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Creation date: 23-02-2020
**Access to the international market for coach and bus services**

**Publication type** Briefing  
**Date** 03-04-2019  
**Author** Maria Niestadt  
**Policy area** Transport | Adoption of Legislation by EP and Council  
**Keyword** freedom to provide services | sustainable mobility | international road transport | market access | transport licence | impact study | international transport | road cabotage | amendment of a law | services of general interest | interest group | carriage of passengers | bus | proposal (EU)  
**Summary** The European Union aims to ensure that road transport rules are applied effectively and without discrimination. The current rules governing the access to the international market for coach and bus services appear to have been only partly effective in promoting this mode of transport. There are still differences in rules on access to national markets, differences in openness of national markets, diverse national access arrangements and discrimination in access to terminals in some EU countries. In an attempt to address the issue, the European Commission adopted a legislative proposal on 8 November 2017 to amend the EU rules for access to the international market for coach and bus services. The proposal is part of its 'Europe on the Move' package, which aims to modernise European mobility and transport. The European Parliament adopted its position on the proposal on 14 February 2019. However, interinstitutional negotiations cannot yet begin, as the Council has not reached a common position on the file. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

**Electronic freight transport information**

**Publication type** Briefing  
**Date** 16-04-2019  
**Author** Maria Niestadt  
**Policy area** Transport | Adoption of Legislation by EP and Council  
**Keyword** single market | carriage of goods | freedom to provide services | UN convention | road transport | electronic document | rail transport | inland waterway transport | proposal (EU)  
**Summary** The movement of goods in the European Union has increased by almost 25 % over the last 20 years, and this growth is projected to continue. A large amount of information accompanies this movement, exchanged mostly in paper format. Yet the digitalisation of information exchange could make the transport of goods much more efficient and reliable, and yield significant savings. As one way to speed up the digitalisation of freight transport, the European Commission adopted a proposal for a regulation on electronic freight transport information on 17 May 2018. The aim of this regulation is to provide for a fully digital and harmonised environment for information exchanges between transport operators and authorities. The legislative proposal is part of the Commission’s third ‘Europe on the Move’ package, which is designed to complete its agenda for the modernisation of mobility. The European Parliament adopted its position on the proposal on 12 March 2019. However, interinstitutional negotiations cannot begin until the Council reaches a common position on the file.

**Electric road vehicles in the European Union: Trends, impacts and policies**

**Publication type** Briefing  
**Date** 03-04-2019  
**Author** Maria Niestadt  
**Policy area** Environment | Transport | Energy  
**Keyword** EU aid | transport infrastructure | atmospheric pollution | greenhouse gas | motor car | electricity storage device | reduction of gas emissions | motor vehicle industry | common transport policy | noise pollution | two-wheeled vehicle | electric vehicle  
**Summary** Technological advances and societal changes have triggered a drastic evolution in mobility. Alongside other trends, such as digitalisation, autonomous driving and shared mobility, electric mobility is also gaining momentum. Electric mobility could help the EU to achieve its goals of reducing greenhouse gas emissions, air pollution, noise and dependence on oil. However, the extent of this help will depend on a number of factors, such as the share of electric vehicles in the overall vehicle fleet and how environmentally friendly electric vehicles can remain throughout their life cycle. Global sales of new electric road vehicles have been growing significantly in recent years, largely driven by the mass expansion of this mode of transport in China. Despite its rapid growth, the EU market for such vehicles is still small, and largely dependent on support policies. Most electric road vehicles are concentrated in a few northern and western Member States, although southern and eastern ones have recently recorded the biggest sales growth. Over the years, the EU has taken various actions to support electric mobility. For instance, EU-level measures have been encouraging the use of renewable electricity and smart charging; helping to develop and standardise charging infrastructure; and supporting research on batteries. Local, regional and national-level incentives (such as the introduction of lower taxes or the provision of free public parking for electric vehicles) are also promoting electric mobility. Countries that offer generous incentives and good charging infrastructure typically have a bigger market share for electric road vehicles.
Artificial intelligence in transport: Current and future developments, opportunities and challenges

Publication type  Briefing  
Date  27-03-2019  
Author  Maria Niestadt  

Policy area  Research Policy | Transport  
Keyword  collaborative economy | road transport | transport safety | intelligent transport system | Framework Programme for Research and Development | robotics | artificial intelligence | research and development | inland waterway shipping | rail transport | air transport | maritime shipping  

