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Keyword "common transport policy"

145 result(s)

Creation date: 23-02-2020
Road infrastructure safety management
Publication type: Briefing
Date: 13-01-2020
Author: Ariane DEBYSER
Policy area: Transport | Adoption of Legislation by EP and Council
Keyword: transport infrastructure | road safety | transport network | road network | exchange of information | common transport policy | road traffic | trans-European network | transport accident | proposal (EU)
Summary: On 17 May 2018, the Commission adopted the proposal for a directive amending Directive 2008/96/EC on road infrastructure safety management. The revision was presented together with another legislative proposal on vehicle and pedestrian safety, and with non-legislative initiatives to promote safe mobility. The general objective of the proposal, which seeks to address the shortcomings of the existing legislation, is to reduce both road fatalities and serious injuries by improving the safety performance of road infrastructure. It proposes key changes to strengthen road infrastructure safety management procedures and extends the scope of the directive beyond the trans-European transport network (TEN-T). Interinstitutional negotiations (trilogues) concluded on 21 February 2019. The agreed text was adopted by the Parliament in plenary on 4 April 2019 and by the Council on 7 October 2019. After its final signature, the new legislative act came into force on 16 December 2019, and has to be transposed into national law in each Member State by 17 December 2021. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing  EN

Rail passengers' rights and obligations in the EU
Publication type: Briefing
Date: 27-05-2019
Author: Damiano SCORDAMAGLIA
Policy area: Transport | Consumer Protection | Adoption of Legislation by EP and Council
Keyword: disabled person | consumer protection | passenger tariff | case law (EU) | EU law | impact study | carriage of passengers | liability | common transport policy | rail transport | high-speed transport | proposal (EU)
Summary: In 2007, the EU established a set of basic rights for rail passengers, which became applicable at the end of 2009. These rights provided for all passengers, including those with reduced mobility, a harmonised minimum level of protection, information and assistance. While the implementation of these rights has generally been smooth, recent reports have concluded that this is not done uniformly across the EU. Moreover, other shortcomings have prevented these rights from being used to their full potential. On 27 September 2017, the European Commission presented a new proposal to address these shortcomings and to strike a new balance between keeping rail operators competitive and providing adequate passenger protection. The EP's Committee on Transport and Tourism responsible for the file, adopted its report on 9 October 2018. The Parliament subsequently adopted its first-reading position by a large majority, in plenary on 15 November 2018. In Council, discussions have yet to reach a conclusion. Once the Council adopts its negotiating position, it will be possible to start trilogue negotiations in the new parliamentary term. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing  EN

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.

Briefing  EN
Priority dossiers under the Romanian EU Council Presidency

Publication type: Briefing  
Date: 07-12-2018  
Author: LUCIENNE ATTARD  
Policy area: EU Democracy, Institutional and Parliamentary Law  
Keyword: digital single market | European social policy | negotiation of an agreement (EU) | European security | Romania | EU Council Presidency | EU migration policy | common transport policy | trade agreement (EU) | EU budget | EU energy policy  
Summary: Romania will hold the EU Council Presidency from January to July 2019. Its Presidency comes at the end of the European Parliament’s current legislative term, with European elections taking place on 23-26 May 2019. This is the first time that Romania holds the EU Council Presidency since joining the European Union on 1 January 2007. Romania has a bicameral legislature. The Parliament consists of the Senate (the upper house) having 137 seats and the Chamber of Deputies (the lower house) with 332 seats. The members of both houses are elected by direct, popular vote on the basis of proportional representation to serve four-year terms. The executive branch of the Government is directly or indirectly dependent on the support of the parliament, often expressed through a vote of confidence. The Social Democratic Party (PSD) heads the current governmental alliance with the centre-right Liberal-Democrat Alliance (ALDE). Romania is a semi-presidential republic, with Klaus Iohannis as President in office since November 2014, and the current Prime Minister, Viorica Dancila (PSD), in office since January 2018.

Research for TRAN Committee - Modal shift in European transport: a way forward

Publication type: Study  
Date: 29-11-2018  
External author: Enrico Pastori, Marco Brambilla, Silvia Maffi, Raffaele Vergnani, Ettore Gualandi, Eglantina Dani, Ian Skinner  
Policy area: Transport | Evaluation of Law and Policy in Practice  
Keyword: carriage of goods | transport infrastructure | statistics | data collection | charges for use of infrastructure | carriage of passengers | common transport policy | urban transport | EU financing | high-speed transport | rail transport | inland waterway transport  
Summary: The study provides a comprehensive analysis of the progress and potential of modal shift from road to more sustainable transport modes, with respect to the policy objectives set in the 2011 White Paper on transport. The study focuses both on passenger and freight transport, highlighting main barriers and factors that are hampering a more effective modal shift at EU level, and providing policy recommendations for the way forward.

Improving road infrastructure safety management

Publication type: Briefing  
Date: 13-07-2018  
Author: Milan REMAC  
Policy area: Transport | EU Law: Legal System and Acts  
Keyword: impact study | transport infrastructure | road safety | transport network | road network | traffic signs | common transport policy | road traffic | trans-European network | transport accident | proposal (EU)  
Summary: In order to improve the EU road safety and substantially reduce road deaths, several measures were taken at the EU level. A general policy document was adopted in 2010, when the European Commission published the Road Safety Programme 2011-2020. The current revision of the road safety management procedures was triggered by the fact that the progress in the reduction of road fatalities stalled and that the existing road security measures needed to be adapted to changes in mobility resulting from societal trends and technological developments. The impact assessment accompanying this proposal clearly explains the problems currently encountered, and proposes adequate solutions. The Commission used different sources to substantiate the impact assessment and also undertook several stakeholder consultation activities. However, some parts of the IA do not entirely follow the requirements of the Better Regulation Guidelines in that it does not set sufficiently specific and time-bound objectives. More detailed information on proportionality and publication of the support study would have also been desirable.
Training of professional drivers

Summary
The revision of existing provisions regarding the training of professional drivers was announced in the 2017 Commission Work Programme (in annex II covering REFIT initiatives). The initiative fits within the general framework regarding professional drivers of trucks and buses, and is closely related to road safety. It is also in line with the Commission’s 2011 Transport white paper and the 2010 communication ‘Towards a European road safety area: policy orientations on road safety 2011-2020’, which notably sought to improve road safety through the education, training and post licence training of road users. On 1 February 2017, the Commission adopted a legislative proposal to amend Directive 2003/59/EC and Directive 2006/126/EC, with the objective of tackling the main shortcomings identified in the implementation of the existing legislation. Third edition. The ‘EU Legislation in Progress’ briefings are updated at key stages throughout the legislative procedure. Please note this document has been designed for on-line viewing.

Passenger rights

Summary
Common rules have been drawn up in an effort to ensure that passengers receive at least a minimum level of assistance in the event of serious delays to or cancellation of their journey, irrespective of the mode of transport used, and, in particular, to protect more vulnerable travellers. The rules also provide for compensation schemes. A wide range of derogations may be granted for rail and road transport services, however, and court actions challenging the application of the rules are still common.

Common transport policy: overview

Summary
Transport policy has been one of the EU's common policies for more than 30 years. Alongside the opening-up of transport markets and the creation of the Trans-European Transport Network, the 'sustainable mobility’ model will take on even greater importance between now and 2020 – particularly in view of the constant rise in greenhouse gas emissions from the transport sector, which threatens to jeopardise the European Union’s efforts to achieve its climate goals.

Rail transport

Summary
EU rail transport policy is geared towards the creation of a Single European Railway Area. Three packages and a recast were adopted in the space of 10 years following the opening-up of the railway sector to competition in 2001. A fourth package, designed to complete the Single European Railway Area, was adopted in April 2016 (the technical pillar) and in December 2016 (the market pillar).
Air transport: market rules
Publication type EU Fact Sheets
Date 01-02-2018
Author ESTEBAN COITO GONZALEZ
Policy area Transport | Internal Market and Customs Union
Keyword EU competition policy | single market | State aid | air traffic | air freight rate | airport | common transport policy | competition law | airline
Summary The setting up of the Single Aviation Market in the late 1990s has profoundly transformed the air transport industry and has greatly contributed to the strong growth in air transport in Europe over the past twenty years.
EU Fact Sheets BG, ES, CS, DA, DE, ET, EL, EN, FR, GA, HR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV

Aviation safety
Publication type EU Fact Sheets
Date 01-02-2018
Author ESTEBAN COITO GONZALEZ
Policy area Transport
Keyword single market | International Civil Aviation Organisation | consumer protection | European Aviation Safety Agency | civil aviation | common transport policy | air safety | aircraft | airline
Summary Common rules, which have gradually been extended to cover the entire aviation sector, guarantee a uniform, high level of safety[1] throughout the internal market in air transport.
EU Fact Sheets BG, ES, CS, DA, DE, ET, EL, EN, FR, GA, HR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV

Maritime transport: strategic approach
Publication type EU Fact Sheets
Date 01-02-2018
Author ESTEBAN COITO GONZALEZ
Policy area Transport
Keyword pollution control measures | working time | vocational training | maritime transport | crew | common ports policy | occupational safety | common transport policy | competition law | trans-European network | pollution from ships
Summary EU regulations on maritime transport focus on the application of the principle of free movement of services and the correct application of competition rules, while ensuring a high level of safety, good working conditions and environmental standards.
EU Fact Sheets BG, ES, CS, DA, DE, ET, EL, EN, FR, GA, HR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV

Rail passengers’ rights and obligations
Publication type Briefing
Date 12-01-2018
Author STEFANO VETTORAZZI
Policy area Transport
Keyword impact study | consumer protection | disabled person | transport company | liability | carriage of passengers | common transport policy | case law (EU) | passenger tariff | EU law | high-speed transport | rail transport
Summary This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission’s impact assessment (IA) accompanying the above proposal, adopted on 27 September 2017 and referred to Parliament’s Committee on Transport and Tourism (TRAN). The proposal aims to amend Regulation (EC) No 1371/2007 in order to strengthen the rights for all EU rail passengers, and to reduce the 'burden on railway undertakings due to the inconsistent application of the regulation' (IA, p. 9). The proposal follows a Commission report (COM(2013) 587 final) on the application of the regulation, which 'highlighted certain problematic areas', and a second Commission report (COM(2015) 117 final) on exemptions granted by Member States, which 'identified the extensive use of exemptions as a major hindrance to the uniform application of the regulation' (explanatory memorandum of the proposal, p. 2). In addition, the proposal follows the ruling of the Court of Justice of the EU of 26 September 2013 in Case C-509/11, which is linked to the 'force majeure' issue described in the following section. The European Parliament has regularly taken a stand on passenger rights, by submitting written questions or by adopting resolutions.
Briefing EN
Making the market for bus and coach transport work better

Publication type: Briefing
Date: 14-11-2017
Author: Milan REMAC
Policy area: Transport | Transposition and Implementation of Law | Evaluation of Law and Policy in Practice
Keyword: freedom to provide services | international transport | EC Regulation | road cabotage | dissemination of EU information | transport market | carriage of passengers | common transport policy | bus | transport licence
Summary: Regulation 1073/2009 lays down the rules applicable to access to the international market for coach and bus services. Research of available documentation shows that there are various challenges to the present system that limit harmonisation in this particular field, including differences in rules on access to national markets across Member States, different openness of national markets and diverse national arrangements negatively influencing free provision of services in the field of transport. The European Parliament has called on the European Commission to ensure the completion and improved operation of the internal market for the transport by road of passengers and freight. Similarly, the European Economic and Social Committee has called for changes in this field. The European Commission published its legislative proposal amending the regulation on 8 November 2017.

