

DIRECTORATE-GENERAL FOR INTERNAL POLICIES
POLICY DEPARTMENT **B**
STRUCTURAL AND COHESION POLICIES

PRACTICAL GUIDE



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Transport and tourism



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**‘The concept of sustainability
must be the basis and yardstick
for European transport policy’**

From the European Parliament resolution of 12 February 2003 on the Commission's White Paper: ‘European transport policy for 2010: a time to decide’.





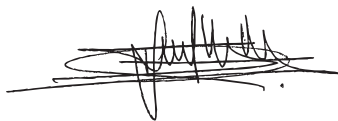
Dear Member,

I would like to take this opportunity to welcome you to the European Parliament and provide you with some information about the provision of expert advice using in-house resources. Effective parliamentary work relies on specialised, objective, high-quality and up-to-date information. To this end, five units responsible for research, known as ‘policy departments’, have been created. Their activities cover all areas of competence of the European Parliament. They produce high-quality independent research, which is carried out either in-house or by external experts.

Policy Department B: Structural and Cohesion Policies is specifically in charge of five policy areas: agriculture and rural development, culture and education, fisheries, regional development, and transport and tourism. It delivers a wide variety of tools, ranging from in-depth analyses of complex legislative issues to short background notes and even workshops, where experts are invited to make live presentations. These tools aim to support the work of parliamentary bodies, for instance by contributing directly to the legislative work of a specific committee or serving as background information for delegation visits by Members. Apart from a few confidential documents, all texts produced by Policy Department B: Structural and Cohesion Policies are published on Parliament’s website for the benefit of all Members and the general public.

In this publication you will find brief information on major policy developments in the area of transport and tourism during the last parliamentary term. Also discussed are the challenges that transport and tourism policy will face in the near future. Finally, there is a summary of the options offered by Policy Department B for in-house and external expertise.

I wish you a pleasant reading!



Ismael Olivares Martinez
Director

Directorate B: Structural and Cohesion Policies
Directorate General for Internal Policies of the Union



TRANSPORT: LEGAL BASE AND MILESTONES

Article 3(1)(f) and Title V of the EC Treaty deal with transport policy. In the Treaty of Lisbon, which has not yet entered into force, transport policy is dealt with in Article 4(2)(g) and Part Three, Title VI of the Treaty on the Functioning of the European Union.

In the Treaties of Rome, Member States had already stressed the importance of a common transport policy with its own title. Transport was therefore one of the first common policy areas of the Community. However, despite the Commission's efforts, the common transport policy made only stuttering progress until the second half of the 1980s.

- **1985:** The way forward for Community legislation was only cleared when the European Parliament initiated proceedings against the Council for failure to act. In its 22 May 1985 **judgment in Case 13/83**, the Court of Justice of the European Communities urged the Council to act on the transport policy.
- **1985: A White Paper on the completion of the internal market** made recommendations for ensuring the freedom to provide services and set out guidelines for the common transport policy with the aim of liberalising and harmonising transport policies across the Community.
- **1992:** The Commission adopted a **White Paper on the future development of the common transport policy**. The main emphasis was on opening up transport markets. At the same time, the White Paper marked a turning point towards an integrated approach, embracing all modes of transport, based on the model of 'sustainable mobility'.
- **1996:** Adoption of a decision on Community guidelines for the development of the trans-European transport network.

- **2001:** In the **White Paper: 'European transport policy for 2010: time to decide'** (COM(2001) 370), the Commission first analysed the problems and challenges of European transport policy, in particular with regard to the then upcoming eastern enlargement of the EU. It predicted a massive rise in traffic, accompanied by traffic jams and overloading, especially in the case of road and air transport, as well as increasing health and environmental costs, posing a serious threat to the EU's competitiveness and climate protection goals. In order to combat those developments and help create an economically efficient but environmentally and socially responsible transport system, the Commission put forward a package of 60 measures. Those measures were designed to break the link between economic and traffic growth and combat the unequal growth in the various modes of transport.
- **2004:** Revision of the TEN-T guidelines in the light of EU enlargement.
- **2006:** The Commission published a mid-term review of the 2001 Transport White Paper: 'Keep Europe moving — Sustainable mobility for our continent' (COM(2006) 314).

TRANSPORT: GOALS AND ACHIEVEMENTS

Mobility is a central tenet of the European Union. European transport policy is the interface between a whole range of key policies. It is composed of many important pillars, such as industrial, economic, environmental and social policy. Transport policy is a central element of the Lisbon strategy



and contributes significantly to the EU's territorial and social cohesion.

The successful completion of the European internal market, the dismantling of internal borders and falling transport prices due to the opening and liberalisation of transport markets, as well as changes in production systems and storage, have led to a constant growth in transport. Nevertheless, while the transport sector is highly successful and dynamic from an economic viewpoint, it is having increasing social and ecological ramifications, which highlights the growing importance of the '**sustainable mobility**' model. Yet that model is in a **tug of war between two different sets of goals**. On the one hand, European transport policy has clearly aimed at safeguarding fairly priced and efficient mobility for people and goods as the backbone of a competitive EU internal market and as the basis for the free movement of people. On the other hand, there is the need to come to terms with increased traffic and minimise consequences such as traffic accidents, respiratory diseases, noise, environmental damage and traffic jams. The social dimension in terms of employment and working conditions, but also related to passenger rights, transport safety and security, is the third important pillar of European transport policy.

To meet the challenges of sustainable mobility, European transport policy has made important progress since the 2001 White Paper on transport policy and its 2006 mid-term review ¹. The legal framework for European transport has clearly been shaped. Many essential and often very controversial pieces of legislation have been adopted, for example:

- the revitalisation of the railways through the first, second and third railway packages, dealing above all with market opening, but also with safety questions, interoperability and passenger rights;
- new guidelines for the trans-European transport networks (TENs), with priority on railways, inland waterways and maritime transport;
- traffic shifting programmes such as, initially, ‘Marco Polo’ and the current ‘Marco Polo II’;
- the new ‘Eurovignette’ directive ², dealing with harmonisation of rates in all Member States and uniform methods for calculating infrastructure costs; the new directive also provides for greater differentiation between charges, taking account of environmental aspects and congestion, and consequently provides Member States with an instrument for traffic management;
- three maritime safety packages;
- the single European sky initiative;
- a new legal framework for public transport;
- the incorporation of aviation into the EU’s emissions trading scheme;
- the setting up of the European Aviation Safety Agency (EASA), the European Railway Agency (ERA), the European Maritime Safety Agency (EMSA) and the Trans-European Transport Network Executive Agency (TEN-T EA);
- the launch of three ambitious technological projects: the satellite navigation system (Galileo), the European rail traffic management system (ERTMS) and the SESAR programme to improve air traffic control infrastructure; these major European projects are intended to help ensure more efficient and safer traffic management in the future;
- strengthening passenger rights in civil aviation and railway transport.