Summary  Artificial intelligence is changing the transport sector. From helping cars, trains, ships and aeroplanes to function autonomously, to making traffic flows smoother, it is already applied in numerous transport fields. Beyond making our lives easier, it can help to make all transport modes safer, cleaner, smarter and more efficient. Artificial intelligence-led autonomous transport could for instance help to reduce the human errors that are involved in many traffic accidents. However, with these opportunities come real challenges, including unintended consequences and misuse such as cyber-attacks and biased decisions in transport. There are also decisions to be made on liability for the decisions taken by artificial intelligence in the place of humans. The EU is taking steps to adapt its regulatory framework to these developments, so that it supports innovation while at the same time ensuring respect for fundamental values and rights. The measures already taken include general strategies on artificial intelligence and rules that support the technologies enabling the application of artificial intelligence in transport. In addition, the EU provides financial support, in particular for research.  

New civil aviation safety rules

Publication type  Briefing  
Date  15-10-2018  
Author  Maria Niestadt  

Policy area  Transport | Adoption of Legislation by EP and Council  
Keyword  EC Regulation | air traffic | crew | European Aviation Safety Agency | airport | civil aviation | Single European Sky | drone | air safety | aircraft | transport accident  

Summary  Flying remains one of the safest forms of transport, and the EU's accident rate is lower than in the rest of the world. However, it cannot automatically be assumed that such performance will continue, as global air traffic is forecast to double over the next 20 years. New technologies, such as unmanned aircraft (drones), are also appearing in European skies, which require adaptation of the current regulatory framework. In December 2015, the European Commission proposed to update aviation safety rules. Two years later, the European Parliament and the Council reached a provisional agreement on the new rules and the rules have been in force since 11 September 2018. The reform includes minor and major changes for civil drones, extends the EASA's mandate and provides for using existing resources more efficiently. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure. To view earlier editions of this briefing, please see: PE 620.199, 28 March 2018.  

Digital tourism in the European Union

Publication type  Briefing  
Date  28-09-2018  
Author  Maria Niestadt  

Policy area  Tourism  
Keyword  digital single market | Internet | statistics | digitisation | EU strategy | economic growth | tourism | distribution of EU funding  

Summary  Tourism is a major economic activity in the European Union, contributing about 10 % to the Union's gross domestic product and employing up to 26 million people through its direct, indirect and induced impact on the economy. While it is true that the EU is the global leader in terms of international tourist arrivals and receipts, fast-growing tourism to some other destinations is challenging this status quo. The EU tourism sector is also facing changes brought on by the digital revolution. Many customers nowadays plan and book trips on their own through online travel agencies, search and meta-search engines, and making increasing use of mobile technology and apps. Some of them share their travel experiences through personal exchanges on social media platforms, travel blogs or commercial channels such as TripAdvisor. Most businesses serving tourists have understood the need to adapt their products to the changes in the way the market works, and consequently have launched various online and automatic services. However, some of these changes, such as the emergence of online platforms on which people propose to share temporarily with tourists what they own or what they do, have proved more difficult to adapt to. Although the EU has only limited competence in the field of tourism, it has an impact on digital tourism through various policies related to other sectors. In particular, the digital single market strategy has had a huge impact on tourism through various legislative acts. The EU supports digital tourism further through various funds and non-legislative initiatives such as forums, conferences and webinars.  

Briefing EN
**Tourism and the sharing economy**

**Publication type** Briefing  
**Date** 23-01-2017  
**Author** Maria Niestadt  
**Policy area** Tourism  
**Keyword** single market | freedom to provide services | Internet | new economic order | Internet site | economic growth | information technology | tourism | collectivised economy | knowledge economy | digital technology | hotel industry  