Low-cost air carriers and tourism

Publication type: At a Glance
Date: 20-06-2017
Author: Ariane DEBYSER
Policy area: Transport | Tourism
Keyword: transport economics | consumer behaviour | liberalisation of the market | transport market | low cost airline | carriage of passengers | common transport policy | traveller | transport statistics
Summary: The liberalisation of air transport, which resulted in the creation of new routes and new business models for airlines, in particular the development of low-cost carriers, has led to lower fares and wider access to air transport. In many countries, air transport is a catalyst for tourism development. As low-cost carriers in the EU have experienced substantial growth, serving mostly short-haul destinations, they are increasingly looking into investing into the long-haul market for their future development.

Enhancement of social legislation in road transport I (Driving time)

Publication type: Briefing
Date: 15-05-2017
Author: Milan REMAC
Policy area: Transport | Transposition and Implementation of Law | Evaluation of Law and Policy in Practice
Keyword: interpretation of the law | EC Regulation | social dumping | road transport | restriction on competition | application of EU law | common transport policy | working conditions | rest period | driving period | drivers | principle of legal certainty
Summary: Regulation 561/2006 lays down rules applicable to driving times, breaks and rest periods for drivers engaged in the carriage of goods and passengers by road. Various resources show that presently there are several challenges linked with the implementation of the regulation. These include diverging enforcement practice applied across the different EU Member States, clarity of the text of the regulation, broad discretion of the Member States and various exemptions allowed by the regulation. These challenges influence harmonisation of road transport, as well as legal certainty, and they limit the fulfilment of the regulation’s goal. The European Parliament has called on the European Commission to update Regulation 561/2006 to respond to these challenges. Similarly, the European Economic and Social Committee has recommended that the existing legislation is updated. Furthermore, representatives of various stakeholder groups have voiced requests to update this piece of EU legislation. Finally, the European Commission itself has expressed willingness to revise the regulation as part of the enhancement of the social legislation in road transport. It is expected that the European Commission will submit this proposal in the second quarter of 2017.
Enhancement of social legislation in road transport II (Working time and enforcement of Regulation 561/2006)

**Publication type** Briefing  
**Date** 15-05-2017  
**Author** Milan REMAC  
**Policy area** Transport  
**Keyword** working time | police checks | road transport | self-employed person | application of EU law | common transport policy | EC Directive | drivers

**Summary** Directives 2002/15 and 2006/22 lay down rules on the working time of professional drivers, breaks, and enforcement of Regulation 561/2006 on the harmonisation of certain social legislation relating to road transport. Various sources show that there are currently several challenges linked with the implementation of social legislation in road transport in the Member States. These challenges include diverging enforcement practice across the various EU Member States, a lack of clarity in the legislation, the broad discretion left to Member States, and various exemptions allowed by the legislation. These challenges are affecting harmonisation in the field of road transport; they have an impact on legal certainty and are hindering the fulfilment of the legislation's objectives. The European Parliament has noted these issues and has called for them to be resolved. Similarly, the European Economic and Social Committee has recommended updating the current legislation, while representatives of various stakeholder groups have called for amendments in this field. Last, but not least, the European Commission itself has expressed its willingness to revise these directives as part of the enhancement of social legislation in road transport. It is expected that the European Commission will submit a proposal in the second quarter of 2017.

Research for TRAN Committee - Passenger night trains in Europe: the end of the line?

**Publication type** Study  
**Date** 05-05-2017  
**External author** Steer Davies Gleave: Gordon Bird, Jim Collins, Niccolò Da Settimo, Dick Dunmore, Simon Ellis, Mohammad Khan, Michelle Kwok, Tom Leach, Alberto Preti, Davide Ranghetti, Christoph Vollath; Politecnico di Milano for Steer Davies Gleave: Paolo Beria, Antonio Laurino, Dario Nistri

**Policy area** Forward Planning | Transport  
**Keyword** cost analysis | State aid | EU Member State | charges for use of infrastructure | passenger tariff | case study | railway tariff | economic analysis | services of general interest | carriage of passengers | Russia | common transport policy | rail transport

**Summary** The number of passenger night trains offering sleeping accommodation operated within Europe has declined rapidly since around 2010. This paper presents findings on what drives the financial, economic, social and environmental viability of services and hence decisions on whether to operate them or subsidise them. It presents conclusions and recommendations for the monitoring, management and regulation of the sector.

Research for the TRAN Committee - Infrastructure funding challenges in the sharing economy

**Publication type** Study  
**Date** 04-05-2017  
**External author** Matthias FINGER, Juan José Montero, Nadia BERT, David KUPFER, Marcin WOLEK

**Policy area** Transport  
**Keyword** impact study | transport economics | transport infrastructure | economic consequence | collaborative economy | impact of information technology | services of general interest | common transport policy | urban transport | public transport | financing method

**Summary** The study analyses the disruption created by shared mobility in the funding of transport infrastructure. While recognizing the benefits of shared mobility in terms of reduction of private car use, the study identifies that there might be short term negative effects on the revenues of long distance railway and coach operators. It also points out other potential risks, which include capture of value by commissions charged by platforms mediating mass-transit services (Mobility as a Service), freeriding and lower tax contributions. The study makes recommendations to reduce these risks.
EU port cities and port area regeneration

Publication type Briefing
Date 27-04-2017
Author Marketa PAPE
Policy area Transport | Regional Development
Keyword transport infrastructure | economic and social cohesion | urban renewal | ports policy | common transport policy | EU financing | urban economy | urbanisation | transport regulations | environmental impact
Summary Ports have always been an important asset to Europe, serving as gateways to the rest of the world and as connection points to rivers across European territory. For centuries, ports and their cities developed hand in hand, the port generating prosperity for the city. This has changed with the industrial revolution, globalisation and the rapid development of containerisation. Most ports moved out of their cities and their mutual relationship began to suffer. Today, this relationship experiences a new dynamism, driven on both sides by the aspiration to revive ports after the recent crisis, while at the same time making the most of their potential as a stimulus for city life and regeneration. In recent years, a variety of policy options have been identified and their efficiency tested. Port authority organisations were among the first to realise that for ports to flourish in the long term, their cities also need to prosper, and began taking steps towards improving their mutual relations. The progressive development of the EU’s urban policies can pave the way to further joint development of ports and cities and offer new solutions to urban challenges, essential for achieving the smart, sustainable and inclusive society envisaged in the Europe 2020 strategy.

The use of hired vehicles without drivers for the carriage of goods by road

Publication type Briefing
Date 11-04-2017
Author Alina Ileana DINU
Policy area Transport
Keyword transport law | carriage of goods | vehicle rental | road transport | application of EU law | common transport policy
Summary European legislation on the use of hired vehicles without drivers for the carriage of goods by road has been in operation for 25 years. Directive 2006/1/EC includes legal provisions from the 1980s that reflect the needs of the sector at that time. Today, this legislation should be reviewed to correspond to operators’ actual needs, as well as to align with the latest issues in the haulage market sector and with current EU policy priorities.

Rail freight in the EU: Developing a tool for more sustainable transport

Publication type Briefing
Date 11-04-2017
Author Damiano SCORDAMAGLIA
Policy area Transport
Keyword single market | carriage of goods | transport infrastructure | technical barrier | European Union Agency for Railways | sustainable mobility | common transport policy | EU financing | trans-European network | transport regulations | rail network
Summary In the early 20th century, rail was by far the most important mode for hauling goods across Europe. Since then, the freight market has undergone profound changes. In 2014, rail accounted for less than 12 % of all freight in the EU, while its main competitor, road haulage, achieved roughly a 50 % market share. This development entailed environmental concerns, road being considered more detrimental to the environment than rail. In the context of a predicted increase in freight transport, the EU has adopted a broad policy framework and a set of initiatives to promote more sustainable transport where rail freight plays an important role. These range from measures to improve the competitiveness, governance and technical compatibility of the rail sector in general, to specific provisions to support rail freight networks and services. The EU has also provided for a set of financing instruments and programmes. Today, experts seem to share a common understanding of the unsatisfactory performance of rail freight: regulatory and management issues, an uneven playing field and insufficient effectiveness of EU funding are among the main causes that are being discussed. At the same time, a consensus seems to have emerged on the need to increase rail freight in the EU. As a result, recommendations have been made to enhance and stabilise the regulatory environment; improve management and better adapt it to rail freight needs; make more consistent use of EU funds to improve the infrastructure; better exploit the potential of intermodal facilities; and monitor more closely the results achieved. Ongoing steps, such as rail projects at EU and national level and implementation of the EU regulatory framework, are already contributing to making rail freight a more customer-oriented and sustainable mode of transport.
Towards low-emission EU mobility

Publication type: Briefing
Date: 21-03-2017
Author: Marketa PAPE

Policy area: Transport

Keyword: sustainable mobility | intelligent transport system | logistics | carriage of goods | Community certification | road transport | motor vehicle pollution | maritime transport | reduction of gas emissions | carriage of passengers | common transport policy | air transport | prevention of pollution | environmental impact

Summary: While EU transport systems provide the mobility European society needs, they also create severe environmental pressures and are responsible for a quarter of EU greenhouse gas (GHG) emissions. Transport activity is expected to grow still further and become the largest source of EU GHG emissions after 2030. Meanwhile, the EU has joined global efforts to limit climate change and pledged to reduce its CO2 emissions significantly. In line with this commitment, it has set out to transform itself into a low-carbon economy. This implies a systemic change towards low-emission mobility, which in turn requires modern and clean transport without compromising European mobility and competitiveness. The European Commission has put forward a comprehensive strategy for low-emission mobility to accelerate the transformation, focusing on three main areas. Firstly, it seeks to improve transport-system efficiency by employing digital technologies, smart road charging and promoting multimodality. Secondly, it encourages the deployment of low-emission alternative energy for transport, such as electricity and advanced biofuels. And thirdly, it outlines measures for moving towards zero-emission vehicles. In addition, several horizontal initiatives seek to provide coherence between transport and other policy areas and create an environment enabling new digital technologies, research and innovation, energy, investment, and skills. While reactions to the strategy have mainly been positive, stakeholders also stressed the need for a technology-neutral approach, taking the whole emission cycle and the need for a level playing field between transport modes into account.

Briefing EN

Logistics in the EU and multimodal transport in the TEN-T corridors

Publication type: At a Glance
Date: 11-01-2017
Author: Marketa PAPE

Policy area: Transport

Keyword: carriage of goods | transport infrastructure | common transport policy | distribution of EU funding | trans-European network | rail transport | inland waterway transport

Summary: In line with EU climate and energy targets, EU transport policy supports multimodal transport which combines transport modes while limiting their overall impact on the environment. The European Parliament is to vote in January 2017 on an own-initiative report proposing to make multimodality the cornerstone of the trans-European transport network’s implementation.

At a Glance EN

Research For TRAN Committee - The EU Maritime Transport System: Focus on Ferries

Publication type: Study
Date: 16-11-2016

Policy area: Transport | Evaluation of Law and Policy in Practice

Keyword: marine fuel | energy efficiency | sustainable mobility | soft energy | transport regulations | transport accident | clean technology | transport economics | liability | common transport policy | international convention | ferryboat | trans-European network | maritime safety | combined transport

Summary: This study provides a concise overview of passenger ferries as part of the EU Maritime Transport System, focussing on their role in contributing to multimodality. It outlines the ferry industry from a wide perspective, with analysis across spatial scales, from urban to long distance, and with respect to its implications within an economic context. Technological developments and innovations are addressed in view of applicable environmental Regulations.

Study EN

Recognition of professional qualifications in inland navigation

Publication type: Briefing
Date: 14-06-2016
Author: Marketa PAPE

Policy area: Transport | Employment | Internal Market and Customs Union | Adoption of Legislation by EP and Council

Keyword: carriage of goods | approximation of laws | intra-EU transport | carriage of passengers | common transport policy | recognition of diplomas | ship’s passport | inland waterway transport

Summary: While inland navigation is a cost-effective and environmentally friendly mode of transport, it is not used to its full capacity. Apart from the need for significant infrastructure improvements, the sector is affected by limited labour mobility and shortage of qualified workers. To enhance labour mobility, the European Commission proposes to establish a common system of qualifications for workers on EU inland waterways. While the EU legislation currently applies only to boatmasters, the proposal introduces harmonised rules for all deck crew members. Moreover, it extends the scope of legislation to the previously excluded River Rhine. Ultimately, the proposal should facilitate entry to professions in inland navigation, improve career prospects and make jobs in the sector more attractive.