The TRAN Committee has been one of the busiest committees when it comes to dealing with co-decision procedures, where Parliament has often demonstrated its powers as co-legislator. A notable example was the double rejection of the so-called ‘Port package’, but there have been many others where Parliament has successfully modified a wide range of Commission proposals. In addition, Parliament has on many occasions called for policy initiatives and made detailed proposals for shaping European transport policy. The Commission took account of many of these requests in its subsequent legislative proposals.

¹ COM(2001) 370; COM(2006) 314.

² Directive 2006/38/EC of 17 May 2006.

A brief, general overview of EU transport policy can be found in the European Parliament's fact sheets, which are updated on a regular basis. A detailed overview of the activities of the TRAN Committee in the last parliamentary term can be found in the stocktaking report³ of the TRAN Committee Secretariat. In addition, a number of transport policy highlights of the last parliamentary term can be found in the brochure *Issues where Parliament made a difference*.

TRANSPORT POLICY — SOME KEY FIGURES

The following facts and figures are intended to provide an overview of the economic, social and environmental dimensions of transport policy. This non-exhaustive, brief compilation should be viewed as a starting point. Unless otherwise indicated, the sources used are the *Statistical pocketbook 2009 — EU energy and transport in figures*, official Commission documents, reports from the European Environment Agency and the report produced within three focus groups for the current debate on the future of transport.

The economic dimension of transport

- The provision of transport services accounts for 4.3 % of total value added in the EU, not including own account transport, construction or maintenance of transport infrastructure and transport means.

³ European Parliament, *Achieving sustainable, efficient and safe transport in Europe — The Committee on Transport and Tourism in action*, Brussels, 2009.



- The share of the European logistics industry is estimated at roughly 14 % of GDP.

Modal split

- In freight transport the four land transport modes (road, rail, inland waterways and pipelines) in the EU-27 accounted for 2 650 billion tkm in 2007. Road had a share of 72.7 % of this total, rail 17.1 %, inland waterways 5.3 % and oil pipelines 4.9 %. Including intra-EU maritime transport (around 1 575 billion tkm) and intra-EU air transport (around 3.1 billion tkm), the share of road comes down to 45.6 %, rail accounts for 10.7 %, inland waterways for 3.3 %, oil pipelines for 3.0 %, maritime transport for 37.3 % and air for 0.1 % of the total (all figures referring to the EU-27 in 2007).

- Passenger land transport accounted for 5 861 billion pkm (or 11 826 km per person) in 2007. Cars accounted for 80.0 % of this total, powered two-wheelers 2.6 %, buses and coaches 9.2 %, railways 6.7 % and tram and metro 1.5 %. Including intra-EU air transport (around 571 billion pkm in 2006) and intra-EU sea transport (around 41 billion pkm) in this calculation, the share of passenger cars is reduced to 72.4 % and powered two-wheelers to 2.4 %. Buses and coaches then account for 8.3 %, railways 6.1 % and tram and metro 1.3 %. The two additional modes, air and sea, contribute 8.8 % and 0.6 % to the modal split (all figures referring to the EU-27 in 2007).
- Goods transport grew by approximately 2.7 % per year and passenger transport by approximately 1.7 % per year between 1995 and 2007.
- In 2007, EU-27 road freight transport (tkm) was 27 % higher than in 2000.
- Over 90 % of European Union external trade goes by sea, and more than 3.7 billion tonnes of freight a year are loaded and unloaded in EU ports. Maritime transport through EU ports is predicted to grow by 1.6 billion tonnes to 5.3 billion tonnes in 2018.
- In 2007, 4 300 civil passenger aircraft were in service in the EU-27, nearly 500 of them having over 250 seats. This figure does not include private aircraft, of which there are more than 30 000.

Transport and the environment

- Transport represents about one third of final energy consumption in the 27 EU Member States and is now the largest consumer of final energy. Road transport accounts for 74 % of the total, aviation 15 %, maritime transport 7.8 %, rail 2.2 % and inland navigation 1.0 %. Transport has been the fastest-growing sector since 1990. It accounts for nearly a quarter of all EU-27 GHG emissions.
- While the total EU-27 GHG emissions fell by 7.9 % between 1990 and 2005, the situation in the transport sector is different. In the same period, GHG emissions from transport included in the Kyoto Protocol increased by 27 %. Together with the significant increases in emissions from maritime transport (+ 58 %) and international aviation (+ 98 %), the estimated total increase in emissions from EU transport amounts to 36 % from 1990 to 2006. Developments in the transport sector are thwarting efforts in all other sectors. Without this converse trend in the transport sector, EU-27 GHG emissions would have fallen between 1990 and 2005 by 14 %, instead of 7.9 %.
- In 2006 road transport accounted for 71 % of all GHG emissions from transport. Maritime and air transport followed with shares of 15 % and 12 % respectively. Including emissions from the power stations producing the electricity used in rail transport, the share of rail amounted to about 1.6 %.
- According to travel surveys, the overwhelming majority of trips (97.5 %) are shorter than 100 km. However, the remaining 2.5 % account for more than half of all passenger kilometres.



- Half of all journeys made by EU citizens are shorter than 5 km.
- In 2007 there were 229 million passenger cars in the EU-27.
- Car ownership levels in the EU-27 increased by 22 %, equivalent to 52 million cars.
- Approximately 30 % of the EU-15 population, or close to 120 million people, are exposed to levels of road traffic noise of more than 55 dB(A).
- Although maritime transport is still the most energy-efficient transport mode per single traffic unit performed, the complete 'external costs bill' to world citizens and environmental resources due to maritime transport is about EUR 300 billion per year (2006), 21 % of which is from the EU fleet (EUR 64 billion) ⁴.
- Urban mobility accounts for 40 % of all CO₂ emissions of road transport and up to 70 % of other pollutants from road transport.
- In Denmark and the Netherlands, the cycling rate is more than 10 times higher than in France and the United Kingdom ⁵.

⁴ European Parliament, *The external costs of maritime transport*, Brussels, 2007.

⁵ In Denmark 936 and in the Netherlands 848 km/person/year, compared with 75 km in France and the United Kingdom, and only 20 km in Spain (EEA, 2008, p. 31).

- Urban sprawl has accompanied the growth of urban areas across Europe over the past five decades. Since the mid-1950s, European cities have expanded on average by 78 %, whereas the population has grown by only 33 %.
- Five airports in the EU ⁶ have more than 400 000 aircraft movements (take-off and landing for passenger and freight) per year. That is equivalent to more than one movement per minute for 18 hours a day. Some 37 EU airports have more than 100 000 aircraft movements per year.
- Households in the EU spend about 13.7 % of their income, or EUR 949 billion, on transport-related goods and services, making transport the second biggest budget item after house-related expenditures. Around one third of this sum (EUR 310 billion) was used to buy vehicles.
- The average travel time per person is estimated to be around 1.1 hours a day and has remained relatively stable over the last 40 years. Personal mobility has nevertheless increased over the last couple of decades due to a shift to faster transport modes and means.