**Summary** Tourism services have traditionally been provided by businesses such as hotels, taxis or tour operators. Recently, a growing number of individuals are proposing to share temporarily with tourists what they own (for example their house or car) or what they do (for example meals or excursions). This type of sharing is referred to as the ‘sharing economy’. It is not limited to tourism and can be found in many areas of social and economic activity, although tourism has been one of the sectors most impacted. Sharing goods and services between individuals is nothing new in itself. However, the development of the internet and, as a consequence, the creation of online platforms have made sharing easier than ever. In the past decade, many companies managing such platforms have emerged on the market. A well-known example is a platform on which people can book accommodation (Airbnb). The sharing economy has had a positive impact on tourism as well as a negative one. Its advocates think that it provides easy access to a wide range of services that are often of higher quality and more affordable than those provided by traditional business counterparts. Critics, on the other hand, claim that the sharing economy provides unfair competition, reduces job security, avoids taxes and poses a threat to safety, health and disability compliance standards. The response to the sharing economy remains fragmented in the EU. Some activities or aspects have been regulated at national, regional or local level. In June 2016, the European Commission published a communication on a European agenda for the collaborative economy, to offer some clarification on relevant EU rules and provide public authorities with policy guidance. The European Parliament and advisory committees have also touched upon the issue in various resolutions and opinions. This is an updated edition of a briefing from September 2015.
New civil aviation safety rules
Publication type Briefing
Date 12-01-2017
Author Maria Niestadt
Policy area Transport | Adoption of Legislation by EP and Council
Keyword air traffic | environmental protection | crew | European Aviation Safety Agency | airport | civil aviation | drone | air safety | aircraft
Summary Despite some recent high-profile disasters, flying remains one of the safest forms of transport and the EU's accident rate is lower than in the rest of the world. However, it cannot automatically be assumed that such performance will continue, as global air traffic is forecast to double over the next 20 years. In addition, new technologies, such as unmanned aircraft (drones), are also appearing in European skies, (are also appearing in European skies), and are suspected also to have used software that manipulates emission levels, similar to that used by Volkswagen. In

The International Civil Aviation Organization
Publication type At a Glance
Date 24-10-2016
Author Maria Niestadt
Policy area Transport
Keyword International Civil Aviation Organisation | cooperation agreement | atmospheric pollution | air traffic | airport | civil aviation | atmospheric pollutant | reduction of gas emissions | transport policy | drone
Summary The International Civil Aviation Organization (ICAO) is a specialised agency of the United Nations, established in 1944 to manage the administration and governance of the Convention on International Civil Aviation (the Chicago Convention). This is an update of an earlier edition of this 'at a glance' note, from May 2016.

Inquiry into emission measurements in the automotive sector
Publication type At a Glance
Date 06-09-2016
Author Maria Niestadt
Policy area Environment | Transport | Industry
Keyword multinational enterprise | United States | EC Regulation | motor vehicle pollution | infringement of EU law | motor vehicle industry | EP resolution | EU emission allowance | report
Summary Since March 2016, the European Parliament’s Committee of Inquiry into Emission Measurements in the Automotive Sector has been investigating alleged contraventions and maladministration in relation to vehicle emission measurements. On 13 July 2016, it adopted its interim report, which is due to be discussed in plenary in September 2016.

Lawsuits triggered by the Volkswagen emissions case
Publication type Briefing
Date 30-05-2016
Author Maria Niestadt
Policy area Environment | legal aid | consumer protection | combustion gases | associated action for damages | fraud | civil proceedings | indemnification | non-governmental organisation | motor vehicle pollution | diesel engine | motor vehicle industry | industrial manufacturing
Summary In September 2015, the United States Environmental Protection Agency claimed that Volkswagen had installed illegal software on some of its diesel vehicles, to modify emissions of certain air pollutants. Subsequently, the company has been the subject of legal action brought by consumers, investors, non-governmental organisations and government agencies. In many cases, the plaintiffs have gathered their actions together into collective (or class action) complaints. In the United States, complaints have been filed by law firms, government departments and even individual states (including the US Justice Department and US Federal Trade Commission, as well as the states of Texas, New Mexico and New Jersey). This briefing provides a non-exhaustive overview of the range of lawsuits under way, many of them (including the US Justice Department and US Federal Trade Commission, as well as the states of Texas, New Mexico and New Jersey). This briefing provides a non-exhaustive overview of the range of lawsuits under way, many of them...
The International Civil Aviation Organization

Publication type At a Glance
Date 13-05-2016
Author Maria Niestadt
Policy area Transport
Keyword International Civil Aviation Organisation | the EU's international role | air traffic | international cooperation | civil aviation | reduction of gas emissions | drone | aviation security | international convention | technical regulations | air safety
Summary The International Civil Aviation Organization (ICAO) is a specialised agency of the United Nations, established in 1944 to manage the administration and governance of the Convention on International Civil Aviation (the Chicago Convention). Please click here for the full publication in PDF format

