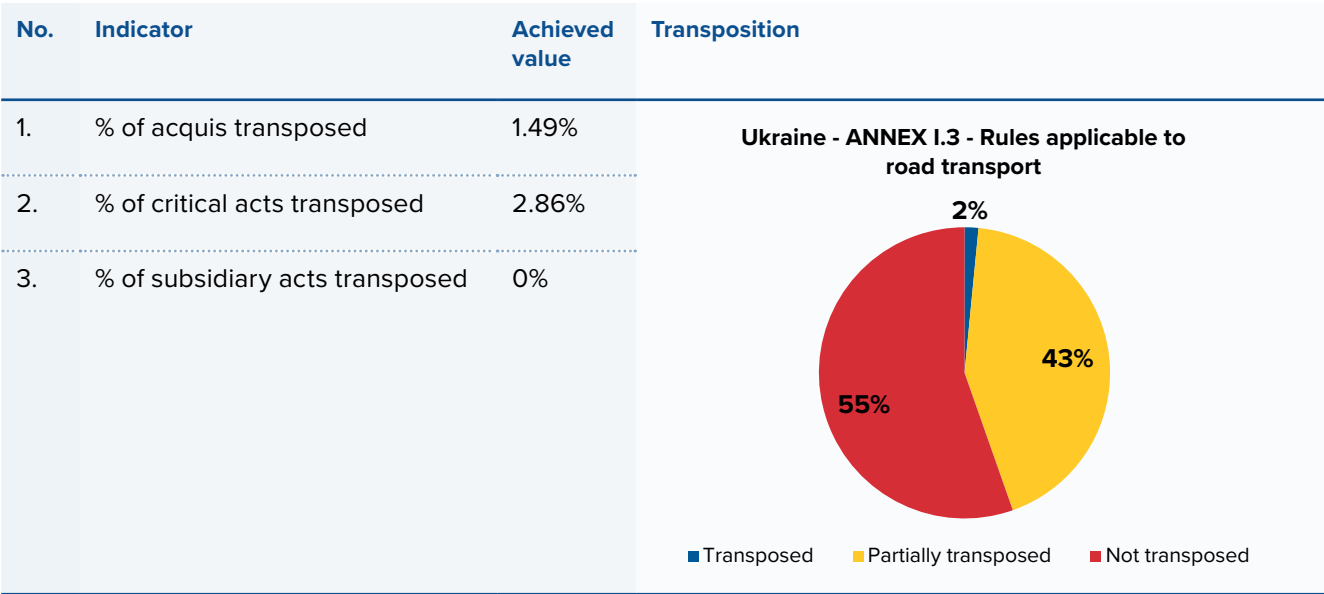
Ukraine's current progress in transposing and implementing the Annex I acquis grouped under the "Intelligent Transport Systems" thematic cluster of Annex I.3, along with a summary of performance based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. Ukraine’s progress in the ITS area is still incipient, with no legal act transposed so far. Closer engagement with the Transport Community may reverse this situation in the middle-term, considering the priority given to the area in the Road Action Plan.

# 6.3 Conclusions and Upcoming Priorities in the Road and Road Safety Sector

A summary of Ukraine’s performance in transposing and implementing the road acquis under Annex I.3, based on the defined indicators is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. While the percentage of fully transposed acquis is below 2%, Ukraine has partially transposed almost half of the relevant legislation in Annex I.3 of the TCT.

Ukraine has partially implemented tachograph regulations and established rules for accessing the international road transport market and passenger transport. There are no tolls or road charges in place for the European Electronic Toll Service/Eurovignette. While driving and rest time rules are aligned with EU standards, some regulations on rest periods remain unimplemented, and vehicle roadworthiness legislation is only partially aligned with EU rules.

While information on future plans is missing, the available data suggest that Ukraine should focus more on transitioning from partial to full compliance for the prioritised legal acts.



## 6.4 Rules Applicable to Maritime Transport (Annex I.4)

### 6.4.1 Overview

The institutional framework for managing maritime transport in Ukraine is primarily led by the **Ministry of Communities and Territories Development**. The Ministry oversees the development and implementation of maritime transport policies, including regulation of tariffs and port services. The **Ukrainian Maritime Administration (State Service of Maritime and River Transport of Ukraine)** is the designated national body responsible for implementing state policies in maritime transport, with a primary focus on ensuring navigational safety. The Ukrainian Sea Ports Authority manages port infrastructure, including maintenance, restoration, and safety within port waters. Additionally, the Ports Authority oversees the River Information Services and the Maritime Search and Rescue Service.

Ukraine's maritime regulatory framework includes the **Law of Ukraine on Seaports**, which outlines the methodology for calculating port dues rates.

A draft law (**Draft Law No. 9283**) has been prepared to ensure safety of life at sea and facilitate search and maritime rescue operations.

Furthermore, Ukraine has ratified several key IMO Conventions that are essential for maritime safety, security, and environmental protection. These include:

- International Convention for Safety of Life at Sea (SOLAS)
- International Convention for the Prevention of Pollution from Ships (MARPOL)
- International Convention on the Standards of Training, Certification and Watchkeeping of Seafarers (STCW)
- International Convention on Load Lines (LL)
- International Convention on Civil Liability for Oil Pollution Damage (CLC)
- International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS)
- International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM)

In terms of strategic documents related to the development of maritime transport in Ukraine, particular focus shall be put on:

- **The National Transport Strategy of Ukraine until 2030** – outlines the development goals for all transport modes and sectors, including maritime. Its main focus is on integrating Ukrainian transport network with the TEN-T by improving transport infrastructure, enhancing safety and promoting environmental sustainability. The strategy is currently under revision, and this is a key priority established under the Ukraine Plan.
- **The Strategy for Development of Seaports of Ukraine until 2038** – provides a long-term vision for the development of Ukrainian seaports by modernising port infrastructure, increasing cargo handling capacities, and improving efficiency of port operations.
- **The Maritime Doctrine of Ukraine** – sets out the principles and priorities for the development of Ukraine's maritime sector, including measures to enhance maritime safety, protect the marine environment, and develop maritime education and science.
- **The Maritime Security Strategy of Ukraine** – focuses on enhancing maritime security, regaining control over occupied territories, and ensuring safe sea routes.
- **The Ukraine Plan 2024 - 2027**, adopted in 2024, is a comprehensive reform and investment strategy endorsed

by the European Commission. It outlines Ukraine’s roadmap for the next four years, aiming to facilitate recovery, reconstruction, and modernisation in light of the ongoing challenges arising from the conflict with Russia. to the Plan places particular emphasis on the waterborne transport sector as part of the broader transport strategy, specifically targeting the development and physical protection of maritime ports.

Ukraine is making considerable efforts to align its national maritime legislation with the relevant Annex I Acquis, despite the ongoing war of aggression by Russia and the resulting challenges.

6.4.2 Progress Status per Thematic Clusters

6.4.2.1 Policy, Market Access, and Competition

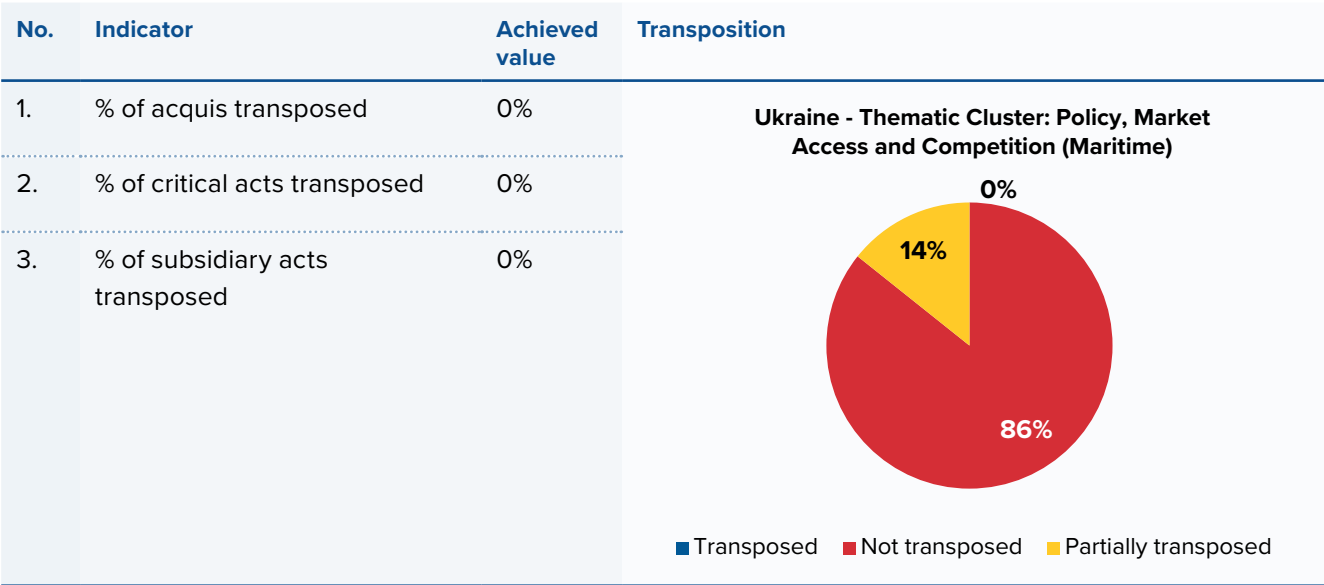
The “Policy, Market Access, and Competition” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Maritime Policy
- Access to the Market
- International Relations
- Port Service.

The regulatory areas mentioned above include seven legal acts, of which:

- Five are labelled as “Critical”
- Two are marked as “Subsidiary”
- One is included in the Action Plan for the Waterborne Transport and Multimodality for observing participants 2025-2027.

Ukraine’s current progress in transposing and implementing the EU acquis grouped under the “Policy, Market Access and Competition” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. As of 2023, progress on the Annex I acquis under this thematic cluster remains limited, with only 14% of EU legal acts being partially transposed.

### 6.4.2.2 Technical, Safety, and Security

The “Technical, Safety, and Security” thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Ship inspection and survey organisations – recognised organisations
- Flag State
- Port State Control
- International Safety Management Code
- International Agreements
- Marine Equipment
- Passenger Ships
- Safety of Fishing Vessels
- Oil Tankers
- Bulk Carriers
- Accident Investigation
- Insurance
- Maritime Security
- European Maritime Safety Agency

A total of 27 legal acts are included in the above-listed Regulatory areas, of which:

- 18 are labelled as “Critical”
- Nine are marked as “Subsidiary”
- 12 are included in the Action Plan for Waterborne Transport and Multimodality
- 16 are included in the Association Agreement.

Ukraine's current progress in transposing and implementing the Annex I acquis grouped under the "Technical, Safety and Security" thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	7.41 %	<p><b>Ukraine - Thematic Cluster: Technical, Safety, Security (Maritime)</b></p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	11.76 %	
3.	% of subsidiary acts transposed	0%	

The list of reported indicators is incomplete due to a lack of available data on prioritisation and implementation status. Ukraine has demonstrated a solid performance in this area, reporting the transposition of 7% of the Annex I acquis within the "Technical, Safety, and Security" thematic cluster, including nearly 12% of the critical acts as of 2023. A significant portion (52%) of the relevant legislation is currently "partially transposed," while 41% remains "not transposed."

### 6.4.2.3 Environmental

The "Environmental" thematic cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Environment
- Organotin Compounds
- Ship-source pollution
- Ship-generated Waste
- Committee of Safe Seas and the Prevention of Pollution from Ships

The Regulatory areas listed above comprise a total of six legal acts, of which:

- Four are marked as "Critical"
- Two are marked as "Subsidiary"
- Three are included in the Action Plan for Waterborne Transport and Multimodality
- Two are included in the Association Agreement

Ukraine's current progress in transposing and implementing the Annex I acquis grouped under the "Environmental" thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Ukraine - Thematic Cluster: Environmental (Maritime)</b></p> <p>0%</p> <p>50%</p> <p>50%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	

The list of reported indicators is incomplete due to insufficient data on prioritisation and implementation status. Ukraine has not yet fully transposed any EU acquis within this thematic cluster. However, half is reported as "partially transposed," while no concrete steps appear to have been taken for the remaining 50%.

#### 6.4.2.4 Smart, Digital, and Telematic Applications

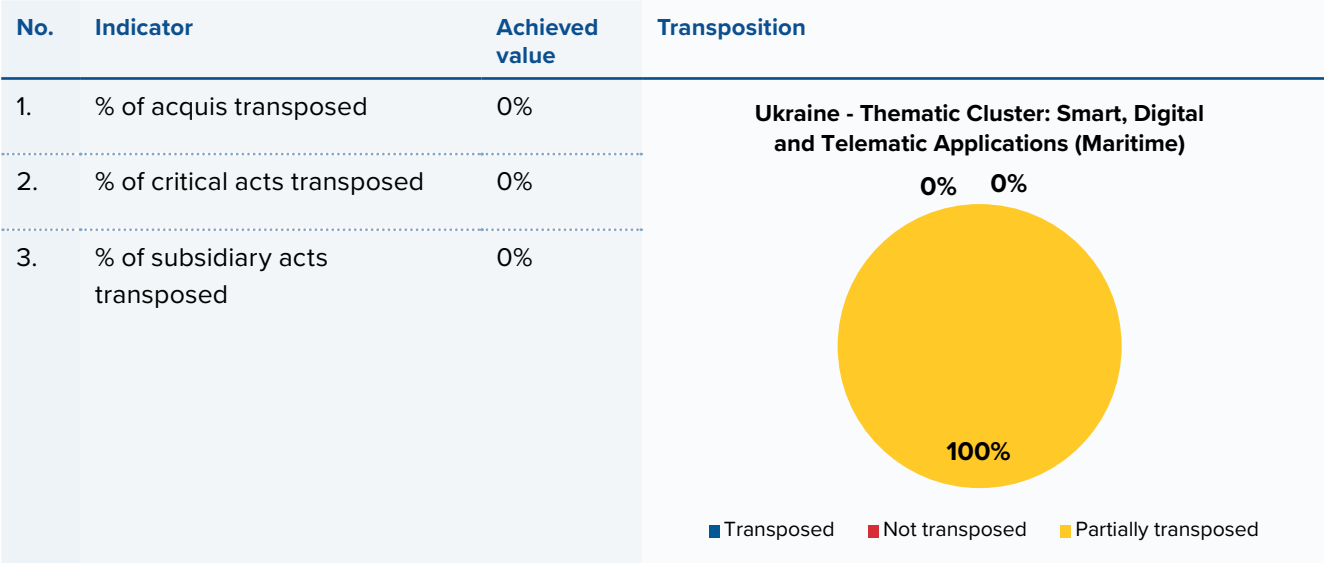
The "Smart, Digital, and Telematic Applications" Thematic Cluster includes the following Regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Vessel Traffic Monitoring.
- Reporting Formalities.
- Maritime Single Window.