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
Road charges for private vehicles in the EU

Publication type Briefing
Date 25-05-2016
Author Susanne PILLATH

Policy area Transport
Keyword road charges | single market | toll | sustainable mobility | motor car | electronic money | expressway | free competition | axle tax | motor vehicle pollution | common transport policy | large vehicle | electronic device | road transport tariff

Summary Road charges are fees for the use of a particular road network or section of road. Since the 1990s, the focus of European transport policy has shifted from the application of road pricing purely as a means to generate revenue towards the use of charges as an instrument against pollution and congestion. Charging for road infrastructure is an option to implement basic principles of EU policy such as the 'user-pays principle' or the 'polluter-pays principle'. It can serve different functions such as financing, managing traffic flow or making all costs perceptible so as to influence the behaviour of road users. As the transport of goods is linked with the functioning of the Single Market, the charging of heavy goods vehicles is regulated at European level. In contrast, there is no regulation at European level on the charging of private vehicles, though Member States establishing such schemes are obliged to apply the basic principles of the Treaties, in particular the principles of proportionality and of non-discrimination on grounds of nationality. As a consequence of the regulation at national level, many different charging schemes are applied in the EU. These vary, principally according to the way they are levied: distance-based schemes levied by means of tolls, or time-based schemes, levied using vignettes. All schemes are associated with considerable levying costs. Technological developments such as electronic charging can offer opportunities to reduce these costs. However, lack of interoperability between the various systems generates additional costs and hindrances for European mobility.

Moving cycling forward: A coordinated approach to cycling for local and regional authorities in the EU

Publication type In-Depth Analysis
Date 17-05-2016
Author Marketa PAPE

Policy area Environment | Transport | Regional Development | Public Health
Keyword cycle track | EU financing arrangements | road safety | EU action | sustainable mobility | data collection | common transport policy | tax incentive | urban transport | two-wheeled vehicle | transport statistics

Summary This analysis presents an overview of the current state of cycling mobility in the European Union and of the benefits stemming from cycling as a means of transport. It examines the challenges linked to making cycling a regular transport mode and looks at what is being done across the EU to address the problems identified. After discussing recent EU developments, the analysis concludes that cycling potential could be maximised by coordinated action at all levels of local government administration. Building on the author's EPRS briefing Cycling mobility in the EU of May 2015, this analysis was produced at the request of the Committee of the Regions of the EU. A genuine shift towards greater cycling mobility can be achieved through cycling policies that are coordinated across all levels of administration. For reasons of subsidiarity, the main responsibility for delivering cycling policy is at national and local level. However, the EU could help strengthen these efforts by means of a strategic document that covers all the areas that impact on cycling in one text. In combination with appropriate funding, this could send a strong signal to all levels of administration that cycling is taken seriously as a means of transport which reduces urban congestion and pollution, while making people healthier.

EU external aviation policy

Publication type Briefing
Date 11-05-2016
Author Ariane DEBYSER

Policy area Transport
Keyword transport law | international transport | International Civil Aviation Organisation | air law | EC Regulation | transport market | common transport policy | international convention | air safety | air transport | agreement (EU)

Summary The 1944 Convention on International Civil Aviation ('Chicago Convention') is the chief regulatory framework for international civil aviation, but also the most important primary source of public international aviation law and the umbrella under which bilateral air service agreements have been developed. While in the early days bilateral air service agreements between states were quite restrictive, having been written with the intention of protecting their respective flag carriers, in the early 1990s the author proposed a more flexible model of bilateral air services agreements, the so-called 'Open Skies' agreements. Challenged on the grounds that some of their provisions were not in conformity with Community law, these agreements led in 2002 to the European Court of Justice's 'Open Skies' judgments. These judgments triggered the development of an EU external aviation policy, which has led to the conclusion of over 50 horizontal agreements as well as to the negotiation and conclusion of comprehensive EU agreements with some neighboring countries and key trading partners. To tackle the challenges currently facing international air transport and, in particular, the increased competition from third countries, the Commission adopted in December 2015 a new aviation strategy for Europe that places great emphasis on the external dimension. The European Parliament is now examining this strategy.
Employment and working conditions in EU civil aviation

Publication type: Briefing
Date: 15-04-2016
Author: Maria Niestadt

Policy area: Transport | 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.

Main Options for a GMBM at ICAO During its High-level Meeting in May 2016

Publication type: Briefing
Date: 15-04-2016
External author: Martin Cames and Hans Pulles

Policy area: Environment | Forward Planning
Keyword: climate change | International Civil Aviation Organisation | reduction of gas emissions | common transport policy | emission trading | air transport

Summary: In 2010, the International Civil Aviation Organization (ICAO) adopted an aspirational goal to achieve Carbon Neutral Growth from 2020 (CNG2020). Despite efficiency improvements, CO2 emissions from international aviation are projected to be seven times higher in 2050 than in 1990. At the Paris climate conference (COP21), countries agreed to limit climate change to well below 2°C. Without considerable contributions of the aviation sector to global mitigation efforts, this goal will be much harder to achieve. CNG2020 is unlikely to be sufficient in the long term.

In 2013, the International Civil Aviation Organization (ICAO) established a working group for developing a Global Market-Based Measure (GMBM), which should be adopted in 2016 and come into force in 2020. The main issues at stake at the high-level meeting are the design options of the GMBM, particularly how the offset obligation can be distributed among airlines, how special circumstances and respective capabilities (SCRC) of states can be reflected, how the target of carbon neutral growth from 2020 onwards can be achieved and how environmental integrity can be ensured through environmentally reliable offset units.

Research for TRAN Committee - The Paris Agreement and the EU Transport Policy

Publication type: Briefing
Date: 15-03-2016
Author: Marc THOMAS

Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: pollution control measures | clean technology | energy efficiency | EU Emissions Trading Scheme | greenhouse gas | reduction of gas emissions | common transport policy | UN Framework Convention on Climate Change | EU statistics

Summary: This note briefly deals with the capacity of the transport system to meet EU environmental commitments made in Paris on the occasion of COP21.
Research for TRAN Committee – Self-Piloted Cars: The Future of Road Transport?

Publication type: Study
Date: 15-03-2016
External author: Roberta Frisoni, Andrea Dall’Oglio, Craig Nelson, James Long, Christoph Vollath, Davide Ranghetti and Sarah McMinimy
Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: driving mechanism | intelligent transport system | transport regulations | social impact | economic consequence | road safety | impact of information technology | road transport | research project | robotics | motor vehicle industry | common transport policy | technology assessment | robotisation

Summary: The study provides an analysis of the development of automated vehicles inside and outside the EU, including both the technologies which are already on the market and those under testing and research. The EU is giving increasing attention to automated and connected vehicles as they could have huge impacts on road safety, travel behaviour and urban development. The study reports on state of the art key research projects and large scale testing in this area and discusses future pathways and potential impacts of increasing vehicle automation. It concludes with recommendations on aspects that should be considered when shaping policies to sustain the research and development, and bringing to market, of highly automated and connected vehicles.

Study: EN
Executive summary: ES, DE, EN, FR, IT

The fourth railway package: Another step towards a Single European Railway Area

Publication type: In-Depth Analysis
Date: 14-03-2016
Author: Ivana KATSAROVA | Damiano SCORDAMAGLIA
Policy area: Transport | Adoption of Legislation by EP and Council
Keyword: transport law | technical standard | European Union Agency for Railways | restriction on competition | drafting of EU law | transport market | social impact | liberalisation of the market | services of general interest | carriage of passengers | common transport policy | rail transport | harmonisation of standards

Summary: The fourth railway package comprises six legislative proposals to enhance the efficiency and competitiveness of rail across the European Union, put forward by the European Commission in 2013. It aims to remove the remaining institutional, legal and technical obstacles, and create a truly integrated European Railway Area. Although the legislative process on technical issues did not present many difficulties, negotiations on the liberalisation of rail markets and governance structures (known as the market pillar) continue and prove more complex. Trilogue discussions began after the adoption of a general approach by the Council in October 2015, and should conclude in 2016. Once adopted, the fourth railway package is expected to give a new impetus to rail services across the EU, and will contribute to meeting the objectives of the Commission’s 2011 White Paper on Transport.

In-Depth Analysis: DE, EN, FR

Research for TRAN Committee - Logistics in the TEN-T Corridors

Publication type: Study
Date: 14-03-2016
External author: Wolfgang Schade, Werner Rothengatter and Simon Mader
Policy area: Transport | Tourism
Keyword: carriage of goods | transport infrastructure | road transport | intelligent transport system | transport network | logistics | carriage of passengers | common transport policy | trans-European network | rail transport | inland waterway transport | combined transport

Summary: This note assesses the status of logistics and the way to achieve a performing multi-modal transport system on the TEN-T core network by making use of improving existing policy instruments. It shows that interoperability of railways and multi-modal terminals are crucial issues along the nine corridors of the core network.

Study: EN

Sustainable urban mobility gaining ground

Publication type: At a Glance
Date: 02-03-2016
Author: Marketa PAPE
Policy area: Environment | Transport | Regional Development
Keyword: transport infrastructure | sustainable mobility | intelligent transport system | motor vehicle pollution | reduction of gas emissions | common transport policy | urban transport | EU financing

Summary: Cities are home to more than 70% of the EU population and generate about 85% of its GDP. As urban mobility relies heavily on conventionally fuelled private cars, cities suffocate from traffic congestion and pollution. Furthermore, urban CO2 emissions account for about 23% of the EU total and reducing them is key for meeting the EU’s emissions reduction targets – in the spotlight since the United Nations COP21 Paris climate conference. The sustainable mobility concept addresses urban issues as a whole, promoting a shift towards greener transport, to make cities more liveable.

This is an updated version of the text PE 572.788, prepared for the December 2015 plenary.

At a Glance: EN, FR
Research for TRAN Committee - Connectivity and Accessibility of Transport Infrastructure in Central and Eastern European EU Member States

Publication type: In-Depth Analysis
Date: 01-03-2016
External author: Wolfgang Schade, Werner Rothengatter and Simon Mader

Policy area: Transport | Tourism
Keyword: transport infrastructure | Central and Eastern European Countries | transport network | common transport policy | EU financing | trans-European network | length of journey | transport statistics

Summary: Since the pre-accession phases, the Member States located in Central and Eastern Europe have been receiving EU funding to be invested in transport infrastructure. These investments have improved connectivity and accessibility in these Member States substantially. This note shows, however, that gaps remain. It also analyses how current policy instruments could contribute to close such gaps, and how this policy could be improved.

In-Depth Analysis EN

The IMO – for 'safe, secure and efficient shipping on clean oceans'

Publication type: Briefing
Date: 15-02-2016
Author: Marketa PAPE

Policy area: Environment | Public international law | International Trade | Transport | Private international law and judicial cooperation in civil matters | EU Law: Legal System and Acts
Keyword: institutional structure | interinstitutional relations | marine pollution | International Maritime Organisation | pollution from ships | climate change | environmental standard | competence of the institution | reduction of gas emissions | environmental liability | common transport policy | international convention | maritime shipping | maritime safety | prevention of pollution

Summary: The International Maritime Organization (IMO) is a United Nations specialised agency responsible for regulating international shipping. Since 1959, when it met for the first time, the IMO's overarching objectives have been the improvement of maritime safety and the prevention of marine pollution, to which maritime security was added later.

The organisation's functioning reflects the diverging interests of its 171 member states acting in diverse capacities as port, coastal and flag states on the one hand, and as developed, developing or least developed states, on the other.