The social dimension of transport

- The provision of transport services accounts for 4.3 % of total employment in the EU, not including own account transport, construction or maintenance of transport infrastructure and transport means.
- In 2005 around 8.8 million people were employed in the transport sector. Around 10 % of them worked in the railway sector, 2 % in maritime transport, 0.4 % in inland waterway transport, 5 % in air transport and 30 % in support and auxiliary transport activities (such as cargo handling, travel and transport agencies and tour operators). Road transport accounts for around 50 % of all employment in the transport sector, with two thirds in the freight sector and one third in passenger transport.



⁶ Paris — Charles de Gaulle, Frankfurt (Main), London — Heathrow, Amsterdam — Schiphol and Madrid — Barajas.



Transport safety

- In 2007, 42 448 persons were killed in road accidents (fatalities within 30 days). In comparison with 2000, the number of road fatalities decreased by almost a quarter (24.8 %).

Transport infrastructure

- The TEN-T network will be vast and varied. It will comprise 95 700 km of roads, 106 000 km of railways (32 000 km of which will be for high-speed trains) and 13 000 km of inland waterways. The network nodes are the 411 international airports and 404 major maritime ports. Based on information from the Member States, the cost of completing and modernising the whole network will be EUR 900 billion for the period 1996–2020; EUR 500 billion of which has yet to be invested between 2007 and 2020 (out of which EUR 270 billion for the priority axis and projects).
- In 2005, 215 000 km of railway lines were in use in the EU-27, of which almost 50 % were electrified.
- The EU has the world's second longest coastline (136 000 km), after Canada.

TOURISM POLICY

Tourism does not yet have a legal base of its own in the EU Treaty. This situation will change with the entry into force of the Lisbon Treaty, Article 195 of which provides for the Union to have legislative competence in the area of tourism, even if it is in the context of supporting competences (Article 6).

Over 90% of tourism enterprises are small, employing between one and nine people. Dominated by SMEs, the sector accounts for 4 % of the EU's GDP, with 2 million firms employing 4 % of the total workforce (nearly 8 million employees). Including the various ways in which tourism is involved in other sectors of the economy, its contribution to GDP rises to 11 % and the percentage of jobs exceeds 12 % (24 million jobs)⁷.

Because of its economic weight, the tourism sector is an integral part of the European economy and thus measures are needed to help organise and develop it. From a European perspective, tourism policy is also a means of supporting general political goals in the fields of employment and growth. Tourism is also a part of the larger environmental policy and this dimension has gained in significance over time.

European tourism policy could also significantly help to tackle the current economic crisis. In February 2009 more than 27 000 EU residents aged 15 and over took part in a questionnaire carried out by the Commission. The results of that survey showed that at least 50 % of citizens go on holiday each year and that 48 % intend to spend their holidays in their own country (compared with 43 % in 2008). Four out of every 10 citizens plan-

⁷ For more information: the World Tourism Organisation's *Tourism highlights 2008* report.

ning a holiday in 2009 considered that they had sufficient funds (41%), while one in 10 (11%) acknowledged that they had serious financial problems with their holiday plans. However, only 19% were almost certainly not going to take a holiday in 2009, which is substantially less than in 2008 (32%). Among those going on holiday, 28% were still undecided about the duration and destination. There was a large increase in the number of people making their own arrangements (56%), who in many cases use the Internet to do so. Most (54%) prefer traditional tourist destinations, with only 28% choosing 'emerging' destinations. Value for money (33%) is more important than low cost (16%). Half of all Europeans go on holiday in July and August. Winter breaks are in decline for financial reasons, with 42% choosing not to take a winter holiday. Others (23%) prefer to travel in the low season. (For more information see the WTO Barometer, January 2009.)

According to Eurostat, *Statistics in focus* 13/2009, the number of overnight stays in EU hotels fell by 0.5% in 2008 compared with 2007. Non-residents (-1.1%) were the main cause of this decline. Five countries account for over 70% of tourist business in terms of overnight stays: Spain (270 million), Italy (247 million), Germany (219 million), France (204 million) and the UK (173 million). The biggest decline was recorded by Cyprus (-4.8%), Greece (-4.6%) and the Netherlands (-4.1%); while others made strong progress: Slovakia (+7.7%), Poland (+4.7%) and Lithuania (+4.6%).

While there was a slight decline in overnight stays by tourists, the number of leisure trips taken by EU citizens rose by 7.1% in 2008 (most notably in the first half of the year), although in general for shorter durations. The same trend (+1.6%) was recorded in the passenger air transport sector, with a slight decline in the last four months of the year.



At the end of 2007, Parliament called on the Commission to draw up a tourism policy based on partnership, making Europe a favourite tourist destination with better labelled and more environmentally friendly tourism. The own-initiative report on a new European tourism policy called, among other things, for faster and cheaper issuing of tourist visas, reliable, standardised and up-to-date statistics, the harmonisation of quality standards for tourist accommodation and improved protection of consumers and passenger rights. As Regulation (EC) No 261/2004 dealt in that respect only with air transport, Parliament sought to have those rights extended to users of rail and maritime transport too. On that point the latest initiatives from Parliament, the Council and the Commission can fill all the remaining gaps (Regulation (EC) No 1371/2007, COM(2008) 816 and COM(2008) 817).

In addition to creating a 'Europe' label covering all EU tourist destinations served by tour operators, Parliament has also invited the Commission to undertake a wide range of new initiatives, from the development of health tourism, facilities for tourists with reduced mobility and a 'youth transport card' for Europeans on Erasmus scholarships, to a 'Ulysses' programme for low-season tourism for the retired and a remembrance cycle route tracing the path of the former Iron Curtain.



BETWEEN ECONOMIC CRISIS AND CLIMATE CHANGE

Although many key dossiers were already adopted before the 2009 elections, a lot of challenges remain for the TRAN Committee in this new parliamentary term from 2009 to 2014.

Two developments will play a crucial role and are very likely to dominate forthcoming debates in the TRAN Committee. Firstly, **the economic downturn**: the current global financial and economic crisis is creating a high degree of unpredictability about the future of the world economy. The European transport sector has already been seriously affected by this crisis and will suffer further if it persists. Less trade equals less transport. This simple formula has been confirmed by recent figures and news from various transport sectors and companies. Europe's freight transport sector, from shipping companies and airlines to freight forwarders and the railways, is already particularly badly affected. But also in passenger transport the air travel sector, in particular, is suffering. Future income losses might contribute to a further reduction in mobility demand, in particular for tourism and leisure purposes.

The controversial debate in the March 2009 TRAN Committee on slot allocation in the light of the economic crisis provided a foretaste of the difficulties in dealing with potential adaptation measures in all transport sectors. The impact of the crisis is difficult to estimate as there is no broad picture as yet. Hence the importance of examining in detail the impact in the various transport sectors as well as the extent to which Community policies are adapted to future challenges.

The second paramount challenge is the **weak environmental performance of the European transport system**. Although the current economic crisis might temporarily reduce demand for transport, the European Environment Agency (EEA) points out in its latest report⁸ that 'trends in transport are pointing in the wrong direction'. The figures and trends

⁸ EEA Report No 3/2009, *Transport at a crossroads — TERM 2008: indicators tracking transport and environment in the European Union*, Copenhagen 2009.

presented in this report, some of which are mentioned above, are alarming and underline the need for immediate and far-reaching measures, particularly as far as tackling transport's greenhouse gas (GHG) emissions is concerned, but also as regards tackling air pollution, noise and habitat loss.