At a Glance EN

Employment and working conditions in EU civil aviation

Publication type Briefing
Date 15-04-2016
Author Maria Niestadt
Policy area Employment
Keyword pay | working time | collective bargaining | crew | civil aviation | common transport policy | working conditions | outsourcing | air safety | work contract | airline
Summary Aviation is a strategically important sector of the EU economy, contributing €110 billion directly and €300 billion indirectly to EU GDP, and employing around 1.9 million persons directly. If impacts on other industries such as tourism are taken into account, then it can be said that aviation supports up to 9 million jobs. These jobs are not evenly spread across the EU: three quarters of air transport employment is centred in Germany, France, the United Kingdom, Spain, Italy and the Netherlands. Since the EU liberalised the aviation market in the early 1990s, the industry has gone through notable changes which have also had an impact on employment and working conditions. For instance, outsourcing has increased; some workers have had to operate from airline bases where they do not live; income has become more variable; many have been laid off and those remaining in work have had to increase their productivity. Furthermore, next to full-time permanent contracts, atypical forms of employment such as agency work, self-employment, zero-hour contracts and pay-to-fly schemes have increasingly been used, especially for younger staff and new entrants to the workforce. Persons employed under such schemes often have more precarious working conditions and are generally less likely to be unionised. EU institutions have repeatedly examined working conditions in civil aviation. Some Members of the European Parliament, as well as of the European Economic and Social Committee, have expressed concerns about the use of atypical forms of employment and multiplication of airlines’ home bases. Although the aviation strategy that the European Commission published at the end of 2015 deals with working conditions, it did not present any new legislative initiative on this issue.

Briefing EN

New civil aviation safety rules

Publication type Briefing
Date 21-01-2016
Author Maria Niestadt
Policy area Transport | Adoption of Legislation by EP and Council
Keyword air traffic control | drafting of EU law | European Aviation Safety Agency | competence of the institution | civil aviation | common transport policy | air safety | aircraft
Summary Despite some recent high-profile disasters, flying remains one of the safest forms of transport and the EU's accident rate is lower than in the rest of the world. However, it cannot automatically be assumed that such performance will continue, as global air traffic is forecast to double over the next 20 years. In addition, new technologies, such as drones, are also appearing in European skies, which require adoption of the current regulatory framework. In December 2015, the European Commission proposed to replace the current Regulation on civil aviation safety and the European Union Aviation Safety Agency (EASA). The new proposal would introduce risk- and performance-based rules, close some safety gaps and interlinks safety more closely with other domains such as security and the environment. It proposes to strengthen EASA’s role and take several measures to use existing resources more efficiently (e.g. sharing aviation inspectors). It also introduces essential requirements for drones. Initial reactions have generally welcomed the updated rules, in particular the stronger role for EASA and the idea of regulating drones at the EU level. However, some stakeholders disagree with the extension of the role of EASA in some domains or seek stronger requirements on drones.

A more recent edition of this document is available. Find it by searching by the document title at this address: http://www.europarl.europa.eu/thinktank/en/home.html

Briefing EN
Civil drones in the European Union

Summary

Drones are aircraft which are operated with no pilot on board. Initially developed for military and defence purposes, they are increasingly used for various civil purposes, including photography, rescue operations, infrastructure monitoring, farming and aerial mapping.

Being aircraft, drones have to comply with aviation safety rules. International civil aviation rules adopted since 1944 at United Nations level prohibit unmanned aircraft from flying over another state’s territory without its permission. In the EU, the current regulatory system for drones is based on fragmented rules, with many Member States having already regulated or planning to regulate some aspects of civil drones with an operating mass of 150 kg or less. The responsibility for civil drones over 150 kg is left to the European Aviation Safety Agency (EASA). However, the extent, content and level of detail of national regulations differs, and conditions for mutual recognition of operational authorisations between EU Member States have not been reached.

In 2014, the Commission adopted a Communication outlining a strategy for opening the aviation market gradually to civil drones. In the strategy it calls for adoption of EU-wide rules on civil drones, which should ensure that drones are safe, secure and respect fundamental rights. The Council is in favour of a harmonised European approach, and considers EASA best placed to develop technical and safety standards, licences and certificates. The EP’s Committee on Transport and Tourism presents its views in a report on civil drones to be voted by the EP plenary in October 2015.

In its report, the Committee calls for proportionate and risk-based rules, while also putting emphasis on safety, privacy, security and data protection. The next step is the revision of EASA’s Basic Regulation to include in it a specific article on drones, and define their essential requirements.

The sharing economy and tourism: Tourist accommodation

Summary

Tourism services have traditionally been provided by businesses such as hotels, taxis or tour operators. Recently, a growing number of individuals are proposing to share temporarily with tourists what they own (for example their house or car) or what they do (for example meals or excursions). This type of sharing is referred to as the ‘sharing economy’. It is not limited to tourism and can be found in many areas of social and economic activity, although tourism has been one of the sectors most impacted.

Sharing goods and services between individuals is nothing new in itself. However, the development of the internet and, as a consequence, the creation of online platforms has made sharing easier than ever. In the past decade, many companies managing such platforms have emerged on the market. A well-known example of a platform is one on which people can book accommodation (Airbnb).