The Regulatory areas listed above comprise a total of three legal acts, of which:

- Three are labelled as "Critical".
- Three are included in the Action Plan for the Waterborne Transport and Multimodality for observing participants 2025-2027.
- Two are included in the Association Agreement.

Ukraine’s current progress in transposing and implementing the EU acquis grouped under the “Smart, Digital, and Telematic Applications” thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to insufficient data on prioritisation and implementation status. As of 2023, the entire legislative package within this thematic cluster is in partial transposition, indicating that Ukraine has taken concrete steps toward alignment. However, further efforts are required to achieve full transposition of the stipulated Annex I acquis.

### 6.4.2.5 Social and Educational

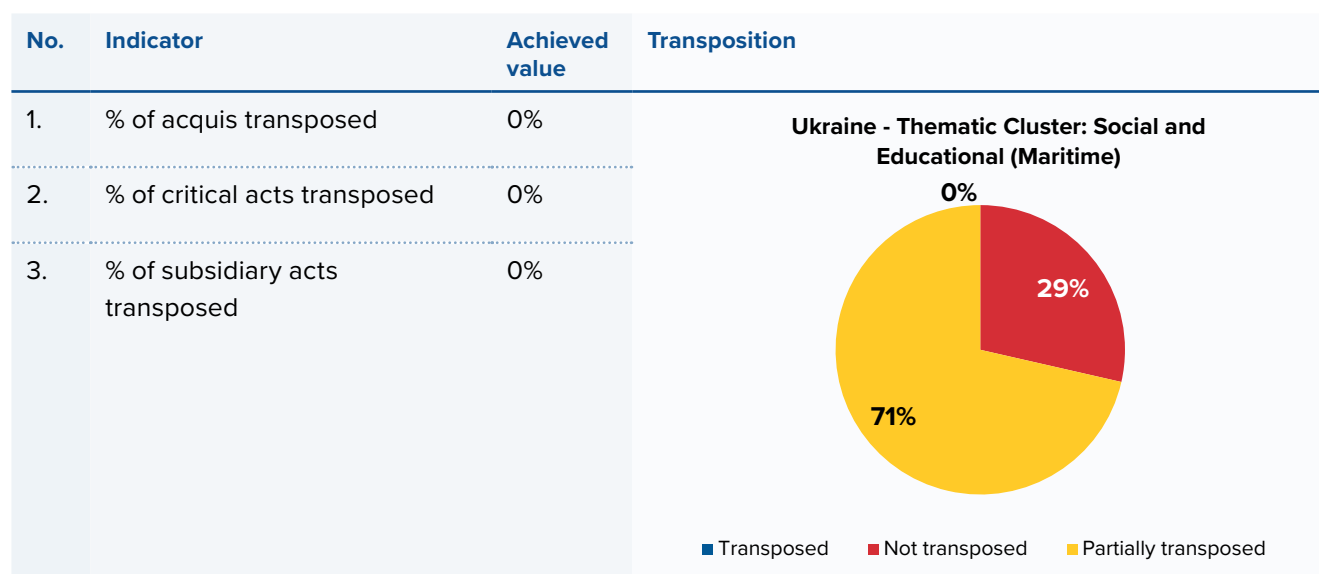
The “Social and Educational” Thematic Cluster includes the following regulatory areas, as per Annex I.4 of the Treaty for establishing the Transport Community:

- Social Aspects
- Passenger Rights
- Training of Seafarers

The Regulatory areas listed above comprise a total of seven legal acts, of which:

- Six are marked as “Critical”.
- One is labelled as “Subsidiary”
- Six are included in the Action Plan for the Waterborne Transport and Multimodality for observing participants 2025-2027.
- Five are included in the Association Agreement.

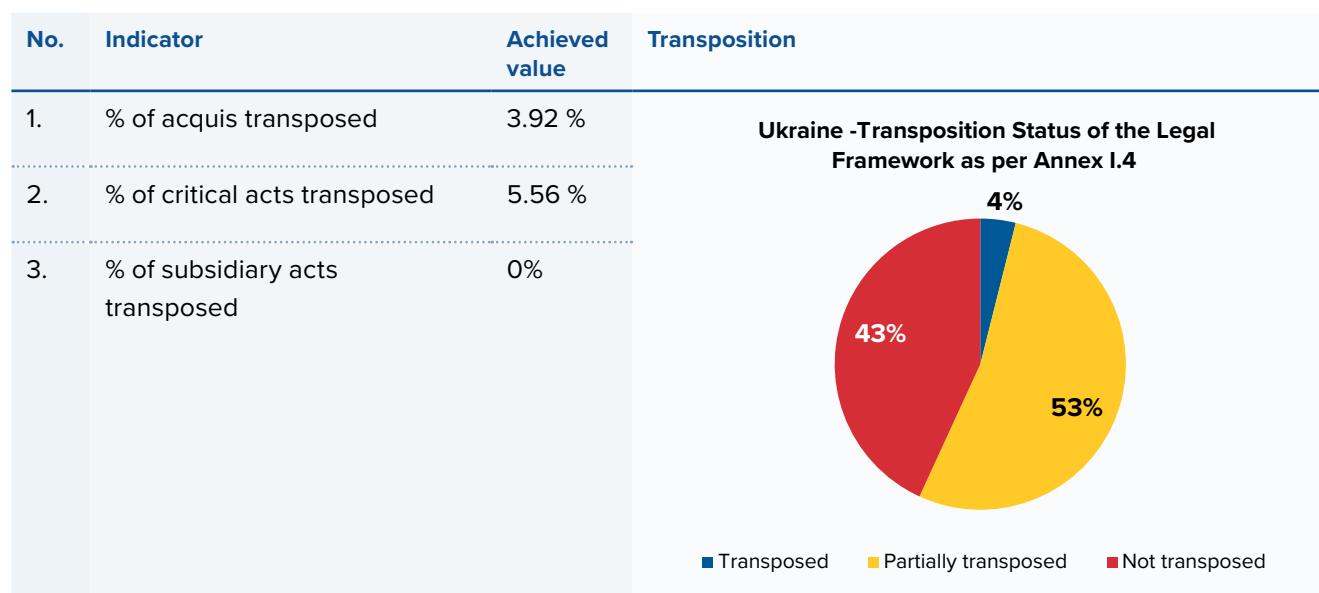
Ukraine's current progress in transposing and implementing the Annex I acquis grouped under the "Social and Educational" thematic cluster of Annex I.4, along with a summary of performance based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to missing data on prioritisation and implementation status. Currently, 71% of the Annex I acquis within this thematic cluster is reported as partially transposed, while no initial transposition steps have been taken for the remaining 29% of the legal acts. Bottom of Form

### 6.4.3 Conclusions and Upcoming Priorities for the Maritime Transport

A summary of Ukraine's performance in transposing and implementing the maritime acquis under Annex I.4, based on the defined indicators, is provided below:



Ukraine has implemented 4% of the EU maritime acquis under Annex I.4 of the TCT Treaty. A substantial portion of the legislation (53%) is currently "partially transposed," highlighting the need for further progress to achieve full compliance. Meanwhile, 43% of the Annex I.4 legislation remains "not transposed."

The Russian war of aggression has complicated communication with Ukrainian waterborne transport authorities, yet Ukraine remains committed to its EU integration path. Despite these challenges, the achievements, highlighted by the figures above, suggest that Ukraine is actively working toward the transposition and implementation of the EU acquis in maritime transport, as outlined in Annex I.4 of the TCT Treaty.

## 6.5 Rules applicable to inland waterway transport (Annex I.5)

### 6.5.1 Overview

The key institutions responsible for the development and implementation of the inland waterway transport in Ukraine include:

- **The Ministry of Communities and Territories Development of Ukraine** – responsible for inland waterways policies and regulatory framework.
- **The State Service of Maritime and River Transport of Ukraine** – providing oversight on the implementation of state policies in maritime and river transport, ensuring safety and compliance with national and international rules and standards.
- **The Ukrainian Sea Ports Authority** – manages inland and seaport infrastructure, oversees maintenance and dredging, ensures strategic asset utilization, and provides River Information Services.

The inland waterway sector in Ukraine is primarily regulated by Law No. 1054-IX on Inland Water Transport, which defines the legal and organizational framework for inland waterways, and the Law on Ports, which governs port operations, infrastructure, services, and safety standards. The Environmental Protection Law adds guidelines on protecting water resources and promoting sustainable practices.

Ukraine has developed several strategic documents to guide the development of its inland waterway transport sector, including:

- **The National Transport Strategy of Ukraine until 2030** – including priorities related to the development of the inland waterway sector, such as improving navigability, enhancing safety, and promoting environmentally sustainable practices. The strategy is currently under revision, this being one of the key priorities established under the Ukraine Plan.
- **The Strategy for Development of Inland Waterway Transport of Ukraine until 2031** – outlines the long-term vision for the development of inland waterway transport in Ukraine, emphasising the modernization of infrastructure, increasing freight and cargo turnover, and improving connectivity to the TEN-T.
- **The Action Plan for Restoration of Navigation on the Dnieper and Pivdennyi Buh Rivers** – supported by the EBRD, the plan focuses on dredging activities, lock renovations, and improvement of navigational aids to restore and enhance navigation on these key rivers in Ukraine.
- **The Maritime Doctrine of Ukraine** – although primarily focused on maritime transport, this also addresses inland waterway transport, emphasising the importance of integrating river and sea transport systems.
- **The Ukraine Plan 2024 - 2027**, adopted in 2024, is a comprehensive reform and investment strategy endorsed by the European Commission. It outlines Ukraine's roadmap for the next four years, aiming to facilitate recovery, reconstruction, and modernisation in light of the ongoing challenges due to the conflict with Russia. Additionally, it emphasises key aspects related to the waterborne transport sector as part of its overall transport strategy, targeting, in particular, the development and physical protection of the maritime ports.

The Russian war of aggression against Ukraine has posed significant challenges to the approximation of the national legal framework in inland waterway transport with the relevant EU Acquis. Despite these challenges, Ukraine is putting efforts to achieve better alignment with the EU legal framework in this field, modernising its inland waterways infrastructure, enhancing connectivity with the EU and promoting efficient and sustainable inland waterway mobility.



Since the preparation of the last year's Initial Report on the Transposition of the EU Acquis , no concrete information has been provided by Ukraine regarding the transposition and implementation of the waterborne acquis as per Annex I.5 of the Treaty for establishing the Transport Community.

## 6.5.2 Progress Status per Thematic Clusters

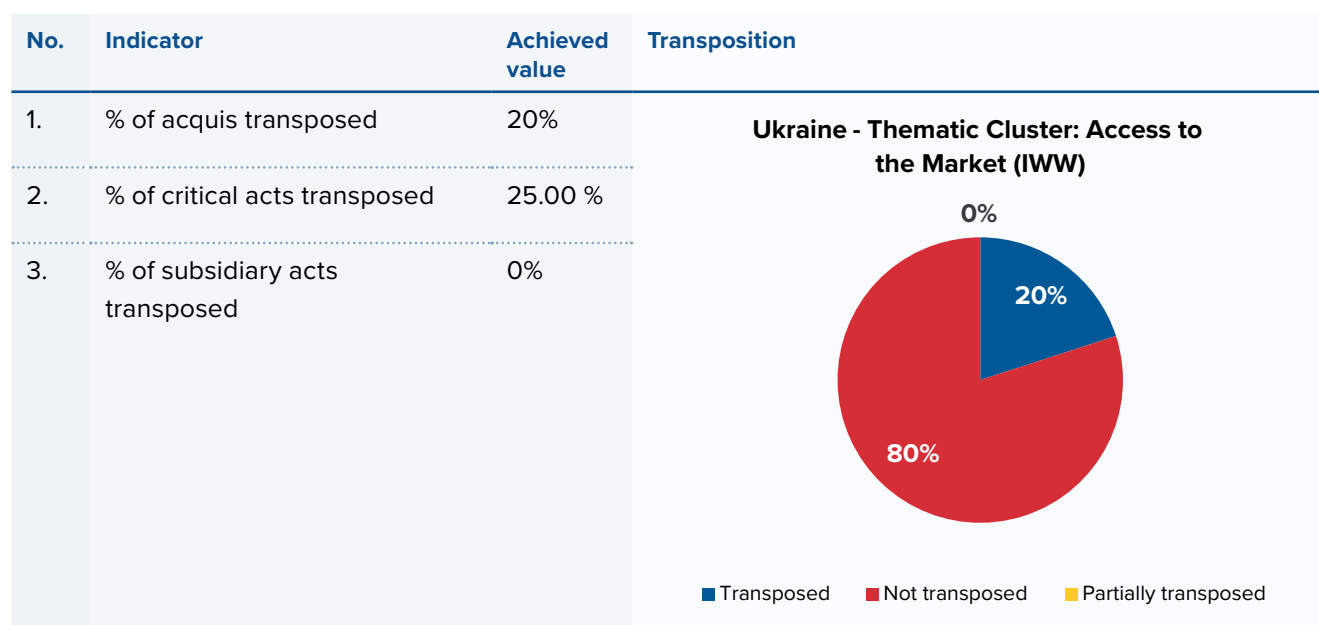
### 6.5.2.1 Access to the Market

The “Access to the Market” thematic cluster coincides with the name of the Regulatory area, as per Annex I. 5 of the TCT Treaty.