The way EU policy, including transport policy, reacts to the economic crisis will also contribute to the success or failure of the fight against climate change. Although the economic crisis will have further severe impacts on Europe's economy and society, it is broadly considered to be of a temporary nature. But, scientifically, there is no longer any doubt that climate change — if not tackled now, resolutely and simultaneously in all sectors — will have irreversible and catastrophic consequences. In its resolution of 4 February 2009 **'2050: The future begins today — recommendations for the EU's future integrated policy on climate change'**⁹, the European Parliament consequently stressed 'the need to face up to climate change and its effects by means of political and educational measures based on a long-term perspective and by implementing decisions in a coherent way, not subordinating them to short-term political goals'.

The economic crisis can also be seen as a starting point and an opportunity for far-reaching policy changes towards a more sustainable economy, offering new business opportunities for European companies in the years ahead. It is also an opportunity to bring in long-overdue changes towards an integrated and sustainable European transport system, as called for by the EEA.

⁹ In this final report by the temporary Committee on Climate Change, proposing appropriate measures at all levels, the European Parliament also made many recommendations for future measures in the transport sector (points 77 to 106).

Besides these two paramount challenges, the agenda of the new TRAN Committee will depend to a large extent on:

- the work programme of the new Commission,
- the key dossiers which are already in progress.

Some of the possible key dossiers to come are outlined below.

KEY DOSSIERS IN PROGRESS

Eurovignette

In March 2009 the European Parliament adopted the first reading of a proposal for a revision of the Eurovignette directive, dealing in particular with the internalisation of the external costs of heavy-goods transport. In principle, the European Parliament supported the Commission's approach. In future, charges on HGVs over 3.5 t should be based not only on infrastructure costs but also in part on the air and noise pollution they produce. Parliament's position is that it should also be possible to charge lorries for congestion in peak periods on congested roads, although specific calculation methods and caps for congestion were excluded from the text.

If the TRAN Committee decides to continue with the second reading of this bill, Parliament's second reading will be in the new term.



Greening of the transport package

The internalisation of external costs in the transport sector is widely seen as one of the most challenging issues that European transport policy will have to deal with in the coming years.

In March 2009, Parliament adopted a resolution criticising the Commission for the lack of an overall strategy on ‘the greening of transport’ and the absence of a usable model for assessing ‘external costs’, such as the environmental impact of transport. The Commission’s ‘Greening transport’ package is intended to help the EU meet its climate and energy goals. Consisting of a number of communications, it aims to promote sustainable transport and ensure that the real costs of transport are reflected in their effective price.

Parliament’s resolution points out that the Commission has not devised and put forward a generally applicable, transparent and comprehensible model for assessing external costs as a whole. It has not analysed the impact on every mode of transport and, in practical terms, has so far put forward legislation only for heavy-goods road vehicles. Parliament has therefore urged the Commission to take steps without delay; first, to produce specific proposals for all modes of transport

and, second, to submit a comprehensive plan for calculating and charging external costs and assessing their impact on the basis of a comprehensible model. The EEA report referred to above shows that coherent policy measures for each transport sector are needed now more than ever.

Making Galileo, SESAR and ERMTS fully operational

In recent years the EU has launched a number of ambitious technological projects, such as the satellite navigation system Galileo, the European rail traffic management system (ERTMS) and the SESAR programme to improve air traffic control infrastructure. These major European projects are intended to help make traffic management more efficient and safer in the future. None of the three projects are operational yet. Significant work is still required and probably further debates in the relevant committees (Transport and Industry).

Full deployment of Galileo, which consists of 30 satellites and associated ground infrastructure, is scheduled for 2013. The other two projects will need more time to become fully operational.

Urban transport

Dealing with urban transport on an EU level is increasingly becoming a top priority on the European transport agenda. Eighty per cent of Europe's population live in urban areas, more than 60 % in areas with over 10 000 inhabitants, and the trend is upwards. Urban traffic is responsible for 40 % of CO₂ emissions and 70 % of emissions of other pollutants arising from road transport. Hence in urban areas there is high potential for more energy efficiency and emissions reduction in transport. Promoting the shift towards sustainable transport will not only result in relief for congested and polluted cities but also contribute significantly to reducing GHG emissions. A wide range of European legislation has already had an impact on urban transport, yet there has not been a specific strategy dedicated to urban transport at EU level.

In 2007 the European Commission presented a Green Paper on urban mobility¹⁰, which addressed the question of how to create a new urban mobility culture in order to reconcile the economic development of towns and cities and the related mobility needs with the needs for liveable cities and environmental protection. The European Parliament adopted a resolution on this Green Paper on 9 July 2008 in expectation of a follow-up in the form of an action plan. Since no draft action plan has been proposed by the Commission, and in view of the time limits imposed by the European elections in June 2009, Parliament decided to draw up another own-initiative report outlining specific measures for urban transport on a European level. Parliament's recommendations include the introduction and general application of sustainable urban

transport plans in conurbations with over 100 000 inhabitants, the launch of a programme for upgrading statistics and databases on urban mobility at Eurostat and setting up an urban mobility observatory. Parliament also stressed the need for stronger EU financial support.

The debates on urban mobility will continue in the new parliamentary term.

From free movement without borders to the single sky

The EU's air borders are proving harder to dismantle than its land borders. The Commission started the ball rolling in autumn 1999 with a communication on 'the creation of the single European sky'¹¹. The co-decision legislative procedure between Parliament and the Council was completed in April 2004 with the entry into force of a package of four regulations — including the Framework Regulation (EC) No 549/2004 — on the provision of air navigation services, the organisation and use of airspace and on the interoperability of the European traffic management network.

While recognising that the Treaty's competition rules do not apply to air transport, Parliament has successfully fought for the creation of a consultative committee on the technical aspects of implementing the single sky and the inclusion of sanctions for failure to comply with the rules. It also obtained concessions on cooperation between civilian and military users.

¹⁰ Green Paper: towards a new culture for urban mobility (COM(2007) 551).

¹¹ COM(1999) 614.



The sixth parliamentary term was partly successful in meeting the major challenge of speeding up the creation of the single European sky. The Transport Committee's oral question to the Commission with debate in plenary on 4 September 2007 addressed one of the fundamental issues: the need to end the failure of the bottom-up approach which left it up to the Member States to create functional airspace blocks (air routes that are optimised in terms of organising traffic in order to reduce both consumption and emission of greenhouse gases) and opt for a more proactive EU approach. The Commission then announced the move to a second stage 'based on performance and on the mechanisms for developing the single European sky'.