The main legal instruments used by the IMO are conventions. Generally regarded as being of a high standard, the body of technical rules adopted through these conventions is widely accepted. In contrast, the IMO received criticism in 2015 for its approach to reducing greenhouse gas emissions from international shipping, perceived as insufficient.

While all EU Member States and the European Commission take part in IMO meetings, the EU has over the years developed and applied its own maritime legislation, which has on occasion stirred debate within the international shipping community.

In 2015, the European Parliament sent its first-ever delegation to an IMO meeting. Furthermore, the Parliament added its voice to the international community calling on the IMO to step up action on reducing shipping emissions.

Briefing EN

Recognition and modernisation of professional qualifications in inland navigation: Implementation Appraisal

Publication type: Briefing
Date: 22-01-2016
Author: Milan REMAC | DAVID RICARDO GONZALEZ JIMENEZ

Policy area: Transport | Employment
Keyword: crew | drafting of EU law | recognition of vocational training qualifications | common transport policy | EU programme | inland waterway transport | Central Commission for Navigation on the Rhine | professional qualifications

Summary: The existing EU legislation on professional qualifications in inland navigation is diverse, as are the bodies that adopt the rules applicable to the profession of boatmaster: EU, Member States and river commissions with the status of international organisations. As a consequence, this may lead to a situation where there are different requirements for the profession of boatmaster on various rivers. This has an impact on the labour mobility in this sector, but it can also influence the attractiveness of this work as such. Despite the endeavour of various bodies, such as the Central Commission for the Navigation on the Rhine, to mutually recognise the professional qualifications in inland navigation, the legislation remains fragmented and outdated. Studies show that broader harmonisation in the field of the professional qualifications in inland navigation is necessary as it could bring more clarity and transparency and, as a result, help to create jobs. One of the ways to achieve such harmonisation could be an amendment of the existing European legislation.

Briefing DE, EN, FR
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 adapting 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 interlink 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

EU policy on railway noise reduction

Publication type: At a Glance
Date: 20-01-2016
Author: Damiano SCORDAMAGLIA

Policy area: Environment | Transport
Keyword: Noise | Environmental standard | Noise protection | Common transport policy | Innovation | Rail transport | Polluter pays principle | New technology | Technical specification

Summary: Rail development is an important element of the EU’s transport strategy. A significant increase in rail’s share of freight and passenger transport can contribute to achieving the EU objective of a 60% reduction in greenhouse gas emissions from transport by 2050, in comparison with 1990. Considered a more energy-efficient and sustainable mode of transport, rail is nonetheless faced with a major environmental issue: noise pollution. Rail noise and its possible adverse effects on health are of concern to stakeholders and local communities in several European countries.

Assessment of Connecting Europe Facility

Publication type: In-Depth Analysis
Date: 18-01-2016
External author: Blomeyer and Sanz

Policy area: Budget
Keyword: Project evaluation | Transport infrastructure | Project of common interest | EU Financial instrument | Energy policy | EU Member State | Commitment of expenditure | Telecommunications | Payment appropriation | Common transport policy | EU budget | Trans-European network

Summary: The paper assesses the first two years of Connecting Europe Facility (CEF), taking into account its initial backloading in 2014-2015 as per 2013 agreement on the Multiannual Financial Framework (MFF) 2014-2020, as well as the evolution and the new priorities since the MFF agreement. It provides key information on the CEF, summarises the programme’s performance to date, discusses the budget cuts, and presents conclusions on the basis of the assessment.

Research for TRAN Committee - The World is Changing. Transport Too.

Publication type: Study
Date: 15-01-2016
External author: Greg Marsden, Peter Atkinson, Julian Burkinshaw, Holly Edwards, Ian Jones, Karen Lucas, Giulio Mattioli, Kate Palmer, Louise Reardon, Zia Wadud, Tony Whiteing, Magda Cepeda, Janine Morley, Weert Canzler, Andreas Knie, Matthias Finger, Nadia Bert and David Kupfer

Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: Internet | Impact of information technology | Sustainable mobility | Intelligent transport system | Reduction of gas emissions | Common transport policy | Urban transport | Combined transport | Transport regulations | Electric vehicle | Demographic analysis

Summary: The (more and more urban) European population is growing and ageing. Mobile information and communication technologies are developing rapidly, global competition and the fight against climate change are pressing. These developments all have an impact on transport as a whole. As this paper shows, mobility needs and patterns evolve; new transport services/systems emerge; transportation technologies aim to become more ‘environmentally-efficient’. This transformation challenges the existing transport sector’s structure and governance and calls for major changes in the regulatory framework.
**Priority dossiers under the Dutch EU Council Presidency**

**Publication type** Briefing  
**Date** 16-12-2015  
**Author** Dora BOYTHA  

**Policy area** EU Democracy, Institutional and Parliamentary Law  
**Keyword** single market | common commercial policy | Economic and Monetary Union | citizens' Europe | government | EU Council Presidency | area of freedom, security and justice | Netherlands | fiscal policy | common foreign and security policy | human rights | climate change policy | energy policy | EU migration policy | common transport policy | digital technology | interinstitutional relations (EU)

**Summary**  
From January to June 2016, The Netherlands will hold the Presidency of the EU Council for the 12th time, kicking off the Dutch-Slovak-Maltese Trio Presidency.

For the first semester of 2016, the Commission's soon ending 2015 work programme will largely determine the legislative agenda as nearly all major proposals will have been put on the table by the end of this year. As of 16 December 2015, there are 140 active ordinary legislative procedures, of which 23 have been agreed by the co-legislators at political level and around 30 are being negotiated in view of a first or (early) second reading agreement.

The Dutch EU Presidency will pursue the following priorities: (i) improving quality and simplification of legislation; (ii) growth and jobs (internal market, innovation and digital economy); and (iii) active involvement of citizens and civil society in policymaking.

This note aims to present the state of affairs in the policy fields of Dutch priority, as well as the most important related dossiers to be addressed by the Dutch Presidency.

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**Sustainable urban mobility gaining ground**

**Publication type** At a Glance  
**Date** 30-11-2015  
**Author** Marketa PAPE  

**Policy area** Environment | Transport | Regional Development  
**Keyword** transport infrastructure | sustainable mobility | motor vehicle pollution | intelligent transport system | reduction of gas emissions | common transport policy | urban transport | EU financing

**Summary**  
Cities are home to more than 70% of the EU population and generate about 85% of its GDP. As urban mobility relies heavily on conventionally fuelled private cars, cities suffocate from traffic congestion and pollution. Furthermore, urban CO2 emissions account for about 23% of the EU total and reducing them is key for meeting the EU's emissions reduction targets – in the spotlight with the ongoing COP21 Paris climate conference. The sustainable mobility concept addresses urban issues as a whole, promoting a shift towards greener transport, to make cities more liveable.

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**Research for TRAN committee - Greenhouse Gas and Air Pollutant Emissions from EU Transport**

**Publication type** In-Depth Analysis  
**Date** 05-11-2015  
**Author** Marc THOMAS  

**Policy area** Transport | Evaluation of Law and Policy in Practice  
**Keyword** environmental standard | atmospheric pollution | combustion gases | energy efficiency | sustainable mobility | greenhouse gas | atmospheric pollutant | reduction of gas emissions | common transport policy | energy consumption | transport statistics

**Summary**  
Transport is the only EU sector where greenhouse gas emissions have risen since 1990. Conversely, transportation has significantly reduced its emissions of atmospheric pollutants in the past two decades - but it is still a major cause of air pollution, especially in urban areas. Besides, it is unclear whether the decline in transport demand/emissions observed since the 2008 economic downturn is only cyclical or is (at least partly) attributable to structural reasons.
The Results and Efficiency of Railway Infrastructure Financing within the EU

Publication type: Study
Date: 15-10-2015

External author: Claus DOLL (Fraunhofer Institute for Systems and Innovation Research - ISI), Werner ROTHENGATTER (Karlsruhe Institute of Technology) and Wolfgang SCHADE (M-Five GmbH Mobility, Futures, Innovation, Economics)

Policy area: Budget | Transport | Transposition and Implementation of Law | Budgetary Control | Evaluation of Law and Policy in Practice

Keyword: impact study | project evaluation | transport infrastructure | intra-EU transport | common transport policy | EU financing | case study | cost-effectiveness analysis | high-speed transport | trans-European network | financing method | rail network

Summary: Upon request by the Committee on Budgetary Control (CONT) this study analyses the results, efficiency and effectiveness of the EU investment in rail infrastructure with a special focus on cross border rail projects. Beginning with a discussion of the reasons for the moderate success of EU railway policy it investigates four case studies with a focus on effectiveness of funding schemes and success of removing bottlenecks, particularly at border crossings, to improve attractiveness of the railway mode. Recommendations are given for a more efficient joint development of a European rail network by the Member States and the EU and a further development of funding schemes tailored to railways.

Study: DE, EN, FR

High-speed rail in the EU

Publication type: Briefing
Date: 29-09-2015

Author: Damiano SCORDAMAGLIA

Policy area: Transport

Keyword: cost analysis | France | United Kingdom | European Union Agency for Railways | Cohesion Fund | Italy | Spain | economic consequence | transport infrastructure | Germany | intra-EU transport | carriage of passengers | European Regional Development Fund | common transport policy | trans-European network | rail transport | high-speed transport | environmental impact | length of journey | transport statistics

Summary: High-speed rail (HSR) started developing in Europe in the late 1970s, first in France and Italy, and subsequently in Germany, Spain and the UK, among others. In the early stages, its development took place largely at national level. The EU started providing specific support to European rail projects with the establishment of the trans-European transport network (TEN-T) in the early 1990s, some priority projects of which concern HSR. The EU also promotes HSR development through other means, including technical harmonisation measures, security systems and funding instruments. The importance of high-speed rail has increased over time in the EU in terms of network length, number of passengers carried and modal share. Nevertheless, EU Member States each have their own specific characteristics in this regard. The impact of HSR on economic growth and sustainable regional and urban development is not easily measurable, each project having to be analysed individually. HSR can contribute significantly towards meeting some of the objectives – notably on energy efficiency and reduction of emissions – set by the 2011 European Commission White Paper on Transport. To this end, specific targets for developing the HSR network are set out in the Roadmap to a Single European Transport Area. Worldwide, the development of HSR lines could also provide commercial opportunities for the technological know-how of the EU rail industry on foreign markets. However, the sector’s future depends on a diverse range of political, economic and technical factors or challenges, among them the increasing costs of rail works and infrastructure, varying rates of investment returns, and the adverse impacts of the recent economic crisis. In the context of budgetary constraints, public authorities in some EU countries have questioned HSR’s overall added value.

Briefing: EN
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

An overview of the Trans-European Transport Network

Publication type: Briefing
Date: 17-09-2015
Author: Marketa PAPE

Policy area: Transport
Keyword: transport network | investment protection | common transport policy | EU financing | investment promotion | trans-European network

Summary: Since 2013, the European Union's transport infrastructure policy has been based on a refocused systematic approach. It aims at transforming the patchwork of national transport infrastructures into a trans-European transport network (TEN-T) which will allow people and goods to move quickly and easily throughout the EU. The development of the network is based on revised TEN-T infrastructure guidelines and the newly-created Connecting Europe Facility (CEF). It focuses primarily on the most strategic transport connections – the core network – which is composed of nine transport corridors. Each corridor is multimodal and includes at least three Member States and crosses at least two borders. Priority is given to eliminating missing links (mostly in cross-border sections) and building multimodal connections, removing existing bottlenecks and ensuring interoperability, while reducing greenhouse gas emissions from transport. Even though the EU budget provides substantial funding for infrastructure in Europe, the largest part of financing for projects comes from the Member States. As public funds are limited, the EU offers several possibilities for assistance in financing infrastructure projects. Besides grants, different financial instruments have been developed, such as loan guarantees and project bonds, which are increasingly used both under the CEF and the newly created European Fund for Strategic Investments. The European Parliament has been an active promoter of the TEN-T, shaping the legislation and securing sufficient financing. It also follows the TEN-T development closely, including in cooperation with the European coordinators.