The Thematic cluster includes a total of five acts, of which:

- Four are marked as “Critical”.
- One is marked as “Subsidiary”
- One is included in the Action Plan for the Waterborne Transport and Multimodality for Observing participants 2025-2027, and one is included in the Association Agreement.

Ukraine's current progress in transposing and implementing the EU acquis grouped under the “Access to the Market” thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to missing data on prioritisation and implementation status. As of 2023, 20% of the legal acts in the thematic cluster have been fully transposed, including 25% of critical legislation. No partial transpositions have been reported, leaving 80% of the Annex I acquis in this cluster still requiring transposition efforts.

### 6.5.2.2 Access to the Profession

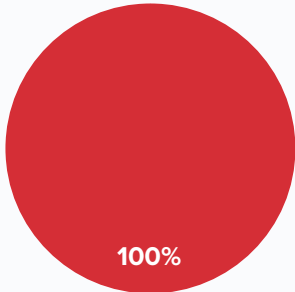
The “Access to the Profession” thematic cluster coincides with the corresponding Regulatory area, as per Annex I. 5 of the TCT Treaty.

The Thematic cluster includes a total of seven legal acts, of which:

- Two are labelled as “Critical”.

- Five are marked as “Subsidiary”
- One is included in the Action Plan for the Waterborne Transport and Multimodality for Observing participants 2025-2027
- Two are included in the Association Agreement

Ukraine’s current progress in transposing and implementing the EU acquis grouped under the “Access to the Profession” thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Ukraine - Thematic Cluster: Access to the Profession (IWW)</b></p>  <p>100%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	

The list of reported indicators is incomplete due to missing data on prioritisation and implementation status. As of 2023, no progress has been reported for the legislation under this thematic cluster. To achieve harmonisation with EU requirements and standards regarding the professional competence of farers on inland waterways, Ukraine should outline and undertake concrete steps in planning, prioritisation, and regulatory alignment.

### 6.5.2.3 Social

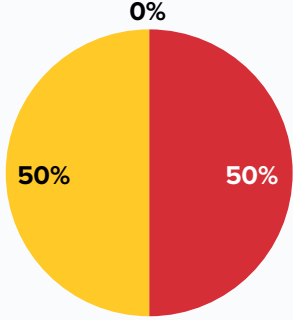
The ‘Social’ thematic cluster includes the following Regulatory areas, as per Annex I.5 of the Treaty for establishing the Transport Community:

- Working time
- Passenger rights

The thematic cluster includes a total of two legal acts, of which:

- Two are labelled as “Critical”
- One is included in the Action Plan for the Waterborne Transport and Multimodality for Observing participants 2025-2027

Ukraine’s current progress in transposing and implementing the EU acquis grouped under the “Social” thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<b>Ukraine - Thematic Cluster: Social (IWW)</b>  ■ Transposed ■ Not transposed ■ Partially transposed
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	

The list of reported indicators is incomplete due to missing data on prioritisation and implementation status. Half of the legislation within the thematic cluster is reported as “partially transposed,” while no initial transposition steps have been taken for the remaining 50%.

### 6.5.2.4 Safety/Technical Requirements

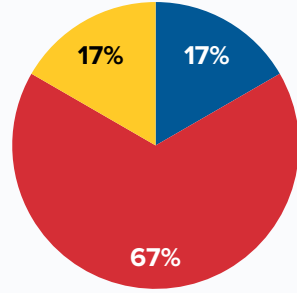
The Safety/Technical Requirements cluster coincides with the name of the Regulatory area, as per Annex I. 5 of the TCT Treaty.

The Safety/Technical Requirements thematic cluster includes a total of six legal acts, of which:

- Three are marked as “Critical”.
- Three are labelled as “Subsidiary”
- None is included in the Action Plan for the Waterborne Transport and Multimodality for Observing participants 2025-2027.
- One is included in the Association Agreement.

Ukraine’s current progress in transposing and implementing the EU acquis grouped under the “Safety/Technical

Requirements” thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	16.67 %	<p><b>Ukraine: Thematic Cluster: Safety/Technical Requirements (IWW)</b></p>  <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	33.33%	
3.	% of subsidiary acts transposed	0%	

The list of reported indicators is incomplete due to missing data on prioritisation and implementation status. Ukraine has reportedly fully transposed 17% of the EU acquis within this thematic cluster, with 33% of those being critical legal acts. Additionally, 17% of the legislation remains “partially transposed.”

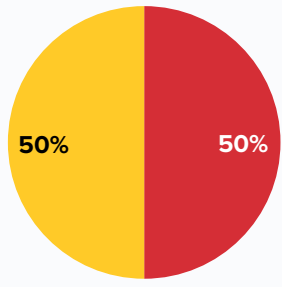
### 6.5.2.5 River Information Services

The “River Information Services” thematic cluster coincides with the corresponding Regulatory area, as per Annex I. 5 of the TCT Treaty.

The River Information Services thematic cluster includes a total of 8 legal acts, of which:

- One is labelled as “Critical”.
- Seven are marked as “Subsidiary”
- All are included in the Action Plan for the Waterborne Transport and Multimodality for Observing participants 2025-2027.
- One is included in the Association Agreement.

Ukraine's current progress in transposing and implementing the EU acquis grouped under the "River Information Services" thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	0%	<p><b>Ukraine - Thematic Cluster: River Information Services (IWW)</b></p>  <p>0% 50% 50%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	0%	
3.	% of subsidiary acts transposed	0%	

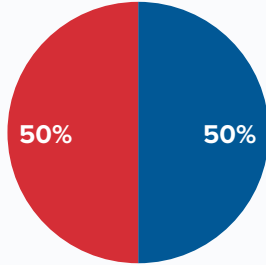
The list of reported indicators is incomplete due to missing data on prioritisation and implementation status. The share of partially transposed acquis within this thematic cluster has reached 50%, while the remaining half has yet to be transposed.

#### 6.5.2.6 Environmental

The "Environmental" thematic cluster coincides with the corresponding Regulatory area, as per Annex I. 5 of the TCT Treaty.

The Environmental Cluster includes a total of two legal acts, both labelled as "Critical" and included in the Action Plan for the Waterborne Transport and Multimodality for Observing participants, 2025-2027.

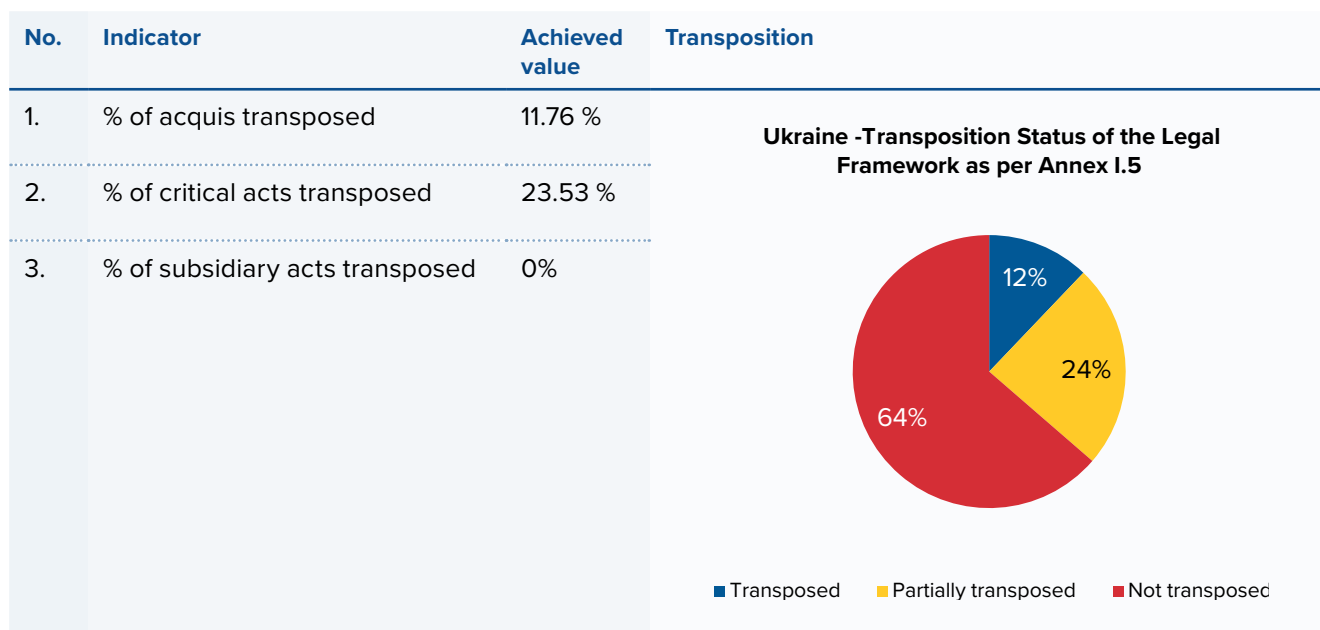
Ukraine's current progress in transposing and implementing the EU acquis grouped under the "Environmental" thematic cluster of Annex I.5, along with a summary of performance based on the defined indicators, is provided below:

No.	Indicator	Achieved value	Transposition
1.	% of acquis transposed	50%	<p><b>Ukraine - Thematic Cluster: Environmental (IWW)</b></p>  <p>0% 50% 50%</p> <p>■ Transposed ■ Not transposed ■ Partially transposed</p>
2.	% of critical acts transposed	50%	
3.	% of subsidiary acts transposed	0%	

Ukraine has reportedly transposed one of the legal acts under this cluster, namely 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. The status of the legislation yet to be transposed was not available.

### 6.5.3 Conclusions and Upcoming Priorities for the Inland Waterway Transport Sector

A summary of Ukraine's performance in transposing and implementing the acquis under Annex I.5, based on the defined indicators, is provided below:



The list of reported indicators is incomplete due to missing data on prioritisation and implementation status.

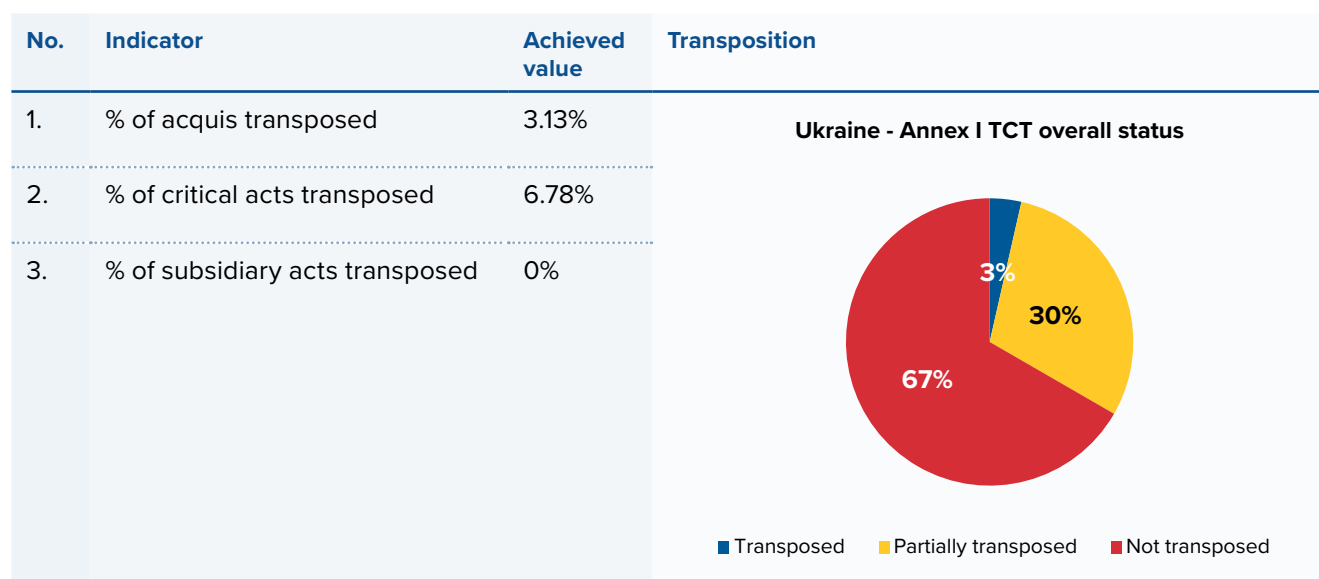
Based on 2023 data, Ukraine has reportedly transposed approximately four EU legal acts included in Annex I.5 of the TCT Treaty, with eight acts partially transposed and 21 not yet transposed. Some progress has been made in specific thematic clusters, achieving a transposition rate of 20% in both the Access to the Market and Safety/ Technical requirements clusters, and 50% in the Environmental cluster. However, the legal framework in the areas of River Information Services (RIS), Social, Access to the Profession, and Education is lagging and requires further efforts.

Altogether, Ukraine has transposed 12% of the EU inland waterborne acquis under Annex I.5, with nearly one-third reported as partially transposed. The share of not transposed EU acquis remains at 64%, indicating a substantial amount of work remains to be completed.

Despite these advancements, challenges persist in fully transposing and implementing the Annex I acquis, including ensuring adequate funding, enhancing technical capacity, and maintaining consistent political support for the necessary reforms.