At the same time the Commission moved towards more sustainable and better performing aviation (COM(2008) 389). SESAR (originally Sesame), a technological joint-undertaking programme, took off under the aegis of Eurocontrol and thanks to Commission TEN-T funding. By 2013 it will develop a modern European air traffic management system which should eliminate the current problem of fragmented national air traffic management systems. The volume of air traffic has increased by more than 50 % over the last decade. Eurocontrol estimates that there are around 8.5 million flights a year in Europe (forecast to rise to 17 million by 2020). On peak days there can be as many as 30 000 flights, connecting some 130 airports; 80 % of flights are within Europe. The average distance is 826 km. In 2007 the number of passengers recorded was over 790 million, of whom 520 million were flying within the EU, and 12.5 million tonnes of freight was carried. Since the launch of the single market in 1993 more than 30 new airlines have entered the market (most notably the low-cost carriers, which are increasing their capacity by 25 % a year).

In the context of the single sky revision (SES-II) proposed in June 2008, the European Aviation Safety Agency (EASA), in operation in Cologne since 2003 (it also includes four non-EU countries), should guarantee the highest possible level of environmental protection and deal with crucial security issues (inspections, training and standardisation programmes, standard airworthiness certificates, authorisation for third-country operators and controls on the safety of their aircraft under the SAFA programme).

In its report adopted on 25 March 2009, Parliament supported the two draft pieces of legislation presented by the Commission within the second single sky legislative package (2008): the amendment to the single European skies regulation and the amendment to the regulation on the European Aviation Safety Agency. In particular, the European Parliament (EP) report mentioned above, on the performance and sustainability of the European aviation system, agrees with the proposal to allow the EASA to monitor the entire European aviation system. That report confirmed the compromise that Parliament had sought, particularly as regards the Community performance objectives (in the key areas of safety, the environment, capacity and profitability) adopted by the Commission after consulting the relevant non-state actors. It also set binding targets for air navigation service providers and

established the creation of functional airspace blocks (FABs). Overall, it will result in a flexible web of homogenous blocks adapted to the needs of air traffic and going beyond national borders.

At the end of the sixth parliamentary term the EP forecasts that the second single sky legislative package would bring to Europe's skies what the Schengen agreement has brought about for free movement of persons within the EU. Indeed, during the next term Parliament will need to ensure that the single sky concept really takes hold, with all its various elements, including the SESAR technological aspect. A more direct network of routes needs to be created in order to improve airlines' performance, reduce their emissions and increase the airspace capacity. In that context a coordinator of functional airspace blocks will be appointed who, along the lines of the eight that are already in operation for the TEN-T, should report to Parliament every three months. The founding regulation has already laid down a timetable for implementing the planned measures. The EP believes that the implementing rules should be presented within a suitable time frame, and has asked for a consistent roadmap for the actual elaboration of the implementing rules, having regard to their priority and interconnections. In particular EP suggests that all parties should commit themselves to align political commitments to the technological framework and to speed up the process of establishing the single European sky in full consistency with the development phase of SESAR, with a view to being able to receive, from 2014 onwards, the full benefits of its deployment phase.

Eighteen months after the entry into force of the new regulation, the Commission will have to submit to Parliament and the Council an evaluation report of the legal, security,

industrial, economic and social impacts of the single sky, taking into account developments in the FABs and in available technology. A similar reference period has been set for achieving the performance scheme targets. In the next term, Parliament will also need to monitor the establishment of independent national supervisory authorities, with regard to the single sky safety and performance requirements, and of an advisory body of air safety stakeholders to advise the Commission.

Passenger rights

Shortly before the end of the last term, Parliament adopted at first reading the Commission's proposals on passenger rights in the bus and coach sector and in the maritime sector, including for passengers with reduced mobility and disabled passengers.



These proposals form part of the Commission's objective to extend the rights of passengers in the aviation and railway sectors to other modes of transport. The aim is to establish the rights of passengers in order to improve the attractiveness of, and confidence in, these transport modes as well as to achieve a level playing field between carriers from different Member States and between different modes of transport. If the TRAN Committee decides to continue with the second reading of those proposals, Parliament's second reading will be in the new term.

In addition, the Commission has already announced its intention to publish a report in the second half of 2009 taking stock of the passenger rights situation in the aviation sector; this has been a long-standing and repeated request of the TRAN Committee.

Transposition and implementation of existing legislation

In several resolutions on better lawmaking, Parliament has stated its wish to monitor more closely the transposition and implementation of adopted legislation, particularly through parliamentary committees.

Compared with other committees, the TRAN Committee deals with a large number of legislative proposals. As mentioned above, central pieces of EU transport legislation have recently been adopted, although some are still awaiting proper transposition or implementation in a number of Member States (e.g. the maritime safety and railway packages). In future, in addition to reports on new legislation, monitoring the appli-

cation of existing Community law will become increasingly important for the TRAN Committee. One of the ways in which this could be done is by appointing 'rapporteurs for implementation' or setting aside regular question times on implementation and transposition, as agreed by the Conference of Presidents in September 2008.

NEW DOSSIERS TO COME

The future of transport

The European Commission has recently launched a debate on the main challenges and opportunities for the transport sector in the long term (20 to 40 years). The Commission announced the publication of a communication on the medium-term perspective, which it intends to adopt in the summer of 2009.

In March 2009, three focus groups on 'the economy and society', 'the environment and technology' and 'infrastructure and logistics' presented a first report including a scenario for the period to 2050, outlining some of the possible trends and transport challenges ahead, such as increasing globalisation and mobility demand, urbanisation, ageing, climate change, pollution and congestion.

Breakthroughs in energy, transport and communication technologies will transform people's lives in ways that are likely to be positive but will also have potential negative impacts on the transport system. EU transport policy will have to address these challenges with new policy initiatives. As the period of

the current White Paper ends in 2010, this communication can be seen as a first step for the follow-up period. There are still many uncertainties regarding the future of transport. The interactions between the drivers of transport demand are complex, predicting technological developments is very difficult and external factors such as economic or geopolitical developments or the impact of climate change cannot easily be forecast. However, there seems to be a broad consensus that EU transport policy has arrived at a point of transition towards a new transport system and must now deal with the challenges that lie ahead. In that sense there seems to be a broad consensus that the European Union needs a clear medium- and long-term vision of a desirable European sustainable transport system. That vision should include ideas and suggestions on:

- the future mobility needs and its drivers;
- liveable cities and a new culture for urban mobility;
- individual mobility that is independent of conventional energy sources;
- technical options to be used for a new generation of propulsion systems and the respective transition periods to be organised in the meantime;
- moving towards an integrated transport system;
- future transport infrastructure policy;
- external costs, pricing schemes and efficiency measures;

- opening, organisation and regulation of future transport markets;
- understanding and managing the drivers of transport demand;
- behavioural change;
- better information technologies for more efficient use and integration of transport networks;
- safety and security;
- medium- and long-term research and technological development (RTD) priorities for transport.

This key debate has just started and will continue intensively in the new parliamentary term.