Briefing: EN

Mid-term review of the White Paper on Transport

Publication type: At a Glance
Date: 02-09-2015
Author: Susanne PILLATH

Policy area: Transport
Keyword: single market | road safety | sustainable mobility | competitiveness | transport market | common transport policy | working conditions | trans-European network | combined transport

Summary: In its White Paper on Transport, adopted in 2011, the European Commission set out a roadmap towards a competitive and resource-efficient transport system in the EU. This strategy outlines initiatives and measures to be taken in transport policy in the decade 2011-20. At the September I plenary session, Parliament is due to debate an own-initiative report which takes stock of the implementation of the strategy at its mid-term, and assesses the focus of European transport policy for the coming years.

At a Glance: ES, DE, EN, FR, IT, PL
Codification of Passenger Rights: Cost of Non-Europe Report

Publication type: Study
Date: 15-07-2015
Author: Monika NOGAJ

External authors: Authors of Annex I:
Levent Altan, Paola Banfi, Linda De Keyser, Agnieszka Markowska, Nathalie Meurens and Marilena Verbari of Milieu Ltd have written this European Added Value Assessment (EAVA) at the request of the European Added Value Unit of the Directorate for Impact Assessment and European Added Value, within the Parliamentary Research Services (DG EPRS) of the General Secretariat of the European Parliament.

Policy area: European Added Value | Transport | Internal Market and Customs Union | Tourism
Keyword: consumer protection | road transport | codification of EU law | maritime transport | drafting of EU law | carriage of passengers | common transport policy | rail transport | air transport | combined transport | transport regulations | traveller

Summary: Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a 'public good' through common action at EU level in specific policy areas and sectors. This report analyses the costs for citizens and business of the absence of a consolidated framework for Passenger Rights as well as the feasibility and the merits of such a consolidation in a single legislative instrument. Regulatory and practical gaps and inconsistencies in EU passenger legislation result in passengers not being equally protected across the various transport modes. The lack of a consolidated and consistent framework weakens the effective enforcement of Passenger Rights, affects the quality of service and creates barriers for seamless travel. The costs of these shortcomings for transport users and the whole society amount to at least 355 million euro annually. Although requiring a complex legislative effort, the establishment of a single EU framework for passenger rights in the form of an EU Codex would present the highest added value in tackling the current problems. A Common Frame of Reference could be a first step to such consistent and harmonised revision of Passenger Rights.

Multimedia: EN

The European Railway Agency

Publication type: At a Glance
Date: 13-07-2015
Author: Damiano SCORDAMAGLIA
Policy area: Transport
Keyword: transport infrastructure | safety standard | European Union Agency for Railways | transport safety | sustainable mobility | intelligent transport system | transport network | common transport policy | EU budget | rail transport | combined transport

Summary: Established in 2004 and based in Valenciennes (France), the European Union Railway Agency (ERA) was set up with a view to revitalising the European rail sector and creating a single European railway area through the elimination of operational and regulatory differences across EU rail systems. The Fourth Railway Package, which is currently under consideration, includes a proposal for a new Regulation on ERA which would modify its structure and expand the scope of its activities.

At a Glance: EN

Multimodal integrated ticketing

Publication type: At a Glance
Date: 29-06-2015
Author: Susanne PILLATH
Policy area: Transport
Keyword: intelligent transport system | intra-EU transport | exchange of information | ticket | common transport policy | combined transport | systems interconnection | data protection | traveller

Summary: European transport policy aims at creating a single European transport area. This vision includes the possibility of seamless door-to-door travel by different modes of transport with multimodal travel information as well as integrated ticketing. The Committee on Transport and Tourism (TRAN) has tabled, for the July plenary, an own-initiative report to promote development towards this goal.

At a Glance: EN

Romania's General Transport Master Plan and Rail System

Publication type: In-Depth Analysis
Date: 15-06-2015
Author: Marc THOMAS
Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: transport infrastructure | transport planning | Romania | transport network | common transport policy | EU financing | trans-European network | rail transport | corruption | transport statistics

Summary: Romania’s General Transport Master Plan is currently under preparation. This note summarizes its content with regard to rail transport. It also briefly describes the Romanian rail system and sheds light on the advanced state of disrepair of the infrastructure and the subsequent traffic volume collapse.
EFSI and the Trans-European Transport Network

Publication type: At a Glance
Date: 28-05-2015
Author: Marketa PAPE
Policy area: Transport
Keyword: transport infrastructure | transport network | investment project | common transport policy | fund (EU) | EU budget | investment promotion | trans-European network | interinstitutional relations (EU)
Summary: The economic and financial crisis curbed investments in the EU by about 15% compared to 2007 levels, putting achievement of the Europe 2020 Strategy targets at risk. As a remedy, the European Commission put forward 'An Investment Plan for Europe', proposing to mobilise at least €315 billion in additional investment over the next three years, better match initiatives to the needs of the real economy and remove investment barriers. To implement the plan, the Commission tabled a legislative proposal in January 2015 to create a European Fund for Strategic Investments (EFSI), which opened a debate on financing EU infrastructure networks.

Current Challenges and Future Prospects for EU Secondary Airports

Publication type: Study
Date: 15-05-2015
External author: John Strickland
Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: transport economics | air traffic | regional transport | transport market | services of general interest | airport | civil aviation | charges for use of infrastructure | common transport policy | operating cost | airline | transport statistics
Summary: Around 250 European airports handle less than 5 million passengers per annum - a good one third of them less than 200,000. This analysis shows that all are affected by the changing structure of the airline industry, and that most of them are losing money. It also shows, however, that these similarities shall not mask the diversity of experience and circumstances, and the very different roles played by these airports.


Publication type: Study
Date: 13-04-2015
Author: Joseph DUNNE
Keyword: single market | citizens' Europe | consumer protection | liberalisation of trade | law of banking | cost-benefit analysis | common security and defence policy | economic analysis | electronic commerce | European social policy | coordination of aid | tourism policy | coordination of EMU policies | trade agreement (EU) | common transport policy | financial legislation
Summary: This study brings together work in progress on a long-term project to identify and analyse the ‘cost of non-Europe’ in a number of policy fields.

This concept, first pioneered by the European Parliament in the 1980s, is used here to quantify the potential efficiency gains in today’s European economy from pursuing a series of policy initiatives recently advocated by Parliament - from a wider and deeper digital single market to better coordinated national and European policies for defence and development. The benefits may be measured principally in additional GDP generated or a more rational use of public resources.

The latest analysis suggests that the European economy could be boosted by almost 1.6 trillion euro per year - or 12 per cent of EU-28 GDP (2014) - by such measures over time. The study is intended as a contribution to the on-going discussion about the European Union’s policy priorities over the current five-year institutional cycle, from 2014 to 2019.
Single European Sky
Publication type: Briefing
Date: 31-03-2015
Author: Ariane DEBYSER
Policy area: Transport
Keyword: single market | air traffic control | air traffic | European Aviation Safety Agency | airport | Eurocontrol | liberalisation of the market | civil aviation | transport capacity | common transport policy | air safety | trade union | European Joint Undertaking | air space
Summary: Building on the achievements of the internal market and the need to cope with growth in air transport and congestion, the European Commission launched the Single European Sky (SES) initiative in 1999. Its core objective is to reform the architecture of air traffic control in the EU in order to meet future capacity and safety needs, through improving the overall performance of air traffic management and air navigation services. Two SES packages have been adopted: SES I, which set the principal legal framework, and SES II, which aimed at tackling substantial air traffic growth, increasing safety, reducing costs and delays and the impact of air traffic on the environment. Nonetheless, European airspace remains heavily fragmented and SES is experiencing significant delays, in particular in terms of achievement of its performance goals and deployment of its basic elements such as ‘functional airspace blocks’. In order to speed up its implementation, the Commission undertook a review of the SES legal framework, and in June 2013 presented an SES2+ package. While airline associations welcomed the initiative, trade unions have been much more critical on certain provisions. The European Parliament, which has underlined the need to push ahead with SES implementation, adopted its first reading position on the SES2+ package in March 2014. In December 2014, the outcome of the Transport Council somewhat reduced the ambitions of the Commission’s initial objectives. However, progress on SES2+ remains blocked over the disputed question of its application to Gibraltar airport. The adoption of the package still requires the approval of both the Council and the European Parliament.

'Shift to Rail' – Research for EU rail transport
Publication type: At a Glance
Date: 26-03-2015
Author: Damiano SCORDAMAGLIA
Policy area: Research Policy | Transport
Keyword: institutional structure | public-private partnership | railway industry | Framework Programme for Research and Development | common transport policy | EU financing | innovation | trans-European network | rail transport | European Joint Undertaking
Summary: The EU is faced with major societal issues such as rising transport demand, traffic and road congestion, security of energy supply and cutting CO2 emissions. Greater reliance on rail transport and improvements to the sector’s competitiveness and resource-efficiency could help tackle these problems. To this end, a new EU initiative for a public-private partnership, the ‘Shift to Rail Joint Undertaking’ (S2R JU), was established in 2014 under the Horizon 2020 programme, in order to boost and coordinate research and innovation in rail products, processes and services.

The Cost of Non-Europe in Transport
Publication type: Briefing
Date: 19-03-2015
Author: Monika NOGAJ | Eulalia CLAROS GIMENO
Policy area: European Added Value | Transport
Keyword: single market | carriage of goods | transport infrastructure | road transport | maritime transport | transport market | carriage of passengers | common transport policy | trans-European network | rail transport | air transport | cost-benefit analysis
Summary: Transport is a vital component of the EU economy with huge untapped potential. The sector suffers however from remaining barriers, gaps and market inefficiencies that create substantial costs and that could be addressed through further action at EU level. The gains that could be achieved from addressing the identified issues in the four modes of transport - rail, road, air and maritime - are estimated to amount to at least 8.6 billion euros annually. While the four sectors show similarities in terms of market fragmentation and lack of competitiveness, each sector requires its own approach to reform. This document summarises the main elements that build up the Cost of Non-Europe in the transport sector. This is an updated version of a briefing published in January 2015.
Freight on Road: Why EU Shippers Prefer Truck to Train

Publication type: Study
Date: 16-03-2015
External author: Francesco Dionori, Lorenzo Casullo, Simon Ellis, Davide Ranghetti, Konrad Babinski, Christoph Vollath and Carl Soutra
Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: Spain | carriage of goods | Poland | France | Germany | road transport | transport network | common transport policy | rail transport | combined transport | Italy | transport statistics
Summary: This is an assessment of the influences on the transport mode choice of shippers in the EU, highlighting why they often prefer road to rail. Drawing on the analysis of long-term trends of freight transport, a number of national case studies (Germany, Poland, France, Italy and Spain) and interviews with industry actors, the study investigates the main underlying factors driving freight mode choice. The concluding chapter provides recommendations on the key elements of an effective strategy to incentivise the use of rail, building on the lessons learnt from previous policy experience.

Modal Share of Freight Transport to and from EU Ports

Publication type: Study
Date: 16-03-2015
External author: Enrico Pastori
Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: carriage of goods | port traffic | road transport | transport network | intra-EU transport | maritime cabotage | common transport policy | rail transport | inland waterway transport | combined transport | transport statistics
Summary: This study sheds light on the modal share of port traffic in the EU. It brings together data on port traffic and its characteristics and analyses the various modes used to connect ports with final destinations of goods, including transhipment, short sea operations and inland ports. It supports the assessment of progress made towards reaching policy objectives on the modal shift from road to alternative modes.

Social Inclusion in EU Public Transport

Publication type: Study
Date: 16-03-2015
External author: Manuela Samek Lodovici and Nicoletta Torchio
Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: poverty | impact study | intelligent transport system | elderly person | unemployed person | means of public conveyance | common transport policy | marginalisation | passenger tariff | social integration | facilities for the disabled
Summary: This report describes the links between transport and social inclusion according to the recent literature and provides evidence regarding the population groups at greater risk of social and transport exclusion. It also provides examples of good practice in improving public transport accessibility for the most vulnerable users, in order to derive some indications for improvement of the EU role in facilitating the mainstreaming of social inclusion issues in public transport policies.