## 6.6 Summary of Conclusions

Ukraine's overall performance with regard to the acquis is Annex I of the Treaty establishing the Transport Community against the available defined indicators, is presented below.



Due to the ongoing Russian war of aggression in Ukraine, communication with the relevant authorities in the transport sector remains challenging. Despite these difficulties, Ukraine is actively engaged in the transposition and implementation of the relevant EU acquis, as outlined in Annex I of the Treaty establishing the Transport Community and the Association Agreement.

In terms of aligning with the relevant EU legislation under Annex I of the Treaty on the establishment of the Transport Community, Ukraine has made the following overall progress:

- Approximately 3% of the EU legislation outlined in Annex I and the TCT has been transposed into the Ukrainian normative framework.
- Approximately 7% of the critical EU legal acts specified in Annex I have been successfully transposed into Ukrainian law.
- Currently, no information is available regarding the prioritisation and implementation of the relevant EU acquis.

Among the sectors outlined in Annex I, the inland waterway transport sector is the best performer, achieving nearly 12% transposition of the relevant EU acquis, with almost 24% of critical acts transposed. The maritime sector follows, having reached 4% overall transposition, with 6% of its critical legislation successfully transposed. The road and railway sectors lag slightly behind the maritime sector, with transposition rates of 1.5% for road transport and 1.3% for rail transport, as per Annexes I.2 and I.3 of the TCT Treaty.

No updated information has been received regarding the current status of transposition and implementation of the relevant acquis under Annexes I.1, I.6, and I.7.

To make further progress on the alignment of acquis in Annex I TCT, closer engagement under the institutional framework established by the Treaty will be essential, as it could support its efforts towards alignment with the EU standard and significantly accelerate the pace of reform.

# ANNEX 1 – Status of Transport Community Treaty Annex I in Georgia, the Republic of Moldova and Ukraine

## Annex 1.1 Georgia

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Horizontal/Multi-modal (ANNEXES I.1, I.2, I.3, I.4, I.5, I.6, I.7)</b>				
<b>Thematic cluster - Infrastructure (Annex I.1)</b>				
Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	Critical	Not transposed	N/A	N/A
Commission Delegated Regulation (EU) 2016/758 of 4 February 2016 amending Regulation (EU) No 1315/2013 of the European Parliament and of the Council as regards adapting Annex III thereto (OJ L 126, 14.5.2016, p. 3).	Not relevant	Not transposed	N/A	N/A
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).	Critical	Not transposed	N/A	N/A
<b>Thematic cluster – Transport of Dangerous Goods (Annexes I.2, I.3, I.4 and I.5)</b>				
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) - Annex II.1 RID	Critical	Partially transposed	N/A	2025
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.) (rail)	Subsidiary	Not transposed	N/A	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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). (rail)	Critical	Not transposed	N/A	Not prioritised
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) - Annex I.1 ADR	Critical	Partially transposed	N/A	2027
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.) (road)	Subsidiary	Not transposed	N/A	Not prioritised
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). (road)	Critical	Partially transposed	N/A	Not prioritised
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 (codification) (OJ L 274, 24.10.2022, p. 1).	Critical	Partially transposed	N/A	2025
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) - Annex III.1 ADN	Critical	Not transposed	N/A	Not prioritised
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.) (IWW)	Subsidiary	Not transposed	N/A	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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). (IWW)	Critical	Not transposed	N/A	Not prioritised
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). (IWW)	Critical	Not transposed	N/A	Not prioritised
Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Not relevant	Not transposed	N/A	Not prioritised
<b>Thematic cluster – Electronic freight (Annexes I.2, I.3 and I.5)</b>				
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).	Critical	Not transposed	N/A	Not prioritised
<b>Thematic cluster – Environment rules applicable to the transport sector (Annex I.6)</b>				
Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU (OJ L 26, 28.1.2012, p. 1) and the Convention on Environmental Impact Assessment in a Transboundary Context of 1991 (Espoo Convention).	Critical	Transposed	Not reported	Not reported
Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30) and the Protocol on strategic Environmental Assessment to the Espoo Convention (SEA protocol).	Critical	Partially transposed	Not reported	Not reported
Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).	Critical	Transposed	Not reported	Not reported

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, (OJ L 20, 26.1.2010, p. 7).	Critical	Not transposed	Not reported	Not reported
Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58).	Critical	Partially transposed	Not reported	Not reported
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 (OJ L 132, 21.5.2016, p. 58).	Critical	Partially transposed	Not reported	Not reported
Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).	Critical	Partially transposed	Not reported	Not reported
Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise, (OJ L 189, 18.7.2002, p. 12)	Critical	Transposed	Not reported	Not reported
<b>Thematic cluster – Public procurement rules applicable to the transport sector (Annex I.6)</b>				
Council Directive 89/665/EEC of 21 December 1989 on the coordination of the laws, regulations and administrative provisions relating to the application of review procedures to the award of public supply and public works contracts (OJ L 395, 30.12.1989, p. 33).	Critical	Partially transposed	Not reported	Not reported
Council Directive 92/13/EEC of 25 February 1992 coordinating the laws, regulations and administrative provisions relating to the application of Community rules on the procurement procedures of entities operating in the water, energy, transport and telecommunications sectors (OJ L 76, 23.3.1992, p. 14).	Critical	Partially transposed	Not reported	Not reported

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).	Critical	Partially transposed	Not reported	Not reported
Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).	Critical	Transposed	Not reported	Not reported
Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on procurement by entities operating in the water, energy, transport and postal services sectors and repealing Directive 2004/17/EC (OJ L 94, 28.3.2014, p. 243).	Critical	Not transposed	Not reported	Not reported
Commission Implementing Regulation (EU) 2019/1780 of 23 September 2019 establishing standard forms for the publication of notices in the field of public procurement and repealing Implementing Regulation (EU) 2015/1986 (eForms) (OJ L 272, 25.10.2019, p. 7–73).	Subsidiary	Not transposed	Not reported	Not reported
Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70 (OJ L 315, 3.12.2007, p. 1).	Critical	Not transposed	Not reported	Not reported
Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail (OJ L 354, 23.12.2016, p. 22).	Subsidiary	Not transposed	Not reported	Not reported
<b>ANNEX I.2 - Rules applicable to rail transport</b>				
<b>Thematic cluster - Market access</b>				
Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).	Critical	Not transposed	Implementation status	2027

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 352, 23.12.2016, p. 1).	Critical	Not transposed	Not implemented	2028
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 (OJ L 295, 14.11.2017, p. 69).	Subsidiary	Not transposed	Not implemented	2028
Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services (OJ L 239, 12.8.2014, p. 1).	Not relevant	Not transposed	Not implemented	Not applicable
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 (OJ L 3, 7.1.2015, p. 34).	Subsidiary	Not transposed	Not implemented	2028
Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings (OJ L 29, 5.2.2015, p. 3).	Subsidiary	Not transposed	Not implemented	2028
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 (OJ L 70, 14.3.2015, p. 36).	Subsidiary	Not transposed	Implementation status	2028
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 (OJ L 148, 13.6.2015, p. 17).	Subsidiary	Not transposed	Not implemented	2028
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 (OJ L 181, 9.7.2015, p. 1).	Subsidiary	Not transposed	Not implemented	2028

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity (OJ L 94, 8.4.2016, p. 1).	Subsidiary	Not transposed	Not implemented	2028
Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (OJ L 307, 23.11.2017, p. 1).	Subsidiary	Not transposed	Not implemented	2026
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 (OJ L 294, 21.11.2018, p. 5).	Subsidiary	Not transposed	Not implemented	2028
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 (OJ L 276, 20.10.2010, p. 22).	Critical	Not transposed	Implementation status	2028
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 (OJ L 82, 26.3.2018, p. 13).	Subsidiary	Not transposed	Not implemented	2028
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 (OJ L 81, 23.3.2018, p. 23).	Subsidiary	Not transposed	Not implemented	2028
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 (OJ L 56, 28.2.2018, p. 60).	Subsidiary	Not transposed	Not implemented	2028

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 28, 2.2.2017, p. 71).	Subsidiary	Not transposed	Not implemented	2028
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 (OJ L 28, 2.2.2017, p. 69).	Subsidiary	Not transposed	Not implemented	2028
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 (OJ L 181, 9.7.2015, p. 82).	Subsidiary	Not transposed	Implementation status	2028
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).	Subsidiary	Not transposed	Not implemented	2028
<b>Thematic cluster – Train drivers licensing</b>				
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 (OJ L 315, 3.12.2007, p. 51).	Critical	Partially transposed	Not implemented	2025



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 97, 8.4.2019, p. 1).	Subsidiary	Not transposed	Not implemented	2027
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 (OJ L 13, 19.1.2010, p. 1).	Subsidiary	Partially transposed	Not implemented	2025
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 (OJ L 8, 13.1.2010, p. 17).	Subsidiary	Partially transposed	Not implemented	2025
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 (OJ L 314, 29.11.2011, p. 36).	Subsidiary	Partially transposed	Not implemented	2025
<b>Thematic cluster – Interoperability</b>				
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 (OJ L 138, 26.5.2016, p. 44).	Critical	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	2027



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	2027
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).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 341, 22.12.2009, p. 1).	Subsidiary	Not transposed	Not implemented	Not prioritised
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 (OJ L 356, 12.12.2014, p. 1).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 356, 12.12.2014, p. 110).	Subsidiary	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 356, 12.12.2014, p. 179).	Subsidiary	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 356, 12.12.2014, p. 228).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 356, 12.12.2014, p. 394).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 356, 12.12.2014, p. 421).	Subsidiary	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 356, 12.12.2014, p. 438).	Subsidiary	Not transposed	Not implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 the communication layer of the Common Interface (OJ L 54, 24.2.2018, p. 11).	Subsidiary	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	2025
Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles (OJ L 64, 8.10.2011, p. 32).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 345, 15.12.2012, p. 1).	Not relevant	Not transposed	Not implemented	2025
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)	Subsidiary	Not transposed	Not implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	2025
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 (OJ L 123, 12.5.2011, p. 11).	Subsidiary	Not transposed	Not implemented	2025
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)	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (OJ L 222, 8.9.2023, p. 380–560)	Subsidiary	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 139I , 27.5.2019, p. 108).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on submitting information to the Commission as regards non-application of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20.3.2020, p. 20).	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1304/2014 and Implementing Regulation (EU) 2019/777 (OJ L 222, 8.9.2023, p. 88–379)	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster – European Union Agency for Railways</b>				
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).	Critical	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
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)	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster – Railway safety</b>				
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).	Critical	Partially transposed	Not implemented	2025
Commission Implementing Regulation (EU) 2020/572 of 24 April 2020 on the reporting structure to be followed for railway accident and incident investigation reports (OJ L 132, 27.4.2020, p. 10).	Subsidiary	Partially transposed	Not implemented	2025
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)	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Partially transposed	Not implemented	2025
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).	Subsidiary	Partially transposed	Not implemented	2026

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Partially transposed	Not implemented	2025
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).	Subsidiary	Partially transposed	Not implemented	2025
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).	Subsidiary	Partially transposed	Not implemented	2025
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).	Subsidiary	Partially transposed	Not implemented	2025
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).	Subsidiary	Partially transposed	Not implemented	2025
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 European Parliament and of the Council (OJ L 150, 13.6.2009, p. 11).	Subsidiary	Partially transposed	Not implemented	2028



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Partially transposed	Not implemented	2025
<b>Thematic cluster – Social (rail)</b>				
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).	Critical	Transposed	Implemented	N/A
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).	Critical	Not transposed	Not implemented	Not prioritised
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.	Critical	Partially transposed	Not implemented	2024
<b>ANNEX I.3 - Rules applicable to road transport</b>				
<b>Thematic cluster – Social (road)</b>				
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).	Critical	Partially transposed	Not implemented	Not prioritised
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).	Critical	Not transposed	Not implemented	2030



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	Implemented for all vehicles engaged in international transport	2030
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).	Subsidiary	Partially transposed	Not implemented	2030
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).	Subsidiary	Transposed	Not implemented	NA
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).	Subsidiary	Partially transposed	Implemented for all vehicles engaged in international transport	Not prioritised
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).	Critical	Partially transposed	Implemented for all vehicles engaged in international transport	Not Prioritised
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).	Subsidiary	Transposed	Not implemented	NA

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not Transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2023/980 of 16 May 2023 amending Implementing Regulation (EU) 2016/799 as regards a transitional smart tachograph and its use of the Galileo Open Service Navigation Message Authentication and amending Implementing Regulation (EU) 2021/1228 (OJ L 134, 22.5.2023, p. 28–35)	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8). (See however Article 46 of Regulation (EU) No 165/2014).	Not relevant	Transposed	Not implemented	NA
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).	Subsidiary	Not transposed	Not implemented	2030

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	Not implemented	2030
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).	Critical	Not transposed	Not implemented	2030
Commission Implementing Regulation (EU) 2022/695 of 2 May 2022 laying down rules for the application of Directive 2006/22/EC of the European Parliament and of the Council as regards the common formula for calculating the risk rating of transport undertakings (OJ L 129, 3.5.2022, p. 33).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Transposed	Not implemented	NA
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).	Critical	Partially transposed	Not implemented	2030
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).	Critical	Partially transposed (planned)	Not implemented	2030
<b>Thematic cluster - Vehicles</b>				
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).	Critical	Transposed	Not implemented	NA

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not implemented	2025
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Critical	Transposed	Not implemented	NA