The future of the TEN-T

The February 2009 Green Paper on the revision of the TEN-T policy¹² sought to adapt Community action to the new challenges facing the EU, particularly as regards the fight against climate change, the social and economic objectives of the Lisbon strategy and the EU's role as an international actor, with a view to improving the connections between its infrastructure and that of its neighbours and the rest of the world. The Commission proposed strengthening network integration by making better use of combined transport modes, for both

¹² COM(2009) 44.

passengers and goods, optimising the use of intelligent transport systems and promoting technological innovation.

Furthermore, since 2007, Parliament has been urging the Commission to begin work immediately on setting long-term targets and responses (for the period after 2010) for an integrated approach to the future European transport policy. In April 2009, as a response to the Commission's Green Paper, Parliament adopted a resolution on the subject, which stressed the importance of the cost-benefit analysis, sustainability and the European added value of cross-border infrastructure projects. In that regard, the EP maintained that, from an ecological and economic point of view, multimodal transport systems, enabling different means of transport to be used on a given route, are in many cases the only viable and sustainable option for the future. The resolution calls on the Member States to integrate green corridors, rail freight networks, the trans-European rail freight network (TERFN), European rail traffic management system (ERTMS) corridors, maritime 'highways', such as short-sea shipping, existing waterways with ample spare capacity, into an intermodal TEN-T concept, based on planned actions in favour of more environmentally friendly, less oil-consuming and safer modes. The EP supports a comprehensive approach and considers also the EuroVelo network and the Iron Curtain trail as opportunities to promote European trans-border cycling infrastructure. And it asks for more attention to regional transnational rail connections.

In view of the mid-term review of the EU financial framework and also with regard to the current discussion on the EU recovery plan, Parliament noted that investing in transport infrastructure is one key way of tackling the economic and financial crisis. The EP therefore called on the Commission

to speed up the infrastructure projects linked to TEN-T and financed under the Structural and/or Cohesion Funds.

In addition, Parliament expected more coherence from the Council between requests for TEN-T projects and decisions on TEN-T budgets and called on Member States to reassess their investment priorities in order to speed up the TEN-T projects under their responsibility, particularly in cross-border sections.

Parliament consequently favoured reconsideration of the TEN-T's budget by the Member States in the context of the mid-term review of the financial perspective in 2009-10.

The debate on the future of the TEN-T and its financing from 2014 onwards is very likely to be one of the key debates of the new term.



Maritime transport strategy 2018

In January 2009 the Commission presented a communication on the main strategic objectives for the European maritime transport system up to 2018 ¹³, outlining the main strategic options for the European maritime transport system in the period until 2018. This communication identifies the key areas for action, including a broad range of challenges to be tackled, such as those listed below.

- *The future of EU shipping in globalised markets:* How to deal with the increasing competitive pressure in international shipping and how to achieve a level playing field for maritime transport? How can the EU become the driving force for change towards a comprehensive international regulatory framework for shipping?
- *Human resources, seamanship and maritime know-how:* Dealing with issues including the question of how to tackle the growing shortage of maritime professionals. Potential measures focus on making maritime professions more attractive, improving employment of seafarers, facilitating lifelong career prospects in maritime clusters and enhancing the image of shipping. Other measures envisaged are the implementation of the ILO 2006 Maritime Labour Convention and improving education and training for crews.
- *Quality shipping:* Several EU measures towards greener shipping in order to achieve the long-term objective of 'zero waste, zero emissions' are outlined. Measures

to improve maritime safety and options for enhancing maritime security to prevent terrorism and piracy are discussed.

- *The potential of short-sea shipping:* How to cope with the forecast increase in maritime transport volumes? How to provide the right mix of measures to ensure that ports can cope efficiently with their gateway function? Potential solutions considered include the creation of a European maritime transport space without barriers, the full deployment of the motorways of the seas project, and promoting the modernisation and expansion of port and hinterland connection infrastructure through the right conditions for



¹³ COM(2009) 8 final.

attracting investments as well as through EU funding programmes.

- *Maritime research and innovation:* The Commission suggests promoting innovation and technological research and development in shipping to improve energy efficiency on ships, reduce environmental impacts and provide a better quality of life at sea. The setting-up of a framework of reference for the deployment of 'e-maritime' services at European and global levels is also suggested.

In the next five years the Commission is very likely to present several proposals relating to the key areas of action set out in the above communication.



WHO WE ARE

Policy departments are research units that support parliamentary bodies in carrying out their legislative and institutional tasks. They were created by a Bureau decision in 2004 in order to incorporate research within parliamentary activities and enhance the support provided to committees. Their main objective is to provide all the necessary tools for better law-making. There are currently five policy departments covering all the areas of responsibility of the parliamentary committees and other bodies: economic and scientific policy (Policy Department A), structural and cohesion policies (Policy Department B), citizens' rights and constitutional affairs (Policy Department C), budgetary affairs (Policy Department Budg), external relations (Policy Department Expo).

Policy Department B: Structural and Cohesion Policies covers the following areas: agriculture and rural development, culture and education, fisheries, regional development and **transport and tourism**.

IN-HOUSE OR EXTERNAL EXPERTISE

Expertise may be provided in-house or externally. Following a request from a parliamentary committee, Policy Department B examines whether it is possible for it to be met in-house. A substantial part of the documents supplied are produced by Policy Department B administrators. If this is not possible, the policy department launches competitive tenders, which vary in terms of timeframe and complexity. They are organised and managed by Policy Department B administrators in strict compliance with the rules of the financial regulation — transparency, non-discrimination and sound financial management.

WHAT WE OFFER

Policy Department B provides a wide range of tailor-made research services to fit the needs of the Committee on Transport and Tourism. Short descriptions of the options proposed are set out below.

Notes

Notes are concise contributions on issues linked to the work of the Committee on Transport and Tourism and/or current affairs. This type of tool is used most often to fuel Members' reflections when a report is being drafted, when a delegation has arranged an official visit or when major events linked to European issues are organised.

In-house notes are produced by Policy Department B within very short time scales and with great flexibility. External experts can also be contracted to produce notes (covering highly technical subjects or those on which there has been very little research). They are selected via competitive tenders.

Studies

Studies are more in-depth contributions, which are generally linked to an expected legislative proposal or an own-initiative report. This is the most widely used tool. Studies are produced by experts selected by Policy Department B through competitive tenders. The contractual nature of this tool accounts for longer time scales. Studies are generally presented to the Committee on Transport and Tourism. Occasionally they give rise to public hearings for which Policy Department B can also provide assistance.

Impact assessments

When appropriate and necessary for the legislative process, committees can ask for impact assessments on substantive amendments to legislative proposals. They can also request impact assessments on the implementation of European legislation in the various Member States. These assessments are carried out by external experts.

Workshops

The purpose of workshops is to provide independent expertise in the form of a written contribution presented orally and discussed with Members and other experts. Notes and studies may also be requested in connection with workshops to serve as background documents for a committee discussion.

Expert panels

An expert panel is a group of external experts set up to supply Members with regular written contributions, mostly in the form of short briefing notes. Where necessary, experts also come to committee meetings to provide information and advice. Documents and proceedings of these meetings are usually made available as reports and are accessible on Policy Department B's intranet site.