Cutting sulphur emissions from ships

Publication type: At a Glance
Date: 04-02-2015
Author: Marketa PAPE
Policy area: Environment | Transport
Keyword: sulphur | motor fuel | atmospheric pollution | combustion gases | maritime transport | common transport policy | EU financing | International Maritime Organisation | prevention of pollution | pollution from ships
Summary: To improve human health and protect the environment, the EU focuses on different aspects of air pollution from maritime transport. Tighter rules on sulphur emissions from ships came into effect on 1 January 2015. Under these rules, all ships operating in northern EU waters must comply with strict new sulphur emissions limits. Estimates of the impact vary, while different issues are at stake.
The Cost of Non-Europe in Transport

Publication type: Briefing
Date: 20-01-2015
Author: Eulalia CLAROS GIMENO | Monika NOGAJ
Policy area: European Added Value | Transport
Keyword: single market | approximation of laws | transport market | cost-benefit analysis | carriage of goods | transport infrastructure | road transport | maritime transport | carriage of passengers | common transport policy | air transport | rail transport | harmonisation of standards
Summary: Transport is a vital component of the EU economy with huge untapped potential. The sector suffers however from remaining barriers, gaps and market inefficiencies that create substantial costs and that could be addressed through further action at EU level. The gains that could be achieved from addressing the identified issues in the four modes of transport - rail, road, air and maritime - are estimated to amount to at least 8.6 billion euros annually. While the four sectors show similarities in terms of market fragmentation and lack of competitiveness, each sector requires its own approach to reform. This document summarises the main elements that build up the Cost of Non-Europe in the transport sector.

Contribution of the Internal Market and Consumer Protection to Growth

Publication type: Study
Date: 15-12-2014
External author: Frank Alleweldt
Policy area: Consumer Protection
Keyword: poverty | single market | public contract | consumer protection | fiscal policy | EU growth strategy | EU industrial policy | financial services | electronic commerce | economic consequence | energy policy | common transport policy | youth policy | EU employment policy
Summary: This study first outlines the economic benefits of the EU single market and consumer protection from a general perspective. It then presents key achievements of the Europe 2020 flagship initiatives in deepening the single market and improving consumer protection, as well as remaining barriers. Based on evidence collected with regard to potentially significant economic benefits (including untapped potential in areas beyond the explicit scope of the flagship initiatives), it advocates further leveraging of single market and consumer protection policies in the Europe 2020 strategy to reignite growth.

Improving the Concept of ‘Motorways of the Sea’

Publication type: Study
Date: 15-12-2014
External author: Karel Vanroye, Bas van Bree and Frank de Bruin (Buck Consultants International)
Policy area: Transport | Evaluation of Law and Policy in Practice
Keyword: sustainable mobility | restriction on competition | transport market | EU financing | EU programme | project evaluation | carriage of goods | harbour installation | transport network | common transport policy | shipping policy | trans-European network | maritime shipping | combined transport
Summary: This study provides an overview of the Motorways of the Sea programme since its inception. On the basis of the research carried out, three principal barriers have been identified. These barriers are as follows: 1) stakeholders are not sufficiently aware of the programme; 2) there is a lack of continuity once the project funding has stopped; 3) cooperation between stakeholders is not always optimal. These three factors combined with other barriers mean that the impact of the programme has been lower than one might expect. To this end, recommendations and possible scenarios for improving the concept of Motorways of the Sea have been formulated.

Executive summary
BG, ES, CS, DA, DE, ET, EL, EN, FR, HR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV
Update on Investments in Large TEN-T Projects

Publication type Study
Date 28-11-2014

Policy area European Added Value
Keyword single market | public contract | freedom to provide services | company law | United States | EU action | consumer protection | free-trade agreement | area of freedom, security and justice | free movement of goods | European tax cooperation | unemployment insurance | common security and defence policy | electronic commerce | energy policy | equal pay | tourism policy | coordination of EMU policies | common transport policy | trade agreement (EU) | financial legislation

Summary This study offers a series of provisional estimations of the potential gains to the European Union economy that could be generated over time from pursuing the ten-point plan presented by Jean-Claude Juncker to the European Parliament before he was elected President of the European Commission in July 2014. It forms part of a series of studies being undertaken on the potential added value from European-level initiatives advocated in resolutions of the European Parliament. The text covers seven of the ten guidelines proposed by the Commission President, where quantification can be attempted: A deeper and fairer Internal Market with a strengthened industrial base; A connected Digital Single Market; A deeper and fairer Economic and Monetary Union; A resilient Energy Union with a forward-looking climate change policy; A reasonable and balanced Free Trade Agreement with the United States; Europe as a stronger global actor; An area of justice and fundamental rights based on mutual trust. This attempt to quantify the economic potential of the political guidelines presented by Jean-Claude Juncker, can be read in conjunction with the exercise of Mapping the Cost of Non-Europe 2014-19, which has so far been published by the European Added Value Unit in March and July 2014.

Study EN

Fourth railway package still divides Member States

Publication type Briefing
Date 02-12-2014

Author Ivana KATSAROVA

Policy area Transport
Keyword carriage of goods | corporate governance | transport staff | liberalisation of the market | transport market | services of general interest | carriage of passengers | common transport policy | working conditions | rail transport

Summary The fourth railway package was proposed by the Commission in January 2013. This is the latest in a series of reforms over the past 15 years that have led to deep-seated changes in the rail sector aimed at improving the quality of services, cutting their cost and creating greater interoperability within the European railway area, while provoking a radical rethink of public monopolies in the rail sector. Spurred on by the EU, European railway companies have gradually opened up to competition. Freight transport has been fully liberalised since 2007 and passenger transport has been partially opened up (for international connections only) since 2010. With the fourth railway package, the Commission wants to take the process a step further. It proposes that, by December 2019, rail companies must be granted access to domestic passenger services in all EU Member States. In addition, it requires the functions of owning/operating the infrastructure to be separated from that of providing train services to customers, whether through institutional separation, or through a vertically integrated (holding) company, to ensure the necessary legal, financial and operational separation. Furthermore, public service contracts will no longer be excluded from competitive tendering. This obligation will be subject to a value threshold, however, below which there can be a direct award if the costs of tendering would exceed the expected savings in public funds. Lastly, the procedure for vehicle authorisation and certification, from now on to be done on EU-wide scale by the European Railway Agency (as 'a one stop shop'), would be simplified, cutting costs and shortening administrative deadlines. While the Council of the EU is far from a common vision on the proposal, the Parliament adopted its first-reading position in February 2014. However, the plenary did not follow the Transport Committee, drawing criticism from various stakeholders. This briefing updates an earlier one of March 2013.

Briefing EN

The economic potential of the ten-point Juncker Plan for growth without debt

Publication type Study
Date 28-11-2014

Policy area European Added Value
Keyword transport infrastructure | EU financing arrangements | transparency in decision-making | transport network | common transport policy | case study | trans-European network | cost-benefit analysis | environmental impact | project management

Summary This study updates the TEN investment study completed in early 2013 and adds five new case studies to the analysis, three of which deal with mega projects that are still in the planning or early implementation phase: Lyon-Turin, Iron-Rhine and S21/Stuttgart-Ulm. Findings confirm that not all stakeholders have learned past lessons on successfully developing projects. There is a particular need for early and transparent public participation and a clear project definition prior to the project decision. New findings suggest that measuring wider economic benefits and European added value are necessary to justify the socio-economic benefits of multibillion euro cross-border projects.

Study EN

Executive summary

BG, ES, CS, DA, DE, ET, EL, EN, FR, HR, IT, LV, LT, HU, MT, PL, PT, RO, SK, SL, FI, SV

Annex I EN
Motorways of the Sea: the road is open

Publication type  At a Glance
Date  11-11-2014
Author  Marketa PAPE
Policy area  Transport
Keyword  transport infrastructure | State aid | transport safety | sustainable mobility | maritime transport | transport network | common transport policy | substitute fuel | EU financing | trans-European network | combined transport | pollution from ships
Summary  The difficult challenge facing the European freight transport sector is how to reduce road congestion and the negative environmental impacts of transport without limiting mobility and, consequently, economic growth. One proposed policy measure is to develop Motorways of the Sea, as an alternative to long distance freight transport by road. However, turning the idea into reality is no easy thing.


Publication type  In-Depth Analysis
Date  05-11-2014
Author  Carine PIAGUET
Keyword  single market | freedom to provide services | public contract | corporate social responsibility | consumer protection | drafting of EU law | free movement of workers | corporate finance | electronic commerce | economic and social cohesion | common transport policy | trans-European network | intellectual property
Summary  This paper presents the progress made by the EU institutions on the implementation of the set of actions known as the Single Market Act I and the Single Market Act II and published by the European Commission in April 2011 and October 2012. It was prepared by Policy Department A for the information of the European Parliament's Committee on Internal Market and Consumer Protection.

Commitments Made at the Hearing of Violeta Bulc - Commissioner-Designate

Publication type  Briefing
Date  31-10-2014
Author  Piero SOAVE
Policy area  Forward Planning | Transport
Keyword  single market | consumer protection | sustainable mobility | intelligent transport system | Slovenia | public hearing | appointment of members | working conditions | professional qualifications | transport infrastructure | transport safety | European Commissioner | common transport policy | interinstitutional cooperation (EU) | trans-European network | new technology
Summary  In her answers to the questionnaire and during the hearing on 20 October 2014 before the Committee on Transport and Tourism, the commissioner-designate Violeta Bulc made a number of commitments. Commitments relevant to the Committee on Transports and Tourism are highlighted in this document.

Liberalisation of EU port services: state of play

Publication type  Briefing
Date  30-10-2014
Author  Ivana KATSAROVA
Policy area  Transport
Keyword  single market | freedom to provide services | drafting of EU law | common ports policy | social dialogue | EU financing | service concession | market access | transport staff | liberalisation of the market | harbour installation | services of general interest | common transport policy | trans-European network | port administration | combined transport
Summary  Serving as access points to the continent, Europe’s approximately 1,200 seaports are crucial to both the European transport sector and the competitiveness of the European Union (EU). They also have significant potential for creating jobs and attracting investors. There are huge disparities in performance levels between the various EU ports, however, and this has resulted in traffic diversions, longer journeys by sea and by land, and, consequently, higher CO2 emissions. The European Commission plans to resolve this situation through its latest proposal to liberalise port services in the EU’s 319 main seaports.
The Cost of Non-Europe in the Single Market for Transport and Tourism

**Summary**

Significant progress has been achieved during the last 20 years in creating a Single Market for Transports. European tourism is and will remain a vital component of the economy, with enormous economic potential. Both sectors suffer however from remaining barriers, gaps and market inefficiencies that create substantial costs and that could be addressed through further action at EU level.

The gains that could be achieved from addressing the identified issues have been estimated at 8.6 billion euro annually for the transport sector and 6.2 billion euro annually for the tourism sector. Creating a fully integrated transport sector and a more efficient tourism sector will also mean improved mobility, better environmental sustainability, enhanced internal cohesion and international competitiveness of the EU.

Action in these two sectors can be seen as a key driver of EU growth and as a response on how to face the globalisation challenges more efficiently.

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**Cost of Non-Europe in the Single Market for transport and tourism: road transport and railways (Annex I)**

**Summary**

Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a ‘public good’ through common action at EU level in specific policy areas and sectors.