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Not transposed	Not implemented	2028
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).	Critical	Not transposed	Not implemented	Not prioritised
Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	Critical	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Critical	Transposed	Implemented	NA
Commission Implementing Regulation (EU) 2019/1213 of 12 July 2019 laying down detailed provisions ensuring uniform conditions for the implementation of interoperability and compatibility of on-board weighing equipment pursuant to Council Directive 96/53/EC (OJ L 192, 18.7.2019, p. 1).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Not transposed	Not implemented	Not prioritised
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).	Critical	Not transposed	Not implemented	Not prioritised
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).	Critical	Partially transposed	Not implemented	Not prioritised
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).	Critical	Partially transposed	Not implemented	Not prioritised
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).	Critical	Partially transposed	Not implemented	Not prioritised
<b>Thematic cluster – Road infrastructure</b>				
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).	Critical	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures (OJ L 69, 4.3.2022, p. 1).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Critical	Transposed	Implemented	NA
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).	Critical	Transposed	Implemented	NA
Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (OJ L 305, 26.11.2019, p. 1)	Critical	Partially transposed	Not implemented	2025
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).	Critical	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Thematic cluster - Drivers</b>				
Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).	Critical	Partially transposed	Not implemented	2030
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).	Critical	Partially transposed	Not implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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)	Critical	Partially transposed	Not implemented	2030
Commission Directive (EU) 2020/612 of 4 May 2020 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences (OJ L 141, 5.5.2020, p. 9).	Subsidiary	Not transposed	Not implemented	Not prioritised
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).	Critical	Not transposed	Not implemented	2025
<b>Thematic cluster – Intelligent Transport Systems</b>				
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).	Critical	Not transposed	Not implemented	2026



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	2026
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).	Subsidiary	Not transposed	Not Implemented	2026
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).	Subsidiary	Not transposed	Not implemented	2026
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).	Subsidiary	Not transposed	Not implemented	2026
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).	Subsidiary	Not transposed	Not implemented	2026
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).	Subsidiary	Not transposed	Not implemented	2026

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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 122, 25.4.2022, p. 1).	Subsidiary	Not transposed	Not implemented	2026
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).	Subsidiary	Not transposed	Not implemented	2026
<b>ANNEX I.4 - Rules applicable to maritime transport</b>				
<b>Thematic cluster - Policy, Market Access and Competition</b>				
Regulation (EU) No 508/2014 on the European Maritime and Fisheries Fund	Critical	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 3577/92 applying the principle of freedom to provide services to maritime transport within Member States	Critical	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 4055/86 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries	Critical	Not transposed	Not implemented	Not prioritised
Regulation (EC) No 789/2004 on the transfer of cargo and passenger ships between registers within the Community	Critical	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 4058/86 concerning coordinated action to safeguard free access to cargoes in ocean trades	Subsidiary	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 4057/86 on unfair pricing practices in maritime transport	Subsidiary	Not transposed	Not implemented	Not prioritised
Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports	Critical	Not transposed	Not implemented	2029
<b>Thematic cluster – Technical, Safety and Security</b>				
Council Decision 2012/22/EU 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	Subsidiary	Transposed	Implemented	Not applicable

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Decision 2012/23/EU 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	Subsidiary	Transposed	Implemented	Not applicable
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	Critical	Transposed	Implemented	Not applicable
Commission Decision 2009/491/EC 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	Subsidiary	Not transposed	Not implemented	Not prioritised
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organizations	Critical	Transposed	Implemented	Not applicable
Commission Regulation (EU) No 788/2014 laying down detailed rules for the imposition of fines and periodic penalty payments and the withdrawal of recognition of ship inspection and survey organizations	Subsidiary	Transposed	Implemented	Not applicable
Directive 2009/21/EC on compliance with Flag State requirements	Critical	Transposed	Implemented	Not applicable
Directive 2009/16/EC on port State control	Critical	Transposed	Implemented	Not applicable
Regulation (EC) 336/2006 on the implementation of the International Safety Management Code within the Community	Critical	Transposed	Implemented	Not applicable
Directive 2014/90/EU on marine equipment	Critical	Not transposed	Not implemented	Not prioritised.
Commission Implementing Regulation (EU) 2022/1157 of 4 July 2022 laying down rules for the application of Directive 2014/90/EU as regards design, construction and performance requirements and testing standards for marine equipment	Subsidiary	Not transposed	Not implemented	Not prioritised
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	Critical	Transposed	Implemented	Not applicable
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Critical	Transposed	Implemented	Not applicable

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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	Critical	Not transposed	Not implemented	Not prioritised
Directive 2009/45/EC on safety rules and standards for passenger ships	Critical	Transposed	Implemented	Not applicable
Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service	Critical	Not transposed	Not implemented	Not prioritised
Council Directive 97/70/EC setting up a harmonised safety regime for fishing vessels of 24 metres in length and over	Critical	Not transposed	Not implemented	Not prioritised
Regulation (EU) No 530/2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers	Critical	Transposed	Implemented	Not applicable
Directive 2001/96/EC establishing harmonized requirements and procedures for the safe loading and unloading of bulk carriers	Critical	Transposed	Implemented	Not applicable
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector	Critical	Transposed	Implemented	Not applicable
Commission Implementing Regulation (EU) No 651/2011 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	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Regulation (EU) No 1286/2011 adopting a common methodology for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive 2009/18/EC	Subsidiary	Transposed	Implemented	Not applicable
Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims	Critical	Not transposed	Not implemented	2029
Regulation (EC) No 725/2004 on enhancing ship and port facility security	Critical	Transposed	Implemented	Not applicable
Directive 2005/65/EC on enhancing port security	Critical	Transposed	Implemented	Not applicable

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Regulation (EC) No 324/2008 laying down revised procedures for conducting Commission inspections in the field of maritime security	Subsidiary	Not transposed	Not implemented	Not prioritised
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster - Environmental</b>				
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences	Critical	Not transposed	Not implemented	2025
Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships	Critical	Transposed	Implemented	Not applicable
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	Critical	Transposed	Implemented	Not applicable
Regulation (EC) No 2099/2002 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	Subsidiary	Not transposed	Not implemented	2029
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	Critical	Not transposed	Not implemented	2029
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	Subsidiary	Not transposed	Not implemented	2029
<b>Thematic cluster - Smart, Digital and Telematic Applications</b>				
Directive 2002/59/EC establishing a Community Vessel Traffic Monitoring and Information System	Critical	Transposed	Implemented	Not applicable
Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States	Critical	Transposed	Implemented	Not applicable
Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment	Critical	Transposed	Implemented	Not applicable
<b>Thematic cluster – Social and Educational</b>				
Directive (EU) 2022/993 on the minimum level of training of seafarers	Critical	Transposed	Implemented	Not applicable

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive 2013/54/EU concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006	Critical	Not transposed	Not implemented	2026
Council Directive 1999/63/EC 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)	Critical	Transposed	Implemented	Not applicable
Directive 1999/95/EC concerning the enforcement of provisions in respect of seafarers' hours of work on board ships calling at Community ports	Critical	Transposed	Implemented	Not applicable
Council Directive 2009/13/EC implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006	Subsidiary	Transposed	Implemented	Not applicable
Council Directive 92/29/EEC on the minimum safety and health requirements for improved medical treatment on board vessels	Critical	Transposed	Implemented	Not applicable
Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterway	Critical	Not transposed	Not implemented	2029

#### ANNEX I.5 - Rules Applicable to Inland Waterway Transport

##### Thematic cluster -Access to the Market

Council Regulation (EC) No 1356/96 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	Critical	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 3921/91 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State	Critical	Not transposed	Not implemented	Not prioritised
Council Regulation (EC) No 718/1999 on a Community fleet capacity policy to promote inland waterway transport	Critical	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Directive 96/75/EC on the systems of chartering and pricing in national and international inland waterway transport in the Community	Critical	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 2919/85 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	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster – Access to the Profession</b>				
Council Directive No 87/540/EEC 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	Critical	Not transposed	Not implemented	Not prioritised
Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation	Critical	Not transposed	Not implemented	Not prioritised
Directive (EU) 2021/1233 amending Directive (EU) 2017/2397 as regards the transitional measures for the recognition of third-country certificates	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Regulation (EU) 2022/184 amending Annex IV to Directive (EU) 2017/2397	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Directive (EU) 2020/12 supplementing Directive (EU) 2017/2397 as regards the standards for competences and corresponding knowledge and skills, for the practical examinations, for the approval of simulators and for medical fitness	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Regulation (EU) 2020/473 supplementing Directive (EU) 2017/2397 with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2020/182 on models in the field of professional qualifications in inland navigation	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster – Social (IWW)</b>				
Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterways	Critical	Not transposed	Not implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Directive 2014/112/EU implementing the European Agreement concerning certain aspects of the organization of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organization (ESO) and the European Transport Workers' Federation (ETF)	Critical	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster - Safety/Technical Requirements</b>				
Directive 2009/100/EC on reciprocal recognition of navigability licenses for inland waterway vessels	Critical	Not transposed	Not implemented	Not prioritised
Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels	Critical	Not transposed	Not implemented	Not prioritised
Commission Delegated Regulation (EU) 2021/1308 amending Annexes I and II to Directive (EU) 2016/1629 as regards modifying the list of Union inland waterways and the minimum technical requirements applicable to craft C/2021/2853	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Directive (EU) 2018/970 amending Annexes II, III and V to Directive (EU) 2016/1629	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Regulation (EU) 2020/474 on the European Hull Data Base	Critical	Not transposed	Not implemented	Not prioritised
Commission Implementing Decision (EU) 2020/1122 on the recognition of DNV GL AS as classification society for inland waterway vessels in accordance with Directive (EU) 2016/1629	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster - River Information Services</b>				
Directive 2005/44/EC on harmonized river information services (RIS) on inland waterways in the Community	Critical	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) No 909/2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS)	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers	Subsidiary	Not transposed	Not implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Regulation (EC) No 414/2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS)	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2018/2032 amending Commission Regulation (EC) No 416/2007	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2018/1973 amending Implementing Regulation (EU) No 909/2013	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2019/838 on technical specifications for vessel tracking and tracing systems	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2019/1744 on technical specifications for electronic ship reporting in inland navigation	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster - Environmental</b>				
Directive 2009/30/EC 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	Critical	Not transposed	Not implemented	Not prioritised
Regulation (EU) 2016/1628 on requirements relating to gaseous and particulate pollutant emission limits and type- approval for internal combustion engines for non-road mobile machinery	Critical	Not transposed	Not implemented	Not prioritised

## Annex 1.2 The Republic of Moldova

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Horizontal/Multi-modal (ANNEXES I.1, I.2, I.3, I.4, I.5, I.6, I.7)</b>				
<b>Thematic cluster - Infrastructure (Annex I.1)</b>				
Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	Critical	Not transposed	Not implemented	Planned
Commission Delegated Regulation (EU) 2016/758 of 4 February 2016 amending Regulation (EU) No 1315/2013 of the European Parliament and of the Council as regards adapting Annex III thereto (OJ L 126, 14.5.2016, p. 3).	Not relevant	Not transposed	Not implemented	2025
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).	Critical	Not transposed	Not implemented	2025
<b>Thematic cluster – Transport of Dangerous Goods (Annexes I.2, I.3, I.4 and I.5)</b>				
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). Annex II.1 RID	Critical	Partially transposed	Not implemented	Not prioritised
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.)	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Subsidiary	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	Not implemented	2026
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).	Critical	Partially transposed	Not implemented	2026
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). Annex I.1 ADR	Critical	Partially transposed	Not implemented	Not prioritised
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64)	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Not relevant	Not transposed	Not implemented	Not prioritised
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 (codification) (OJ L 274, 24.10.2022, p. 1).	Critical	Not transposed	Not implemented	2025
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).	Critical	Partially transposed	Not implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	Not implemented	Not prioritised
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). Annex III.1 ADN	Critical	Partially transposed	Not implemented	2025
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.)	Subsidiary	Not transposed	Not implemented	2025
Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Not relevant	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster – Electronic freight (Annexes I.2, I.3 and I.5)</b>				
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).	Critical	Not transposed	Not implemented	2027
<b>Thematic cluster – Environment rules applicable to the transport sector (Annex I.6)</b>				
Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU (OJ L 26, 28.1.2012, p. 1) and the Convention on Environmental Impact Assessment in a Transboundary Context of 1991 (Espoo Convention).	Critical	Transposed	Implemented	N/A
Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30) and the Protocol on strategic Environmental Assessment to the Espoo Convention (SEA protocol).	Critical	Transposed	Implemented	N/A

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).	Critical	Transposed	Implemented	N/A
Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, (OJ L 20, 26.1.2010, p. 7).	Critical	Partially transposed	Not implemented	2025
Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58).	Critical	Partially transposed	Not implemented	2027
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 (OJ L 132, 21.5.2016, p. 58).	Critical	Partially transposed	Not implemented	2026
Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).	Critical	Partially transposed	Not implemented	2025
Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise, (OJ L 189, 18.7.2002, p. 12)	Critical	Not transposed	Not implemented	2024
<b>Thematic cluster – Public procurement rules applicable to the transport sector (Annex I.6)</b>				
Council Directive 89/665/EEC of 21 December 1989 on the coordination of the laws, regulations and administrative provisions relating to the application of review procedures to the award of public supply and public works contracts (OJ L 395, 30.12.1989, p. 33).	Critical	Transposed	Implemented	N/A