Fact sheets

The aim of the fact sheets is to provide a brief overview of EU and Parliament activities to a wide audience. The *Fact sheets on the European Union* are among Parliament's most popular publications and the online version is one of the most visited areas of the Europarl website.

Each fact sheet covers a specific topic. They are drafted by the policy departments' administrators and an editorial committee is responsible for their overall coordination. The fact sheets are available on the Internet in English, French and German. Hard copies in English, French, German, Italian, Polish and Spanish, together with a multilingual CD-ROM in 21 languages, are also available (copies can be requested from the Members' Distribution Service).

SUBMITTING A REQUEST

Parliamentary committees may request the expertise they need on the basis of their political priorities (reports, hearings, delegations, etc.). When the coordinators decide expertise is required, the Committee on Transport and Tourism must send a request in writing to Policy Department B.

Requests from individual TRAN Committee Members should be addressed to the coordinator of the respective political group, who can make a proposal for a decision in the coordinators' meeting or in a written procedure organised by the TRAN Committee secretariat.

AVERAGE DEADLINES

Deadlines depend on the complexity of the expertise required. The usual deadline for a note is three to six weeks. External expertise is provided on a contractual basis, which means that longer time scales are required. A reasonable deadline therefore would be between 4 and 12 months. Please contact us for an estimate of the time required for a specific request.

AVAILABLE BUDGET

An annual budget is allocated to parliamentary committees to fund the various research work provided externally. The amount of the budget increases with the size of the committee, which is entitled to make use of it without seeking prior authorisation from other parliamentary bodies. The budget of

the Committee on Transport and Tourism for external expertise in 2008 was EUR 407 000.

OUR QUALITY CHARTER

Policy Department B offers a comprehensive range of research services that play a vital role in supporting parliamentary activities.

Our founding principles are integrity, independence and quality. Integrity means steadfast adherence to the highest ethical principles and professional standards. Independence means providing sound expert advice free of any kind of pressure. And quality means aiming to embody the highest standards of professional excellence.

These principles underpin our culture of excellence and accountability, and shape the controls and procedures that guide us every day.

We are committed to applying the highest standards of professional conduct — with respect to independence, ethics and all other professional requirements — and to behaving in a manner that sustains the Members' trust and reinforces their reputation. This commitment has also led us to share our knowledge and experience with other institutions, national parliaments, scientific communities and local stakeholders.

Preserving the trust and confidence of Members and parliamentary bodies is one of our highest priorities and ultimately affects every aspect of our work.

CONTACT US

All our documents, apart from those that are confidential, are available for consultation online or on-site in the library.

Internet

www.europarl.europa.eu/studies

Intranet

www.europarl.ep.ec

IPOLnet > Directorate B > Policy Department B

Fact Sheets

www.europarl.europa.eu/factsheets

Our publications catalogue is available on our home page (through the intranet).

Hard copies may be obtained on request. You are welcome to visit our presentation shelves on the third floor of the ASP building to pick up copies of our most recent publications.



We distribute a monthly electronic newsletter providing concise information on our latest publications and events.

Feedback is always welcome.

If you have any feedback or requests for information or would like to subscribe to our newsletter, please e-mail us at poldep-cohesion@europarl.europa.eu.



To help shape debate in the Committee on Transport and Tourism and feed into different policy discussions, Policy Department B has delivered a number of studies and notes. Studies are usually available in English, and very often also in other languages, such as French and German.

Some examples of these documents are provided below. The full list is available for consultation on our intranet page.

- **The challenge of climate change for structural and cohesion policies:** An in-house note widely distributed ahead of the most recent Agora (an annual meeting of Parliament and civil society)
- **Eurovignette III: Recent developments and medium-term policy options:** This briefing note deals with the proposed EU directive amending Directive 1999/62/EC and introducing charges for external costs for heavy-goods vehicles (HGVs). The note first compares the Commission's proposal with the conclusions of the 'Handbook on the estimation of external costs in the transport sector'. It then examines the most controversial issues, such as the choice of external cost components, the treatment of congestion costs, the treatment of caps, network application and the use of revenues. Finally, some medium-term perspectives and policy options are offered. (DE-EN-ES-FR-IT-NL -PL-PT)
- **The 'open skies' agreement between the EU and the USA:** This briefing note highlights the key points and advantages of the EU-US agreement signed in Washington on 30 April 2007. That agreement, which has very recently come into effect, should make it possible to establish an airspace without borders between the parties on either side of the Atlantic. (EN-FR)
- **External costs of maritime transport:** This note assesses the total and specific external costs of maritime transport. Three main external factors are analysed: (a) marine pollution (discharges into the sea); (b) air quality (atmospheric emissions); (c) climate change (greenhouse gases). In addition, physical impacts are quantified for a second group of factors for which monetary values are not available: (d) resource consumption; (e) solid (garbage) and liquid (sludge) waste. Illegal discharges are also assessed in this briefing

paper. The final chapter contains recommendations on cost-efficient and promising measures to reduce/internalise the external costs of maritime transport. (DE-EN-FR)

- **Standardisation and quality labels for EU tourist services:** This note provides an overview of existing quality standards and labels within the EU, with an assessment of the potential for Europe-wide schemes. The focus is on accommodation and on quality labels for hotels, but other elements of tourism are also discussed. (DE-EN-FR-IT)

Studies:

- **The Calculation Of External Costs In The Transport Sector:** The internalisation of external costs in the transport sector is one of the most challenging issues that European transport policy will have to deal with in the coming years. This study provides a concise overview of the most important and most recent studies on external costs, highlighting the strengths and weaknesses of the various approaches and analysing the current work of the Commission Directorate for Transport: the 'Handbook on estimation of external costs in the transport sector (Impact)' and the 'Greening transport package'. (EN)
- **The European cycle route network EuroVelo — Challenges and opportunities for sustainable tourism:** This study evaluates the challenges of and opportunities for developing a cycle tourism network across Europe. It focuses on EuroVelo, a network of 12 long-distance routes managed by the European Cyclists' Federation, which is being developed in different countries by a wide range of partners. The study reviews the market for cycle tourism in Europe and presents a model of demand for EuroVelo. It reviews the carriage of cycles on trains. Finally, it assesses the potential of the Iron Curtain trail. (EN)
- **The evolving role of EU seaports in global maritime logistics:** This study deals with the considerable changes in the market environment for seaborne trade over the last 15 years. Globalisation, offshoring and the unprecedented growth of containerisation have led to changes in maritime transport and logistics chains. This study aims to explain the impact of these developments on seaports and formulate recommendations for the European Parliament. (DE-EN-FR-IT)