The sharing economy has had a positive impact on tourism as well as a negative one. Its advocates think that it provides easy access to a wide range of services that are often of higher quality and more affordable than those provided by traditional business counterparts. Critics, on the other hand, claim that the sharing economy provides unfair competition, reduces job security, avoids taxes and poses a threat to safety, health and disability compliance standards.

The response to the sharing economy remains fragmented in the EU. Some activities have been regulated at local level. Neither the European Commission nor the Parliament have taken an official position so far, though a recent report from the Transport and Tourism Committee touches upon the issue. The Commission has announced that it plans to assess the role of platforms in order to see if any changes or new legislation is needed.
Tourism and the European Union: Recent trends and policy developments

Publication type In-Depth Analysis
Date 25-09-2015
Author Maria Niestadt

Policy area Tourism
Keyword travel | consumer protection | EU regional policy | economic statistics | admission of aliens | small and medium-sized enterprises | electronic commerce | economic consequence | tourist exchange | consumer behaviour | tourism policy | common transport policy | EU competence | Treaty of Lisbon

Summary Tourism is the third largest socio-economic activity in the European Union, making an important contribution to the EU economy and to job creation. Europe is the most visited region in the world. However, tourism in other regions is growing faster and Europe’s market share, in terms of international tourist arrivals and receipts, is shrinking.

Tourism businesses in the EU are confronted with a number of changes in tourist profile and behaviour, for example in terms of age, country of origin, how they plan and buy their travel, or which mode of transport they use.

Tourism policy remains a competence of the Member States. As the Treaties allow the EU only to support, coordinate or supplement the actions of the Member States, EU tourism policy has been rather limited, consisting mainly in providing financial support or legislating through other EU policies. The current framework for tourism policy is based upon a 2010 Communication; a revised strategy is expected to be adopted by the European Commission later in 2015.

In-Depth Analysis DE, EN, FR

The European Aviation Safety Agency

Publication type At a Glance
Date 17-07-2015
Author Maria Niestadt

Policy area Transport
Keyword safety standard | environmental standard | approximation of laws | sustainable mobility | drafting of EU law | European Aviation Safety Agency | civil aviation | air safety | air transport | aircraft fleet | European standard | air space

Summary The European Aviation Safety Agency (EASA) is one of the EU's decentralised bodies. Based in Cologne, it has specific regulatory and executive tasks in the field of civil aviation safety and environmental protection. The Agency prepares draft rules, provides technical, scientific and administrative support, conducts standardisation inspections and investigations and certifies aviation products. The scope of its competences might be extended in the framework of the revision of its Basic Regulation, which the Commission has announced will form part of a wider package of proposals on aviation, anticipated for later this year.

At a Glance EN

Strengthening air passenger rights in the EU

Publication type Briefing
Date 27-05-2015
Author Maria Niestadt

Policy area Transport | Tourism | Adoption of Legislation by EP and Council
Keyword sustainable mobility | customers | European Civil Aviation Conference | airport | facilities for the disabled | International Civil Aviation Organisation | implementing Regulation | liberalisation of the market | civil aviation | carriage of passengers | interinstitutional cooperation (EU) | aircraft fleet | airline

Summary Over recent decades, the liberalisation of air transport in the EU has brought notable benefits to air passengers, including some lower air fares and a wider choice of airlines and services. At the same time, however, increased numbers of passengers and planes travelling through bigger and more crowded airports, and fragmented air space, increase the risk of problems such as flight delays and cancellations, and lost luggage.

The EU has adopted several regulations on air passenger rights, which complement the relevant international conventions and recommendations, to deal with such problems. However, not all passengers are aware of, or insist on, enforcement of their rights. For their part, airlines claim to struggle with financial costs and legal uncertainty. Grey areas, gaps in the current legislation and inconsistent implementation have led to numerous cases on passenger rights coming before the Court of Justice of the EU.

In 2013, to address these shortcomings and the Court’s decisions, the European Commission proposed to modify the existing air passenger rights regulations. Among other provisions, it specified in greater detail certain air passenger rights, clarified key definitions, and modified certain time thresholds for compensation measures, as well as limiting the obligation for airlines to provide assistance in case of long delays.

The outgoing Parliament adopted its first-reading position on the proposal in February 2014. It introduced certain new elements and rejected some provisions that, in Parliament's view, weakened air passenger rights. Although the Council has made some progress on the file, it has not agreed on a general approach for negotiations with the Parliament. Stakeholders generally welcomed the clarifications in the Commission proposal and the EP’s position, although they do not support all the modifications.

Briefing EN