This Cost of Non-Europe Report seeks to analyse the costs for citizens, businesses and relevant stake-holders of remaining gaps and barriers in the Single Market in transports, as well as to examine the benefits from further action in the tourism sector. This particular study - the first in a series - focuses on the potential benefits of completing the single market in the rail and road sectors. First, it highlights what the progress has been to date in terms of legislative actions. Secondly it seeks to evaluate in a qualitative and (where possible) quantitative manner the impact of filling the remaining gaps in legislation. The study focuses, in particular, on those areas where liberalisation has started but has not been completed, and those where markets are not functioning effectively – that is, where legislation is not currently being envisaged, but where it is likely that intervention will be needed in future.

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**Cost of Non-Europe in the Single Market for transport and tourism: air and maritime transport (Annex II)**

**Summary**

Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a ‘public good’ through common action at EU level in specific policy areas and sectors. This Cost of Non-Europe Report seeks to analyse the costs for citizens, businesses and relevant stake-holders of remaining gaps and barriers in the Single Market in transports, as well as to examine the benefits from further action in the tourism sector. This particular study - the second in a series - reviews European air and water transport policy and regulation, and identifies areas, where “stronger/further legislative action is necessary to complete the Single Market (‘strong’ in these sectors. In addition, the paper looks at the impact of the completion of the Single market in relation to intercontinental transport. Based on that, it quantifies the “Cost of non-Europe” by giving an estimate of the net benefits that rebalancing European intercontinental gateways, which would stem from the completion of the Single Market in these air and maritime transport areas, would produce for the whole European economy.
Policy Departments’ Monthly Highlights - October 2014

Publication type: At a Glance
Date: 20-10-2014
Policy area: Area of Freedom, Security and Justice | Transport | Budgetary Control | Employment | Foreign Affairs
Keyword: EU policy | EP Committee | sustainable mobility | common transport policy | bibliography
Summary: The Monthly Highlights publication provides an overview, at a glance, of the on-going work of the policy departments, including a selection of the latest and forthcoming publications, and a list of future events.

At a Glance

Violeta Bulc - Transport - Hearings of European Commissioners-designate

Publication type: Briefing
Date: 16-10-2014
Author: Ariane DEBYSER
Policy area: Transport
Keyword: EP Committee | sustainable mobility | Slovenia | European Commissioner | public hearing | common transport policy | appointment of members | space policy | trans-European network
Summary: The Commissioner-designate for Transport is Violeta Bulc (Slovenia). Her hearing will take place before the Committee on Transport and Tourism on Monday 20 October 2014 at 19.00.

Briefing

Maroš Šefčovič - Transport and Space - Hearings of European Commissioners-designate

Publication type: Briefing
Date: 24-09-2014
Author: Ariane DEBYSER
Policy area: Transport
Keyword: EP Committee | European Commissioner | public hearing | Slovakia | common transport policy | appointment of members | space policy | trans-European network
Summary: The Commissioner-designate for Transport and Space is Maroš Šefčovič (Slovakia). His hearing will take place before the Committee on Transport and Tourism on Thursday 30 September 2014 (18.00-21.00).

Briefing

Technical Development and Implementation of Event Data Recording in the Road Safety Policy

Publication type: Study
Date: 15-09-2014
External author: Roberta Frisoni, Francesco Dionori, Lorenzo Casullo, Christoph Vollath, Michele Tavani, Louis Devenish, Davide Ranghetti and Federico Spano (Steer Davies Gleave)
Policy area: Forward Planning | Transport
Keyword: United States | road safety | accident prevention | intelligent transport system | common transport policy | Switzerland | data processing | transport regulations | vehicle parts | transport accident
Summary: The study provides an analysis of the technical developments and implementation of Event Data Recorders (EDRs) in cars or commercial transport vehicles. EDRs are devices able to record information related to vehicle crashes or accidents. They have been used since the 1970s by US car manufacturers to investigate accident causation and to improve vehicle design; at present, increasing applications in the insurance market and public and private fleet management are emerging. The EU is giving increasing attention to these and other Intelligent Transport System devices as they could help meet road safety targets set in the 2011 Transport White Paper. This study provides an overview of existing application of EDRs in the EU, Switzerland and the US, presenting evidence on their scope of application, technical features, data processing system and outcomes achieved. It concludes with recommendations on factors that should be considered when shaping policies to sustain effective implementation of EDRs in the EU.

Study

Executive summary

Rolling Legislative Agenda of the European Union. Europe connects & Europe protects

Publication type Study
Date 15-09-2014
Author Klaus WELLE | Philipp SCHULMEISTER | Franck DEBIE
Policy area Adoption of Legislation by EP and Council
Keyword single market | common commercial policy | governance | Economic and Monetary Union | citizens' Europe | consumer protection | area of freedom, security and justice | EU industrial policy | common foreign and security policy | EU environmental policy | financing of the EU budget | energy policy | legislative programme (EU) | common transport policy | common agricultural policy | EU employment policy
Summary For the first time at the beginning of a legislative term the European Council has presented a 'Strategic Agenda for the Union in Times of Change', outlining political guidelines in five thematic areas. On these five thematic areas and beyond the European Parliament had, during the past legislative term (2009-2014), developed and adopted numerous initiatives for European legislation, calling on the European Commission for legislative action with a view to addressing the political, economic and societal challenges the European Union is faced with. Some of these legislative requests have been taken up by the Commission and subsequently adopted as part of the European Union’s answers to the financial and economic crisis or together with the new Multiannual Financial Framework. A substantial number of legislative requests were, nevertheless, not addressed. Yet they remain fully valid in view of the European Council’s Strategic Agenda. The present comprehensive document assembles Parliament’s remaining legislative requests, structured according to the thematic blocks of the European Council’s Strategic Agenda and to their individual state of play.

Study EN

Remaining legislative demands of the European parliament’s 7th legislative term

Publication type Study
Date 01-08-2014
Keyword common commercial policy | single market | EU law | common foreign and security policy | EU environmental policy | European social policy | employment policy | EU budget | digital technology | common agricultural policy | Economic and Monetary Union | citizens’ Europe | consumer protection | area of freedom, security and justice | European tax cooperation | EU industrial policy | small and medium-sized enterprises | financial services | climate change policy | energy policy | telecommunications | common transport policy | interinstitutional cooperation (EU) | consumer policy | common fisheries policy | intellectual property
Summary This study looks at the condition and the quality of road surfaces in the EU and at the trends registered in the national budgets on the road maintenance activities in recent years, with the aim of reviewing the economic and safety consequences of the lack of regular road maintenance. The authors investigate the key causes behind the registered variations identified and the consequent impacts on road safety; they recommend therefore a series of actions and best practices to help preserve the safety and quality of the EU road surfaces.

Study EN

EU Road Surfaces: Economic and Safety Impact of the Lack of Regular Road Maintenance

Publication type Study
Date 15-07-2014
Keyword transport planning | data collection | EU Member State | public expenditure | public works | EC Directive | transport accident | social impact | economic consequence | road safety | accident prevention | maintenance | road network | common transport policy | environmental impact | transport statistics
Summary This study looks at the condition and the quality of road surfaces in the EU and at the trends registered in the national budgets on the road maintenance activities in recent years, with the aim of reviewing the economic and safety consequences of the lack of regular road maintenance. The authors investigate the key causes behind the registered variations identified and the consequent impacts on road safety; they recommend therefore a series of actions and best practices to help preserve the safety and quality of the EU road surfaces.

Study EN

Executive summary BG, ES, CS, DA, DE, ET, EL, EN, FR, HR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV

Single Market Act - State of Play (Update: 10 June 2014)

Publication type In-Depth Analysis
Date 16-06-2014
Author Carine PIAGUET
Policy area Area of Freedom, Security and Justice | Intellectual Property Law | Transport | Internal Market and Customs Union | Financial and Banking Issues | Industry
Keyword single market | electronic commerce | freedom to provide services | public contract | corporate social responsibility | consumer protection | drafting of EU law | common transport policy | trans-European network | free movement of workers | intellectual property | corporate finance
Summary The present In-depth Analysis assesses the progress made by the EU Institutions on the implementation of the set of actions presented by the European Commission in April 2011 and October 2012 and known as the Single Market Act I and the Single Market Act II. It was prepared by Policy Department A for the information of the European Parliament’s Committee on Internal Market and Consumer Protection.
Mega trucks: a solution or a problem?

Publication type Briefing
Date 07-05-2014
Author Ivana KATSAROVA
Policy area Environment | Transport
Keyword impact study | road safety | sustainable mobility | intra-EU transport | commercial vehicle | weight and size | common transport policy | derogation from EU law | interinstitutional relations (EU) | proposal (EU)
Summary Longer and heavier vehicles (LHVs) also known as mega trucks, gigaliners, eurocombis, and ecoliners, are currently used in some EU Member States for transportation of freight by road. The EU has recently been discussing the question of whether to change the rules for cross-border freight traffic around the EU. The pros and cons are explained in our briefing.

Technology Options for the European Electronic Toll Service

Publication type Study
Date 15-04-2014
External author Francesco Dionori, Lucia Manzi and Roberta Frisoni (Steer Davies Gleave) ; José Manuel Vassallo, Juan Gómez Sánchez and Leticia Orozco Rendueles (Universidad Politécnica de Madrid, Spain) ; José Luis Pérez Iturriaga ; Nick Patchett (Pillar Strategy)
Policy area Transport | Evaluation of Law and Policy in Practice
Keyword toll | intelligent transport system | choice of technology | common transport policy | technology assessment | geographical information system | vehicle parts | new technology | remote sensing
Summary This study has been prepared to review current and future technological options for the European Electronic Toll Service. It discusses the strengths and weaknesses of each of the six technologies currently in existence. It also assesses on-going technological developments and the way forward for the European Union.

Deployment of alternative fuels infrastructure

Publication type At a Glance
Date 10-04-2014
Author Jean WEISSENBERGER
Policy area Transport
Keyword transport infrastructure | road transport | sustainable mobility | energy distribution | harbour installation | maritime transport | common transport policy | substitute fuel | electric vehicle | proposal (EU)
Summary The development of alternative fuels for transport is essential for reducing the EU’s dependence on crude oil and to reduce greenhouse gas emissions. The European Commission has proposed a directive which requires Member States to set in place an infrastructure framework to guarantee supply of these alternative energies for road and waterway transport.

Weights and dimensions of road vehicles in the EU

Publication type At a Glance
Date 10-04-2014
Author Ivana KATSAROVA
Policy area Transport
Keyword impact study | destination of transport | commercial vehicle | weight and size | reduction of gas emissions | common transport policy | derogation from EU law | bus | vehicle parts | proposal (EU)
Summary The European Commission has proposed a revision of the rules on the weights and dimensions of road vehicles, in order to allow more energy-efficient, aerodynamic vehicles to be put on the market, and to improve road safety. But some aspects of the proposals have proved contentious. Parliament is due to vote on the proposals during the April II part-session.
Methanol: A Future Transport Fuel Based on Hydrogen and Carbon Dioxide?

**Publication type** Study

**Date** 03-04-2014

**External author** Stefano Faberi and Loriana Paolucci, reviewed by Andrea Ricci (ISIS), Daniela Veltle and Izaskun Jiménez (Tecnalia)

**Policy area** Research Policy | Transport

**Keyword** security of supply | United States | energy research | methanol | sustainable mobility | prospective technological studies | non-polluting vehicle | common transport policy | carbon capture and storage | self-sufficiency in energy | cost-benefit analysis | China

**Summary** This study discusses the technological, environmental and economic barriers for producing methanol from carbon dioxide, as well as the possible uses of methanol in car transport in Europe. Costs and benefits are evaluated from a life-cycle perspective in order to compare different feedstocks for methanol production and to account for the potential benefits of CO2-derived methanol in the transition to a more diversified fuel mix in the transport sector. Benefits in terms of reduced dependence on conventional fossil fuels and lower risks to security of supply can be envisioned in the medium and long term. It is nonetheless evident that considerable and sustained research efforts are necessary to turn CO2 into an efficient and competitive prime materials, which would be attractive not only for the transport sector, but also other industries. Europe’s increasingly limited and expensive access to fossil fuels makes it obligatory to consider policy options and smart strategies, combining market, regulatory and planning instruments, to bring down the direct and indirect costs of alternative fuels, so that transport services remain affordable for citizens and companies during the transition to a less petroleum-dependent economy.