- **Pricing systems for road freight transport in EU Member States and Switzerland:** The aim of this study is to provide an in-depth analysis of the existing charging system for heavy-goods vehicles in the European Union and Switzerland. It presents an overall picture of the current schemes in operation and their impact in light of the proposed development of the 'Eurovignette' directive, the debate on climate change and the expected growth in road freight transport. (DE-EN-ES-FR-IT-NL-PL)
- **The consequences of the growing European low-cost airline sector:** This study provides an analysis of the impact of changes in the air transport market as a consequence of the emergence of low-fares airlines. Evidence shows that this development has had a significant impact on established airlines, the main airports and also on intra- and inter-modal competition, European tourism, passenger flows and regional development. (DE-EN-FR)
- **Energy and environmental aspects of the transport policy:** The aim of this study is to identify economically and politically viable measures to significantly improve energy efficiency and reduce the negative impacts of transport activities. It is based on an in-depth literature review covering recent statistics, studies, notes, etc., which analyses the various impacts and consequences of the emissions caused by different modes of transport and the recommendations on how tackle the related problems. The literature review identified the most promising and cost-efficient short-, medium- and long-term measures, with particular attention being paid to energy and new technology developments. (DE-EN-ES-FR-IT)
- **The impact of oil price fluctuations on transport and related sectors:** This study examines the ways in which the transport of goods is influenced by significant variations in oil prices and focuses on the response of carriers in the various transport sectors. The rise in oil prices in the first half of 2008 has been taken as an opportunity to carry out an evidence-based analysis of reactions in the transport sectors. (EN)

ADDITIONAL SOURCES OF INFORMATION



Online sources of information:

EUROPEAN PARLIAMENT

Committee on Transport and Tourism

<http://www.europarl.europa.eu/activities/committees/homeCom.do?language=EN&body=TRAN>

E-Studies

www.europarl.europa.eu/studies

Fact Sheets

<http://www.europarl.europa.eu/factsheets>

Library

<http://www.library.ep.ec/libraryapp/services/home.action?pid=01>

EU INSTITUTIONS AND BODIES

European Commission (transport)

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

European Commission (tourism)

http://ec.europa.eu/enterprise/tourism/index_en.htm

Committee of the Regions

<http://www.cor.europa.eu>

European Economic and Social Committee (ECO Section)

http://www.eesc.europa.eu/sections/eco/index_en.asp

European Investment Bank

<http://www.eib.org>

Eurostat (transport statistics)

<http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>

Eurostat (tourism statistics)

<http://epp.eurostat.ec.europa.eu/portal/page/portal/tourism/introduction>

European Maritime Safety Agency (EMSA)

<http://www.emsa.europa.eu>

European Aviation Safety Agency (EASA)

<http://www.easa.europa.eu>

European Railway Agency (ERA)

<http://www.era.europa.eu>

European Environment Agency (EEA)

<http://www.eea.europa.eu/themes/transport>

Trans-European Transport Network Executive Agency (TEN-T EA)

http://europa.eu/agencies/executive_agencies/ten-t

The European GNSS Supervisory Authority (GSA)

<http://www.gsa.europa.eu>

EU LEGISLATION

Legislative Observatory of the European Parliament

<http://www.europarl.europa.eu/oeil/>

PreLex — Monitoring of the decision-making process between institutions

CL=en" <http://ec.europa.eu/prelex/apcnet.cfm?CL=en>

EU legislation in force

<http://eur-lex.europa.eu/en/legis/latest/chap07.htm>

Overview of EU transport policy

http://europa.eu/pol/trans/index_en.htm

STAKEHOLDERS, NGOS AND THINK-TANKS

European Transport Safety Council (ETSC)

<http://www.etsc.eu/home.php>

European Federation for Transport and Environment (T & E)

<http://www.transportenvironment.org/>

The European Transport Workers Federation (ETF)

<http://www.itfglobal.org/etf>

International Road Transport Union (IRU)

<http://www.iru.org/>

Fédération Internationale de l'Automobile (FIA) — European Bureau

<http://www.fiabrussels.com/>

European Automobile Manufacturers Association (ACEA)

<http://www.acea.be>

European Association with tolled motorways, bridges and tunnels (ASECAP)

<http://www.asecap.com>

Community of European Railways (CER)

<http://www.cer.be>

European Rail Infrastructure Managers (EIM)

<http://www.eimrail.org>

Union of European Railway Manufacturing Industries (UNIFE)

<http://www.unife.org>

International Association of Public Transport (UITP)

<http://www.uitp.org/>

Eurocities

<http://www.eurocities.eu/main.php>

Association of European Airlines (AEA)

<http://www.aea.be>

ACI Europe — Airports Council International

<http://www.aci-europe.org>

European Regions Airline Association (ERA)

<http://www.eraa.org>

European Cockpit Association (ECA)

<http://www.eca-cockpit.com>

European Sea Ports Organisation (ESPO)

<http://www.espo.be>

Federation of European Private Port Operators (Feport)

<http://www.feport.be>

European Community Shipowner's Association (ESCA)

<http://www.ecsa.be>

Confederation of European Shipmasters' Associations

<http://www.cesma-eu.org>

European Maritime Pilots' Association

<http://empa-pilots.org>

INE — Inland Navigation Europe

<http://www.inlandnavigation.org>

European Federation of Inland Ports (EFIP)

<http://www.inlandports.be>

European Intermodal Association (EIA)

<http://www.eia-ngo.com>

European Shippers' Council

<http://www.europeanshippers.com>

Clecat — European Association for Forwarding, Transport, Logistic and Customs Services

<http://www.clecat.org>

European Express Association

<http://www.europeanexpressassociation.eu>

Ertico — ITS Europe (intelligent transport systems and services)

<http://www.ertico.com>

TRANSPORT RESEARCH

EU transport research:

http://ec.europa.eu/research/transport/index_en.cfm

Transport Research Knowledge Centre (TRKC)

<http://www.transport-research.info/web/>

Inrets overview of transport research

<http://www.inrets.fr/ur/cir/resources/index.e.html>

Transportnet — University network

<http://transportnet.aegean.gr>

ELTIS (European Local Transport Information service)

<http://www.eltis.org>

INTERNATIONAL ORGANISATIONS

The International Transport Forum (OECD)

<http://www.internationaltransportforum.org/>

OECD (tourism)

http://www.oecd.org/topic/0,3373,en_2649_34389_1_1_1_1_37461,00.html

International Maritime Organisation (IMO)

<http://www.imo.org/>

International Air Transport Association (IATA)

<http://www.iata.org>

International Civil Aviation Organisation (ICAO)

<http://www.icao.int>

Confederation of Organisations in Road Transport Enforcement (CORTE)

<http://www.corte.be>

International Labour Organisation (ILO)

www.ilo.org

United Nations Conference on Trade and Development (Unctad)

<http://www.unctad.org>

MAPS**European Environment Agency (graphs and maps)**

<http://dataservice.eea.europa.eu/atlas/default.asp?refid=2D511360-4CD0-4F20-A817-B3A882ACE323>

READER'S NOTES

European Parliament

Practical guide — Transport and Tourism

Luxembourg: Office for Official Publications of the European Communities

2009 — 46 pp. — 21 x 21 cm

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Role

The Policy Departments are research units that provide specialised advice to committees, inter-parliamentary delegations and other parliamentary bodies.

Policy Areas

Agriculture and Rural Development
Culture and Education
Fisheries
Regional Development
Transport and Tourism

Documents

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