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Directive 92/13/EEC of 25 February 1992 coordinating the laws, regulations and administrative provisions relating to the application of Community rules on the procurement procedures of entities operating in the water, energy, transport and telecommunications sectors (OJ L 76, 23.3.1992, p. 14).	Critical	Not transposed	Not implemented	2024
Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).	Critical	Partially transposed	Not implemented	Not prioritised
Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).	Critical	Transposed	Implemented	N/A
Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on procurement by entities operating in the water, energy, transport and postal services sectors and repealing Directive 2004/17/EC (OJ L 94, 28.3.2014, p. 243).	Critical	Transposed	Implemented	N/A
Commission Implementing Regulation (EU) 2019/1780 of 23 September 2019 establishing standard forms for the publication of notices in the field of public procurement and repealing Implementing Regulation (EU) 2015/1986 (eForms) (OJ L 272, 25.10.2019, p. 7–73).	Subsidiary	Not transposed	Not implemented	2026
Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70 (OJ L 315, 3.12.2007, p. 1).	Critical	Partially transposed	Not implemented	2024
Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail (OJ L 354, 23.12.2016, p. 22).	Subsidiary	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>ANNEX I.2 - Rules applicable to rail transport</b>				
<b>Thematic cluster - Market access</b>				
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 (OJ 52, 16.8.1960, p. 1121).	Critical	Not transposed	Not Implemented	Not prioritised
Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).	Critical	Partially transposed	Not Implemented	2025
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 (OJ L 352, 23.12.2016, p. 1).	Critical	Partially transposed	Not Implemented	2025
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 (OJ L 295, 14.11.2017, p. 69).	Subsidiary	Not transposed	Not Implemented	2025
Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services (OJ L 239, 12.8.2014, p. 1).	Not relevant	Not transposed	Not Implemented	Not prioritised
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 (OJ L 3, 7.1.2015, p. 34).	Subsidiary	Not transposed	Not Implemented	2025
Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings (OJ L 29, 5.2.2015, p. 3).	Subsidiary	Not transposed	Not Implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 70, 14.3.2015, p. 36).	Subsidiary	Not transposed	Not Implemented	2028
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 (OJ L 148, 13.6.2015, p. 17).	Subsidiary	Not transposed	Not Implemented	2028
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 (OJ L 181, 9.7.2015, p. 1).	Subsidiary	Partially transposed	Not Implemented	Not prioritised
Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity (OJ L 94, 8.4.2016, p. 1).	Subsidiary	Transposed	Partially implemented	Not prioritised
Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (OJ L 307, 23.11.2017, p. 1).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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 (OJ L 294, 21.11.2018, p. 5).	Subsidiary	Not transposed	Not Implemented	2027
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 (OJ L 276, 20.10.2010, p. 22).	Critical	Not transposed	Not Implemented	2030
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 (OJ L 82, 26.3.2018, p. 13).	Subsidiary	Not transposed	Not Implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 81, 23.3.2018, p. 23).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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 (OJ L 56, 28.2.2018, p. 60).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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 (OJ L 28, 2.2.2017, p. 71).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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) (OJ L 28, 2.2.2017, p. 69).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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 (OJ L 181, 9.7.2015, p. 82).	Subsidiary	Not transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
<b>Thematic cluster – Train drivers licensing</b>				
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 (OJ L 315, 3.12.2007, p. 51).	Critical	Partially transposed	Not Implemented	Not prioritised
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 (OJ L 97, 8.4.2019, p. 1).	Subsidiary	Transposed	Partially implemented	N/A
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 (OJ L 13, 19.1.2010, p. 1).	Subsidiary	Partially transposed	Not Implemented	2025
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 (OJ L 8, 13.1.2010, p. 17).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 314, 29.11.2011, p. 36).	Subsidiary	Not transposed	Not Implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Thematic cluster – Interoperability</b>				
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 (OJ L 138, 26.5.2016, p. 44).	Critical	Not transposed	Not Implemented	2024
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 341, 22.12.2009, p. 1).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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 (OJ L 356, 12.12.2014, p. 1).	Subsidiary	Not transposed	Not Implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 356, 12.12.2014, p. 110).	Subsidiary	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 356, 12.12.2014, p. 179).	Subsidiary	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 356, 12.12.2014, p. 228).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 356, 12.12.2014, p. 394).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 356, 12.12.2014, p. 421).	Subsidiary	Not transposed	Not Implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 356, 12.12.2014, p. 438).	Subsidiary	Not transposed	Not Implemented	2025
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 the communication layer of the Common Interface (OJ L 54, 24.2.2018, p. 11).	Subsidiary	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	2025
Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles (OJ L 64, 8.10.2011, p. 32).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 345, 15.12.2012, p. 1).	Not relevant	Not transposed	Not implement	N/A
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)	Subsidiary	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	2025
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 (OJ L 123, 12.5.2011, p. 11).	Subsidiary	Not transposed	Not Implemented	2025
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)	Subsidiary	Not transposed	Not Implemented	2024
Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (OJ L 222, 8.9.2023, p. 380–560)	Subsidiary	Not transposed	Not Implemented	2025

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	2024
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 1391, 27.5.2019, p. 108).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on submitting information to the Commission as regards non-application of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20.3.2020, p. 20).	Subsidiary	Not transposed	Not Implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1304/2014 and Implementing Regulation (EU) 2019/777 (OJ L 222, 8.9.2023, p. 88–379)	Subsidiary	Not transposed	Not Implemented	Not prioritised
<b>Thematic cluster – European Union Agency for Railways</b>				
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).	Critical	Not transposed	Not Implemented	2028
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).	Subsidiary	Not transposed	Not Implemented	2028
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).	Subsidiary	Not transposed	Not Implemented	2028
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)	Subsidiary	Not transposed	Not Implemented	Not prioritised
<b>Thematic cluster – Railway safety</b>				
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).	Critical	Partially transposed	Not Implemented	2024
Commission Implementing Regulation (EU) 2020/572 of 24 April 2020 on the reporting structure to be followed for railway accident and incident investigation reports (OJ L 132, 27.4.2020, p. 10).	Subsidiary	Not transposed	Not Implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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)	Subsidiary	Not transposed	Not Implemented	2024
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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 European Parliament and of the Council (OJ L 150, 13.6.2009, p. 11).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
<b>Thematic cluster – Social (rail)</b>				
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).	Critical	Partially transposed	Not Implemented	2024

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Not transposed	Not Implemented	Not prioritised
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.	Critical	Partially transposed	Not Implemented	2025
<b>ANNEX I.3 - Rules applicable to road transport</b>				
<b>Thematic cluster – Social (road)</b>				
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).	Critical	Partially transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Transposed	Not implemented	N/A
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).	Subsidiary	Transposed	Not implemented	N/A
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).	Subsidiary	Not transposed	Not Implemented	Planned
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).	Critical	Partially transposed	Not Implemented	Planned
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Implementing Regulation (EU) 2023/980 of 16 May 2023 amending Implementing Regulation (EU) 2016/799 as regards a transitional smart tachograph and its use of the Galileo Open Service Navigation Message Authentication and amending Implementing Regulation (EU) 2021/1228 (OJ L 134, 22.5.2023, p. 28–35)	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8). (See however Article 46 of Regulation (EU) No 165/2014).	Not relevant	Partially transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Planned

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Not transposed	Not Implemented	Not prioritised
Commission Implementing Regulation (EU) 2022/695 of 2 May 2022 laying down rules for the application of Directive 2006/22/EC of the European Parliament and of the Council as regards the common formula for calculating the risk rating of transport undertakings (OJ L 129, 3.5.2022, p. 33).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Planned
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).	Critical	Not transposed	Not Implemented	Planned
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).	Critical	Partially transposed	Not Implemented	Not prioritised
<b>Thematic cluster - Vehicles</b>				
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).	Critical	Not transposed	Not Implemented	2024
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Critical	Not transposed	Not Implemented	2025
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Not prioritised
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).	Critical	Transposed	Not Implemented	N/A
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).	Critical	Not transposed	Not Implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	Critical	Partially transposed	Not Implemented	Not prioritised
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).	Subsidiary	Partially transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Not prioritised
Commission Implementing Regulation (EU) 2019/1213 of 12 July 2019 laying down detailed provisions ensuring uniform conditions for the implementation of interoperability and compatibility of on-board weighing equipment pursuant to Council Directive 96/53/EC (OJ L 192, 18.7.2019, p. 1).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Critical	Not transposed	Not Implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Not transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Not prioritised
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).	Critical	Not transposed	Not implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Not prioritised
<b>Thematic cluster – Road infrastructure</b>				
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).	Critical	Not transposed	Not Implemented	2027
Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures (OJ L 69, 4.3.2022, p. 1).	Subsidiary	Not transposed	Not Implemented	2027
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).	Critical	Not transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	Not Implemented	Not prioritised
Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (OJ L 305, 26.11.2019, p. 1)	Critical	Not transposed	Not Implemented	Not prioritised
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).	Critical	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
<b>Thematic cluster - Drivers</b>				
Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).	Critical	Partially transposed	Not Implemented	Not prioritised
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).	Critical	Partially transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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)	Critical	Partially transposed	Not Implemented	Not prioritised
Commission Directive (EU) 2020/612 of 4 May 2020 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences (OJ L 141, 5.5.2020, p. 9).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Critical	Not transposed	Not Implemented	Not prioritised
<b>Thematic cluster – Intelligent Transport Systems</b>				
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).	Critical	Not transposed	Not Implemented	Planned
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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 122, 25.4.2022, p. 1).	Subsidiary	Not transposed	Not Implemented	Not prioritised
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).	Subsidiary	Not transposed	Not Implemented	Not prioritised
<b>ANNEX I.4 - Rules applicable to maritime transport</b>				
<b>Thematic cluster - Policy, Market Access and Competition</b>				
Regulation (EU) No 508/2014 on the European Maritime and Fisheries Fund	Critical	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Regulation (EEC) No 3577/92 applying the principle of freedom to provide services to maritime transport within Member States	Critical	Not transposed	Not implemented	2025
Council Regulation (EEC) No 4055/86 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries	Critical	Not transposed	Not implemented	Not prioritised
Regulation (EC) No 789/2004 on the transfer of cargo and passenger ships between registers within the Community	Critical	Partially transposed	Not implemented	2025
Council Regulation (EEC) No 4058/86 concerning coordinated action to safeguard free access to cargoes in ocean trades	Subsidiary	Not transposed	Not implemented	Not prioritised
Council Regulation (EEC) No 4057/86 on unfair pricing practices in maritime transport	Subsidiary	Not transposed	Not implemented	Not prioritised
Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports	Critical	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster – Technical, Safety and Security</b>				
Council Decision 2012/22/EU 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	Subsidiary	Partially transposed	Not implemented	Not prioritised
Council Decision 2012/23/EU 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	Subsidiary	Not transposed	Not implemented	Not prioritised
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	Critical	Transposed	Partially implemented	N/A
Commission Decision 2009/491/EC 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	Subsidiary	Not transposed	Not implemented	2028

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organizations	Critical	Transposed	Partially implemented	N/A
Commission Regulation (EU) No 788/2014 laying down detailed rules for the imposition of fines and periodic penalty payments and the withdrawal of recognition of ship inspection and survey organizations	Subsidiary	Not transposed	Not implemented	2029
Directive 2009/21/EC on compliance with Flag State requirements	Critical	Transposed	Partially implemented	N/A
Directive 2009/16/EC on port State control	Critical	Partially transposed	Not implemented	2025
Regulation (EC) 336/2006 on the implementation of the International Safety Management Code within the Community	Critical	Transposed	Not implemented	N/A
Directive 2014/90/EU on marine equipment	Critical	Not transposed	Not implemented	2026
Commission Implementing Regulation (EU) 2022/1157 of 4 July 2022 laying down rules for the application of Directive 2014/90/EU as regards design, construction and performance requirements and testing standards for marine equipment	Subsidiary	Not transposed	Not implemented	Not prioritised
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	Critical	Partially transposed	Not implemented	2025
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Critical	Not transposed	Not implemented	Not prioritised
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	Critical	Not transposed	Not implemented	Not prioritised
Directive 2009/45/EC on safety rules and standards for passenger ships	Critical	Not transposed	Not implemented	Not prioritised
Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service	Critical	Transposed	Partially implemented	N/A
Council Directive 97/70/EC setting up a harmonised safety regime for fishing vessels of 24 metres in length and over	Critical	Not transposed	Not implemented	2028
Regulation (EU) No 530/2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers	Critical	Transposed	Not implemented	N/A

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive 2001/96/EC establishing harmonized requirements and procedures for the safe loading and unloading of bulk carriers	Critical	Not transposed	Not implemented	2027
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector	Critical	Partially transposed	Not implemented	2025
Commission Implementing Regulation (EU) No 651/2011 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	Subsidiary	Not transposed	Not implemented	2025
Commission Regulation (EU) No 1286/2011 adopting a common methodology for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive 2009/18/EC	Subsidiary	Not transposed	Not implemented	2024
Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims	Critical	Not transposed	Not implemented	2027
Regulation (EC) No 725/2004 on enhancing ship and port facility security	Critical	Partially transposed	Not implemented	2026
Directive 2005/65/EC on enhancing port security	Critical	Partially transposed	Not implemented	2026
Commission Regulation (EC) No 324/2008 laying down revised procedures for conducting Commission inspections in the field of maritime security	Subsidiary	Not transposed	Not implemented	2027
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster - Environmental</b>				
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences	Critical	Not transposed	Not implemented	2025
Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships	Critical	Not transposed	Not implemented	2025
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	Critical	Not transposed	Not implemented	Not prioritised



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Regulation (EC) No 2099/2002 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	Subsidiary	Not transposed	Not implemented	Not prioritised
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	Critical	Partially transposed	Not implemented	2025
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	Subsidiary	Partially transposed	Not implemented	2026
<b>Thematic Cluster- Smart, Digital and Telematic Applications</b>				
Directive 2002/59/EC establishing a Community Vessel Traffic Monitoring and Information System	Critical	Partially transposed	Not implemented	2026
Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States	Critical	Transposed	Partially implemented	N/A
Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment	Critical	Partially transposed	Not implemented	2026
<b>Thematic cluster – Social and Educational</b>				
Directive (EU) 2022/993 on the minimum level of training of seafarers	Critical	Not transposed	Not implemented	2025
Directive 2013/54/EU concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006	Critical	Not transposed	Not implemented	2025
Council Directive 1999/63/EC 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)	Critical	Partially transposed	Not implemented	2025
Directive 1999/95/EC concerning the enforcement of provisions in respect of seafarers' hours of work on board ships calling at Community ports	Critical	Transposed	Implemented	N/A



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Directive 2009/13/EC implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006	Subsidiary	Transposed	Implemented	N/A
Council Directive 92/29/EEC on the minimum safety and health requirements for improved medical treatment on board vessels	Critical	Not transposed	Not implemented	2025
Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterway	Critical	Partially transposed	Not implemented	2025

#### ANNEX I.5 - Rules Applicable to Inland Waterway Transport

##### Thematic cluster -Access to the Market

Council Regulation (EC) No 1356/96 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	Critical	Not transposed	Not implemented	2025
Council Regulation (EEC) No 3921/91 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State	Critical	Not transposed	Not implemented	Not prioritised
Council Regulation (EC) No 718/1999 on a Community fleet capacity policy to promote inland waterway transport	Critical	Not transposed	Not implemented	Not prioritised
Council Directive 96/75/EC on the systems of chartering and pricing in national and international inland waterway transport in the Community	Critical	Not transposed	Not implemented	2025
Council Regulation (EEC) No 2919/85 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	Subsidiary	Not transposed	Not implemented	Not prioritised

##### Thematic cluster – Access to the Profession

Council Directive No 87/540/EEC 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	Critical	Not transposed	Not implemented	2024
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Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation	Critical	Not transposed	Not implemented	2024
Directive (EU) 2021/1233 amending Directive (EU) 2017/2397 as regards the transitional measures for the recognition of third-country certificates	Subsidiary	Not transposed	Not implemented	2024
Commission Delegated Regulation (EU) 2022/184 amending Annex IV to Directive (EU) 2017/2397	Subsidiary	Not transposed	Not implemented	2024
Commission Delegated Directive (EU) 2020/12 supplementing Directive (EU) 2017/2397 as regards the standards for competences and corresponding knowledge and skills, for the practical examinations, for the approval of simulators and for medical fitness	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Regulation (EU) 2020/473 supplementing Directive (EU) 2017/2397 with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2020/182 on models in the field of professional qualifications in inland navigation	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster – Social (IWW)</b>				
Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterways	Critical	Not transposed	Not implemented	2025
Council Directive 2014/112/EU implementing the European Agreement concerning certain aspects of the organization of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organization (ESO) and the European Transport Workers' Federation (ETF)	Critical	Not transposed	Not implemented	2026
<b>Thematic cluster - Safety/Technical Requirements</b>				
Directive 2009/100/EC on reciprocal recognition of navigability licenses for inland waterway vessels	Critical	Not transposed	Not implemented	2025
Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels	Critical	Partially transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Delegated Regulation (EU) 2021/1308 amending Annexes I and II to Directive (EU) 2016/1629 as regards modifying the list of Union inland waterways and the minimum technical requirements applicable to craft C/2021/2853	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Directive (EU) 2018/970 amending Annexes II, III and V to Directive (EU) 2016/1629	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Delegated Regulation (EU) 2020/474 on the European Hull Data Base	Critical	Not transposed	Not implemented	Not prioritised
Commission Implementing Decision (EU) 2020/1122 on the recognition of DNV GL AS as classification society for inland waterway vessels in accordance with Directive (EU) 2016/1629	Subsidiary	Not transposed	Not implemented	Not prioritised
<b>Thematic cluster - River Information Services</b>				
Directive 2005/44/EC on harmonized river information services (RIS) on inland waterways in the Community	Critical	Partially transposed	Not implemented	2026
Commission Implementing Regulation (EU) No 909/2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS)	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Regulation (EC) No 414/2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS)	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2018/2032 amending Commission Regulation (EC) No 416/2007	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2018/1973 amending Implementing Regulation (EU) No 909/2013	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2019/838 on technical specifications for vessel tracking and tracing systems	Subsidiary	Not transposed	Not implemented	Not prioritised
Commission Implementing Regulation (EU) 2019/1744 on technical specifications for electronic ship reporting in inland navigation	Subsidiary	Not transposed	Not implemented	Not prioritised

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Thematic cluster - Environmental</b>				
Directive 2009/30/EC 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	Critical	Not transposed	Not implemented	2025
Regulation (EU) 2016/1628 on requirements relating to gaseous and particulate pollutant emission limits and type- approval for internal combustion engines for non-road mobile machinery	Critical	Not transposed	Not implemented	2025

## Annex 1.3 Ukraine

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Horizontal/Multi-modal (ANNEXES I.1, I.2, I.3, I.4, I.5, I.6, I.7)</b>				
<b>Thematic cluster - Infrastructure (Annex I.1)</b>				
Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1).	Critical	No information	No information	No information
Commission Delegated Regulation (EU) 2016/758 of 4 February 2016 amending Regulation (EU) No 1315/2013 of the European Parliament and of the Council as regards adapting Annex III thereto (OJ L 126, 14.5.2016, p. 3).	Not relevant	Not transposed	Not implemented	Not prioritised
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).	Critical	Partially transposed	No information	No information
<b>Thematic cluster – Transport of Dangerous Goods (Annexes I.2, I.3, I.4 and I.5)</b>				
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) - Annex II.1 RID	Critical	Transposed	No information	No information
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.)	Subsidiary	No information	No information	No information
Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Not relevant	Not transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
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) - Annex I.1 ADR	Critical	Transposed	No information	No information
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64)	Subsidiary	No information	No information	No information
Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Not relevant	Not transposed	No information	No information
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 (codification) (OJ L 274, 24.10.2022, p. 1).	Critical	No information	No information	No information
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).	Critical	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	No information	No information
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) - Annex III.1 ADN	Critical	Transposed	No information	No information
Commission Delegated Directive (EU) 2022/2407 of 20 September 2022 amending the Annexes to Directive 2008/68/EC of the European Parliament and of the Council to take into account scientific and technical progress (OJ L 317, 9.12.2022, p. 64.)	Subsidiary	No information	No information	No information
Commission Implementing Decision (EU) 2023/1198 of 21 June 2023 amending Directive 2008/68/EC of the European Parliament and of the Council on the inland transport of dangerous goods to authorise certain national derogations (OJ L 158, 21.6.2023, p. 73–105)	Not relevant	Not transposed	No information	No information
<b>Thematic cluster – Electronic freight (Annexes I.2, I.3 and I.5)</b>				
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).	Critical	Partially transposed	No information	No information
<b>Thematic cluster – Environment rules applicable to the transport sector (Annex I.6)</b>				
Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU (OJ L 26, 28.1.2012, p. 1) and the Convention on Environmental Impact Assessment in a Transboundary Context of 1991 (Espoo Convention).	Critical	No information	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment (OJ L 197, 21.7.2001, p. 30) and the Protocol on strategic Environmental Assessment to the Espoo Convention (SEA protocol).	Critical	No information	No information	No information
Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (OJ L 206, 22.7.1992, p. 7).	Critical	No information	No information	No information
Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds, (OJ L 20, 26.1.2010, p. 7).	Critical	No information	No information	No information
Directive 98/70/EC of the European Parliament and of the Council of 13 October 1998 relating to the quality of petrol and diesel fuels and amending Council Directive 93/12/EEC (OJ L 350, 28.12.1998, p. 58).	Critical	No information	No information	No information
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 (OJ L 132, 21.5.2016, p. 58).	Critical	No information	No information	No information
Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).	Critical	No information	No information	No information
Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise, (OJ L 189, 18.7.2002, p. 12)	Critical	No information	No information	No information
<b>Thematic cluster – Public procurement rules applicable to the transport sector (Annex I.6)</b>				



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Council Directive 89/665/EEC of 21 December 1989 on the coordination of the laws, regulations and administrative provisions relating to the application of review procedures to the award of public supply and public works contracts (OJ L 395, 30.12.1989, p. 33).	Critical	No information	No information	No information
Council Directive 92/13/EEC of 25 February 1992 coordinating the laws, regulations and administrative provisions relating to the application of Community rules on the procurement procedures of entities operating in the water, energy, transport and telecommunications sectors (OJ L 76, 23.3.1992, p. 14).	Critical	No information	No information	No information
Directive 2014/23/EU of the European Parliament and of the Council of 26 February 2014 on the award of concession contracts (OJ L 94, 28.3.2014, p. 1).	Critical	No information	No information	No information
Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).	Critical	No information	No information	No information
Directive 2014/25/EU of the European Parliament and of the Council of 26 February 2014 on procurement by entities operating in the water, energy, transport and postal services sectors and repealing Directive 2004/17/EC (OJ L 94, 28.3.2014, p. 243).	Critical	No information	No information	No information
Commission Implementing Regulation (EU) 2019/1780 of 23 September 2019 establishing standard forms for the publication of notices in the field of public procurement and repealing Implementing Regulation (EU) 2015/1986 (eForms) (OJ L 272, 25.10.2019, p. 7–73).	Subsidiary	No information	No information	No information
Regulation (EC) No 1370/2007 of the European Parliament and of the Council of 23 October 2007 on public passenger transport services by rail and by road and repealing Council Regulations (EEC) Nos 1191/69 and 1107/70 (OJ L 315, 3.12.2007, p. 1).	Critical	No information	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Regulation (EU) 2016/2338 of the European Parliament and of the Council of 14 December 2016 amending Regulation (EC) No 1370/2007 concerning the opening of the market for domestic passenger transport services by rail (OJ L 354, 23.12.2016, p. 22).	Subsidiary	No information	No information	No information
<b>ANNEX I.2 - Rules applicable to rail transport</b>				
<b>Thematic cluster - Market access</b>				
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 (OJ 52, 16.8.1960, p. 1121).	Critical	Not transposed	Not implemented	No information
Directive 2012/34/EU of the European Parliament and of the Council of 21 November 2012 establishing a single European railway area (OJ L 343, 14.12.2012, p. 32).	Critical	Not transposed	Not implemented	No information
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 (OJ L 352, 23.12.2016, p. 1).	Critical	Not transposed	Not implemented	No information
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 (OJ L 295, 14.11.2017, p. 69).	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) No 869/2014 of 11 August 2014 on new rail passenger services (OJ L 239, 12.8.2014, p. 1).	Not relevant	Not transposed	Not implemented	No information
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 (OJ L 3, 7.1.2015, p. 34).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Implementing Regulation (EU) 2015/171 of 4 February 2015 on certain aspects of the procedure of licensing railway undertakings (OJ L 29, 5.2.2015, p. 3).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 70, 14.3.2015, p. 36).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 148, 13.6.2015, p. 17).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 181, 9.7.2015, p. 1).	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity (OJ L 94, 8.4.2016, p. 1).	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2017/2177 of 22 November 2017 on access to service facilities and rail-related services (OJ L 307, 23.11.2017, p. 1).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 294, 21.11.2018, p. 5).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 276, 20.10.2010, p. 22).	Critical	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 82, 26.3.2018, p. 13).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 81, 23.3.2018, p. 23).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 56, 28.2.2018, p. 60).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 28, 2.2.2017, p. 71).	Subsidiary	Not transposed	Not implemented	No information
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) (OJ L 28, 2.2.2017, p. 69).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 181, 9.7.2015, p. 82).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster – Train drivers licensing</b>				
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 (OJ L 315, 3.12.2007, p. 51).	Critical	Not transposed	Not implemented	No information
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 (OJ L 97, 8.4.2019, p. 1).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 13, 19.1.2010, p. 1).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 8, 13.1.2010, p. 17).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 314, 29.11.2011, p. 36).	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster – Interoperability</b>				
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 (OJ L 138, 26.5.2016, p. 44).	Critical	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 341, 22.12.2009, p. 1).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 356, 12.12.2014, p. 1).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 356, 12.12.2014, p. 110).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 356, 12.12.2014, p. 179).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 356, 12.12.2014, p. 228).	Subsidiary	Not transposed	Not implemented	No information



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 (OJ L 356, 12.12.2014, p. 394).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 356, 12.12.2014, p. 421).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 356, 12.12.2014, p. 438).	Subsidiary	Not transposed	Not implemented	No information
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 the communication layer of the Common Interface (OJ L 54, 24.2.2018, p. 11).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Decision 2011/665/EU of 4 October 2011 on the European register of authorised types of railway vehicles (OJ L 64, 8.10.2011, p. 32).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 345, 15.12.2012, p. 1).	Not relevant	Not relevant	Not implemented	No information
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)	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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 (OJ L 123, 12.5.2011, p. 11).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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)	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2023/1695 of 10 August 2023 on the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system in the European Union and repealing Regulation (EU) 2016/919 (OJ L 222, 8.9.2023, p. 380–560)	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 139I , 27.5.2019, p. 108).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2020/424 of 19 March 2020 on submitting information to the Commission as regards non-application of technical specifications for interoperability in accordance with Directive (EU) 2016/797 (OJ L 84, 20.3.2020, p. 20).	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1304/2014 and Implementing Regulation (EU) 2019/777 (OJ L 222, 8.9.2023, p. 88–379)	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster – European Union Agency for Railways</b>				
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).	Critical	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	No information
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)	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster – Railway safety</b>				
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).	Critical	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2020/572 of 24 April 2020 on the reporting structure to be followed for railway accident and incident investigation reports (OJ L 132, 27.4.2020, p. 10).	Subsidiary	Not transposed	Not implemented	No information
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)	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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 European Parliament and of the Council (OJ L 150, 13.6.2009, p. 11).	Subsidiary	Not transposed	Not implemented	No information
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).	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster – Social (rail)</b>				
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).	Critical	Not transposed	Not implemented	No information
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).	Critical	Not transposed	Not implemented	No information
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.	Critical	Partially transposed	Not implemented	No information
<b>ANNEX I.3 - Rules applicable to road transport</b>				
<b>Thematic cluster – Social (road)</b>				

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	No information	No information
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).	Critical	Not transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Partially transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Partially transposed	No information	No information
Commission Implementing Regulation (EU) 2023/980 of 16 May 2023 amending Implementing Regulation (EU) 2016/799 as regards a transitional smart tachograph and its use of the Galileo Open Service Navigation Message Authentication and amending Implementing Regulation (EU) 2021/1228 (OJ L 134, 22.5.2023, p. 28–35)	Subsidiary	Not transposed	No information	No information



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Partially transposed	No information	No information
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).	Subsidiary	Partially transposed	No information	No information
Council Regulation (EEC) No 3821/85 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8). (See however Article 46 of Regulation (EU) No 165/2014).	Not relevant	Not transposed	No information	No information
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).	Subsidiary	Partially transposed	No information	No information
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).	Critical	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	No information	No information
Commission Implementing Regulation (EU) 2022/695 of 2 May 2022 laying down rules for the application of Directive 2006/22/EC of the European Parliament and of the Council as regards the common formula for calculating the risk rating of transport undertakings (OJ L 129, 3.5.2022, p. 33).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
<b>Thematic cluster - Vehicles</b>				
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).	Critical	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Critical	Not transposed	No information	No information
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).	Subsidiary	Partially transposed	No information	No information
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).	Subsidiary	Partially transposed	No information	No information
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).	Critical	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Partially transposed	No information	No information
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).	Critical	Not transposed	No information	No information
Council Directive 1999/37/EC of 29 April 1999 on the registration documents for vehicles (OJ L 138, 1.6.1999, p. 57).	Critical	Partially transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
Commission Implementing Regulation (EU) 2019/1213 of 12 July 2019 laying down detailed provisions ensuring uniform conditions for the implementation of interoperability and compatibility of on-board weighing equipment pursuant to Council Directive 96/53/EC (OJ L 192, 18.7.2019, p. 1).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Critical	Not transposed	No information	No information
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).	Critical	Not transposed	No information	No information
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).	Critical	Not transposed	No information	No information
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).	Critical	Not transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
<b>Thematic cluster – Road infrastructure</b>				
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).	Critical	Not transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Directive (EU) 2022/362 of the European Parliament and of the Council of 24 February 2022 amending Directives 1999/62/EC, 1999/37/EC and (EU) 2019/520, as regards the charging of vehicles for the use of certain infrastructures (OJ L 69, 4.3.2022, p. 1).	Subsidiary	Not transposed	No information	No information
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).	Critical	Not transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management (OJ L 305, 26.11.2019, p. 1)	Critical	Not transposed	No information	No information
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).	Critical	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Thematic cluster - Drivers</b>				
Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).	Critical	Not transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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)	Critical	Partially transposed	No information	No information
Commission Directive (EU) 2020/612 of 4 May 2020 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences (OJ L 141, 5.5.2020, p. 9).	Subsidiary	Not transposed	No information	No information
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).	Critical	Partially transposed	No information	No information
<b>Thematic cluster – Intelligent Transport Systems</b>				
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).	Critical	Not transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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).	Subsidiary	Not transposed	No information	No information
Commission Delegated Regulation (EU) 2022/670 of 2 February 2022 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 122, 25.4.2022, p. 1).	Subsidiary	Not transposed	No information	No information
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).	Subsidiary	Not transposed	No information	No information

#### ANNEX I.4 - Rules applicable to maritime transport

##### Thematic cluster - Policy, Market Access and Competition

Regulation (EU) No 508/2014 on the European Maritime and Fisheries Fund	Critical	Not transposed	Not implemented	No information
Council Regulation (EEC) No 3577/92 applying the principle of freedom to provide services to maritime transport within Member States	Critical	Not transposed	Not implemented	No information
Council Regulation (EEC) No 4055/86 applying the principle of freedom to provide services to maritime transport between Member States and between Member States and third countries	Critical	Not transposed	Not implemented	No information
Regulation (EC) No 789/2004 on the transfer of cargo and passenger ships between registers within the Community	Critical	Not transposed	Not implemented	No information
Council Regulation (EEC) No 4058/86 concerning coordinated action to safeguard free access to cargoes in ocean trades	Subsidiary	Not transposed	Not implemented	No information
Council Regulation (EEC) No 4057/86 on unfair pricing practices in maritime transport	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules on the financial transparency of ports	Critical	Partially transposed	No information	No information
<b>Thematic cluster – Technical, Safety and Security</b>				
Council Decision 2012/22/EU 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	Subsidiary	Not transposed	Not implemented	No information
Council Decision 2012/23/EU 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	Subsidiary	Not transposed	Not implemented	No information
Directive 2009/15/EC on common rules and standards for ship inspection and survey organisations and for the relevant activities of maritime administrations	Critical	Not transposed	Not implemented	No information
Commission Decision 2009/491/EC 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	Subsidiary	Not transposed	Not implemented	No information
Regulation (EC) No 391/2009 on common rules and standards for ship inspection and survey organizations	Critical	Partially transposed	No information	No information
Commission Regulation (EU) No 788/2014 laying down detailed rules for the imposition of fines and periodic penalty payments and the withdrawal of recognition of ship inspection and survey organizations	Subsidiary	Not transposed	Not implemented	No information
Directive 2009/21/EC on compliance with Flag State requirements	Critical	Transposed	No information	Not applicable
Directive 2009/16/EC on port State control	Critical	Partially transposed	No information	No information
Regulation (EC) 336/2006 on the implementation of the International Safety Management Code within the Community	Critical	Partially transposed	No information	No information
Directive 2014/90/EU on marine equipment	Critical	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Implementing Regulation (EU) 2022/1157 of 4 July 2022 laying down rules for the application of Directive 2014/90/EU as regards design, construction and performance requirements and testing standards for marine equipment	Subsidiary	Partially transposed	No information	No information
Directive 2003/25/EC on specific stability requirements for ro-ro passenger ships	Critical	Partially transposed	No information	No information
Regulation (EC) No 392/2009 on the liability of carriers of passengers by sea in the event of accidents	Critical	Partially transposed	No information	No information
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	Critical	Not transposed	Not implemented	No information
Directive 2009/45/EC on safety rules and standards for passenger ships	Critical	Partially transposed	No information	No information
Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service	Critical	Partially transposed	No information	No information
Council Directive 97/70/EC setting up a harmonised safety regime for fishing vessels of 24 metres in length and over	Critical	Not transposed	Not implemented	No information
Regulation (EU) No 530/2012 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers	Critical	Transposed	No information	Not applicable
Directive 2001/96/EC establishing harmonized requirements and procedures for the safe loading and unloading of bulk carriers	Critical	Partially transposed	No information	No information
Directive 2009/18/EC establishing the fundamental principles governing the investigation of accidents in the maritime transport sector	Critical	Partially transposed	No information	No information
Commission Implementing Regulation (EU) No 651/2011 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	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Regulation (EU) No 1286/2011 adopting a common methodology for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive 2009/18/EC	Subsidiary	Not transposed	Not implemented	No information
Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims	Critical	Partially transposed	No information	No information
Regulation (EC) No 725/2004 on enhancing ship and port facility security	Critical	Partially transposed	No information	Planned
Directive 2005/65/EC on enhancing port security	Critical	Partially transposed	No information	Planned
Commission Regulation (EC) No 324/2008 laying down revised procedures for conducting Commission inspections in the field of maritime security	Subsidiary	Not transposed	Not implemented	No information
Regulation (EC) No 1406/2002 establishing a European Maritime Safety Agency	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster - Environmental</b>				
Directive 2005/35/EC on ship-source pollution and on the introduction of penalties, including criminal penalties, for pollution offences	Critical	Not transposed	Not implemented	No information
Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships	Critical	Partially transposed	No information	Planned
Regulation (EC) No 782/2003 on the prohibition of organotin compounds on ships	Critical	Partially transposed	No information	No information
Regulation (EC) No 2099/2002 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	Subsidiary	Not transposed	Not implemented	No information
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	Critical	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
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	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster - Smart, Digital and Telematic Applications</b>				
Directive 2002/59/EC establishing a Community Vessel Traffic Monitoring and Information System	Critical	Partially transposed	No information	No information
Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of the Member States	Critical	Partially transposed	No information	No information
Regulation (EU) 2019/1239 establishing a European Maritime Single Window environment	Critical	Partially transposed	No information	2028
<b>Thematic cluster – Social and Educational</b>				
Directive (EU) 2022/993 on the minimum level of training of seafarers	Critical	Partially transposed	No information	No information
Directive 2013/54/EU concerning certain flag State responsibilities for compliance with and enforcement of the Maritime Labour Convention, 2006	Critical	Not transposed	Not implemented	No information
Council Directive 1999/63/EC 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)	Critical	Partially transposed	No information	No information
Directive 1999/95/EC concerning the enforcement of provisions in respect of seafarers' hours of work on board ships calling at Community ports	Critical	Partially transposed	No information	No information
Council Directive 2009/13/EC implementing the Agreement concluded by the European Community Shipowners' Associations (ECSA) and the European Transport Workers' Federation (ETF) on the Maritime Labour Convention, 2006	Subsidiary	Not transposed	Not implemented	No information
Council Directive 92/29/EEC on the minimum safety and health requirements for improved medical treatment on board vessels	Critical	Partially transposed	No information	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterway	Critical	Partially transposed	No information	No information
<b>ANNEX I.5 - Rules Applicable to Inland Waterway Transport</b>				
<b>Thematic cluster -Access to the Market</b>				
Council Regulation (EC) No 1356/96 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	Critical	Not transposed	Not implemented	No information
Council Regulation (EEC) No 3921/91 laying down the conditions under which non-resident carriers may transport goods or passengers by inland waterway within a Member State	Critical	Not transposed	Not implemented	No information
Council Regulation (EC) No 718/1999 on a Community fleet capacity policy to promote inland waterway transport	Critical	Not transposed	Not implemented	No information
Council Directive 96/75/EC on the systems of chartering and pricing in national and international inland waterway transport in the Community	Critical	Transposed	No information	Not applicable
Council Regulation (EEC) No 2919/85 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	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster – Access to the Profession</b>				
Council Directive No 87/540/EEC 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	Critical	Not transposed	Not implemented	No information
Directive (EU) 2017/2397 on the recognition of professional qualifications in inland navigation	Critical	Not transposed	Not implemented	No information
Directive (EU) 2021/1233 amending Directive (EU) 2017/2397 as regards the transitional measures for the recognition of third-country certificates	Subsidiary	Not transposed	Not implemented	No information

Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Delegated Regulation (EU) 2022/184 amending Annex IV to Directive (EU) 2017/2397	Subsidiary	Not transposed	Not implemented	No information
Commission Delegated Directive (EU) 2020/12 supplementing Directive (EU) 2017/2397 as regards the standards for competences and corresponding knowledge and skills, for the practical examinations, for the approval of simulators and for medical fitness	Subsidiary	Not transposed	Not implemented	No information
Commission Delegated Regulation (EU) 2020/473 supplementing Directive (EU) 2017/2397 with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2020/182 on models in the field of professional qualifications in inland navigation	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster – Social (IWW)</b>				
Regulation (EU) No 1177/2010 concerning the rights of passengers when travelling by sea and inland waterways	Critical	Partially transposed	No information	No information
Council Directive 2014/112/EU implementing the European Agreement concerning certain aspects of the organization of working time in inland waterway transport, concluded by the European Barge Union (EBU), the European Skippers Organization (ESO) and the European Transport Workers' Federation (ETF)	Critical	Not transposed	Not implemented	No information
<b>Thematic cluster - Safety/Technical Requirements</b>				
Directive 2009/100/EC on reciprocal recognition of navigability licenses for inland waterway vessels	Critical	Partially transposed	No information	No information
Directive (EU) 2016/1629 laying down technical requirements for inland waterway vessels	Critical	Transposed	No information	Not applicable



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
Commission Delegated Regulation (EU) 2021/1308 amending Annexes I and II to Directive (EU) 2016/1629 as regards modifying the list of Union inland waterways and the minimum technical requirements applicable to craft C/2021/2853	Subsidiary	Not transposed	Not implemented	No information
Commission Delegated Directive (EU) 2018/970 amending Annexes II, III and V to Directive (EU) 2016/1629	Subsidiary	Not transposed	Not implemented	No information
Commission Delegated Regulation (EU) 2020/474 on the European Hull Data Base	Critical	Not transposed	Not implemented	No information
Commission Implementing Decision (EU) 2020/1122 on the recognition of DNV GL AS as classification society for inland waterway vessels in accordance with Directive (EU) 2016/1629	Subsidiary	Not transposed	Not implemented	No information
<b>Thematic cluster - River Information Services</b>				
Directive 2005/44/EC on harmonized river information services (RIS) on inland waterways in the Community	Critical	Partially transposed	No information	No information
Commission Implementing Regulation (EU) No 909/2013 on the technical specifications for the electronic chart display and information system for inland navigation (Inland ECDIS)	Subsidiary	Partially transposed	No information	No information
Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers	Subsidiary	Partially transposed	No information	No information
Commission Regulation (EC) No 414/2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS)	Subsidiary	Partially transposed	No information	No information
Commission Implementing Regulation (EU) 2018/2032 amending Commission Regulation (EC) No 416/2007	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2018/1973 amending Implementing Regulation (EU) No 909/2013	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2019/838 on technical specifications for vessel tracking and tracing systems	Subsidiary	Not transposed	Not implemented	No information
Commission Implementing Regulation (EU) 2019/1744 on technical specifications for electronic ship reporting in inland navigation	Subsidiary	Not transposed	Not implemented	No information



Legal act	Importance ranking	Current status	Implementation status	Transposition deadline
<b>Thematic cluster - Environmental</b>				
Directive 2009/30/EC 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	Critical	Not transposed	Not implemented	No information
Regulation (EU) 2016/1628 on requirements relating to gaseous and particulate pollutant emission limits and type- approval for internal combustion engines for non-road mobile machinery	Critical	Transposed	No information	Not applicable