Study [EN]

Executive summary [ES, CS, DE, EL, EN, FR, IT, HU, PT, RO, SV]

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**Single European sky: state of play**

**Publication type** At a Glance

**Date** 06-03-2014

**Author** Ariane DEBYSER

**Policy area** Transport

**Keyword** air traffic control | air traffic | application of EU law | European Aviation Safety Agency | supervisory body | common transport policy | air safety | Eurocontrol | proposal (EU)

**Summary** More than ten years after its launch, the Single European Sky remains far from being in place. The costs of fragmentation of European airspace, coupled with the anticipated growth in traffic, have led the European Commission to launch recently an interim update of the Single European Sky rules, known as SES2+, in order to speed up implementation.

At a Glance [EN]

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**Publication type** Study

**Date** 05-03-2014

**Author** Joseph DUNNE

**Policy area** European Added Value | Economics and Monetary Issues

**Keyword** common commercial policy | company law | financial market | European tax cooperation | unemployment insurance | common security and defence policy | private international law | energy policy | coordination of aid | equal pay | EU research policy | common transport policy | deepening of the European Union

**Summary** This study brings together work-in-progress on a long-term project to identify and analyse the 'cost of non-Europe' in a number of policy fields. This concept, first pioneered by the European Parliament in the 1980s, is used here to quantify the potential efficiency gains in today's European economy from pursuing a series of policy initiatives recently advocated by the Parliament - from a wider and deeper digital single market to better coordinated national and European policies for defence and development. The benefits may be measured in additional GDP generated or a more rational use of public resources. The analysis so far suggests that the European economy could be boosted by some 800 billion euro - or six per cent of current GDP - by such measures over time. The study is intended as a contribution to the growing discussion about the European Union’s policy priorities for the coming five-year institutional cycle, from 2014 to 2019.

Study [ES, DE, EN, FR, IT, PL]

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**The Fourth Railway Package: an overview**

**Publication type** At a Glance

**Date** 20-02-2014

**Author** Ivana KATSAROVA

**Policy area** Transport

**Keyword** tendering | transport infrastructure | technical standard | European Union Agency for Railways | liberalisation of the market | transport market | services of general interest | carriage of passengers | common transport policy | rail transport | market access

**Summary** Over the past decade, the European Commission has pursued a strategy for the revival of rail transport in the European Union (EU), to achieve a more competitive and resource-efficient transport system. In 2013 this process has moved to a new phase with the publication of a draft legislative package aimed at liberalising domestic passenger rail services within EU Member States.

At a Glance [EN]
**Inland waterways in the EU**

*Publication type* Briefing  
*Date* 28-01-2014  
*Author* Ariane DEBYSER  
*Policy area* Transport

*Keyword* single market | carriage of goods | transport infrastructure | sustainable mobility | inland waterway fleet | common transport policy | EU programme | trans-European network | combined transport | network of navigable waterways | waterway transport

*Summary*  
The EU has one of the longest networks of inland waterways in the world, which play a significant role in the transport of freight between major seaports and hinterland areas. The sector nonetheless faces many specific structural difficulties (infrastructure insufficiently interconnected and integrated with other transport modes, overcapacity, skills shortages, etc.) which prevent it from tapping its full potential, i.e. increasing its modal share. Further EU-level initiatives to boost this transport mode in the framework of the NAIADES action programme are now under consideration.

Briefing  EN

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**Single European Sky - SES II+: Initial Appraisal of the Commission’s Impact Assessment**

*Publication type* Briefing  
*Date* 15-01-2014  
*Author* Alison DAVIES  
*Policy area* Ex-ante Impact Assessment | Transport

*Keyword* impact study | principle of subsidiarity | air traffic control | meteorology | liberalisation of the market | drafting of EU law | supervisory body | common transport policy | provision of services

*Summary*  
This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission’s Impact Assessment accompanying its proposal for a Regulation on the implementation of the Single European Sky (recast) (COM (2013) 410 final), which was submitted on 11 June 2013. It analyses whether the principal criteria laid down in the Commission’s own Impact Assessment Guidelines, as well as additional factors identified by the Parliament in its Impact Assessment Handbook, appear to be met by the IA. It does not attempt to deal with the substance of the proposal. It is drafted for informational and background purposes to assist the relevant parliamentary committee and Members more widely in their work.

Briefing  EN

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**A Review of Megatrucks - Major Issues and Case Studies**

*Publication type* Study  
*Date* 15-11-2013  
*External author* James Steer, Francesco Dionori, Lorenzo Casullo, Christoph Vollath, Roberta Frisoni, Fabrizio Carippo and Davide Ranghetti (Steer Davies Gleave)  
*Policy area* Transport | Evaluation of Law and Policy in Practice

*Keyword* Finland | Netherlands | commercial vehicle | transport infrastructure | Germany | road safety | greenhouse gas | common transport policy | road traffic | Sweden | combined transport | environmental impact | Denmark | transport statistics

*Summary*  
This study provides an analysis of the current evidence on Longer and Heavier Vehicles (LHV$s$) and the potential impact of allowing the use of these ‘Megatrucks’ throughout the EU - as is the case in Finland and Sweden which already permit LHVs in normal traffic. It rests on a literature review of prominent research in this field, as well as case studies looking into the experiences of LHVs in the five Member States in which they are either allowed or tested. In addition to this, it analyses available statistical data and considers the impact of ‘Megatrucks’ in relation to EU objectives on road safety and greenhouse gas emissions.

Study  DE, EN, FR

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**Future of the Trans-European transport network**

*Publication type* At a Glance  
*Date* 14-11-2013  
*Author* Ariane DEBYSER  
*Policy area* Transport

*Keyword* energy grid | transport infrastructure | transmission network | sustainable mobility | transport network | transfrontier transport | common transport policy | EU financing | trans-European network | combined transport

*Summary*  
The priorities and objectives for the development of the Trans-European transport network (TEN-T) are set out in the TEN-T guidelines. Parliament is currently examining a Commission proposal to overhaul the existing guidelines.

At a Glance  EN
Proceedings of the Workshop on "Competition in the Transport Sector: Market Entry Barriers in Railway and Aviation?"

Publication type: Study
Date: 26-09-2013

External author:
- Kay MITUSCH (Institute for Economic Policy Research - IWW, Karlsruhe, Institute of Technology - KIT, Karlsruhe, Germany)
- Brian KOGAN (Railway Markets and Economics, Office of Rail Regulation, London, UK)
- Hubert DE BROCA (Directorate-General for Competition, European Commission, Brussels, Belgium)
- Jean-Eric PAQUET (Directorate-General for Mobility and Transport, European Commission, Brussels, Belgium)

Policy area: Transport
Keyword: single market | carriage of goods | transport company | transportation tariff | transport market | charges for use of infrastructure | carriage of passengers | common transport policy | rail transport | air transport

Summary
Liberalisation in the railway and aviation sector takes place at a different pace and the number of competitors to former state owned monopolists in particular in the railway sector is relatively low. The participants to this workshop discuss practical experiences and specific problems in both sectors. The views exchanged during the workshop discussion shall provide support the ECON Members in determining their position in regard to the current discussion of the Report on the 'Annual Report on EU Competition Policy 2012'.

Study EN

The Orientations and Policies of Interurban Transport in the Outermost Regions

Publication type: Study
Date: 14-06-2013

External author:
- Wolfgang Schade and Lucia Mejia-Dorantes (Fraunhofer Institute Systems and Innovation Research, Germany)
- Werner Rothengatter (Karlsruhe Institute of Technology, Germany)
- Olaf Meyer-Rühle, Markus Drewitz and Alex Auf der Maur (ProgTrans AG, Switzerland)

Policy area: Transport | Energy
Keyword: governance | French overseas department and region | sustainable mobility | peripheral region | urban transport | Saint Martin | EU financing arrangements | regional transport | Madeira | Azores | carriage of passengers | Canary Islands | common transport policy

Summary
A great diversity of spatial structures, transport systems and needs can be observed in the Outermost Regions (ORs) of the EU. Interurban transport as a means for developing the inland market of ORs would deserve more, and especially better-designed, support. Ideally, modern new regional transport authorities applying innovative solutions would avail themselves of better EU funding opportunities for both planning and operations.

Study EN

An Overview of the Air Services Agreements Concluded by the EU

Publication type: Study
Date: 15-02-2013

External author: Erwin von den Steinens, Claude Probst and The Association of European Airlines

Policy area: Transport | Internal Market and Customs Union | EU Law: Legal System and Acts
Keyword: impact study | United States | air law | common transport policy | Canada | power to negotiate | Western Balkans | air transport | agreement (EU) | market access

Summary
Eight years of EU external aviation policy have produced mixed results. Pillar 1 agreements have indeed largely contributed to restoring the bilateral agreements concluded by the Member States to legal certainty, but some of our key partners still do not accept the principle of EU designation. The agreements with neighbouring countries (Pillar 2) benefit the European low-cost carriers but it is difficult to conclude that they have significant impact on market growth. As for the Open Aviation Area agreements (Pillar 3), only two are applied and they are far from having achieved their main objectives. In this context, the major European network carriers call for a review of this policy.

Study EN

The allocation of airport slots in the EU

Publication type: At a Glance
Date: 06-12-2012

Author: Ivana KATSAROVA

Policy area: Transport
Keyword: transport planning | air traffic control | airport | civil aviation | charges for use of infrastructure | common transport policy | transport capacity | airline

Summary
To address growing airport congestion in the European Union, the Commission is proposing to allow market-based mechanisms in slot trading and allocation, increased transparency in slot transactions, and greater independence for slot coordinators.
Overview and Evaluation of Enforcement in the EU Social Legislation for the Professional Road Transport Sector

Publication type: Study
Date: 15-08-2012
External author: Enrico Pastori, Alessio Sitran and Caterina Rosa (TRT - Trasporti e Territorio Srl), Manuela Samek, Nicoletta Torchio and Nicola Orlando (IRS Istituto per la Ricerca Sociale), Rémy Rusotto (CORTE)
Policy area: Transport | Internal Market and Customs Union | EU Law: Legal System and Acts
Keyword: road safety | road transport | transport staff | transport market | infringement of EU law | common transport policy | national implementing measure
Summary: The study provides an analysis of the state of enforcement of European social legislation in the field of professional road transport in the different Member States. Main issues are related to the state of implementation of European legislative measures, checks performed and penalties applied. After an overall analysis which includes the general enforcement of social rules in the European Union, detailed data on checks performed, offences detected and penalties imposed for different years are reported for specific case studies.

Study: EN

Integrated Ticketing on Long-Distance Passenger Transport Services

Publication type: Study
Date: 13-08-2012
External author: Silvia MAFFII, Alessio SITRAN, Marco BRAMBILLA and Angelo MARTINO (TRT Trasporti e Territorio), Benedikt MANDEL and Oliver SCHNELL (MKmetric)
Policy area: Transport
Keyword: road transport | ticket | carriage of passengers | common transport policy | rail transport | air transport | combined transport | provision of services | economic analysis
Summary: This study deals with the issue of integrated ticketing on long-distance passenger transport services. By presenting and assessing selected practices in this domain, it highlights the major policy and technical challenges and formulates recommendations for further EU action on this issue.

Study: EN, FR

Financing Instruments for the EU’s Transport Infrastructure

Publication type: Study
Date: 15-06-2012
External author: Huib van Essen and Linda Brinke (CE Delft), Robert Bain and Nigel Smith (ITS Leeds), Ian Skinner (TEPR)
Policy area: Transport | Financial and Banking Issues
Keyword: transport infrastructure | public-private partnership | financing | EU financing arrangements | sustainable mobility | transport network | European Investment Bank | common transport policy | fund (EU) | trans-European network
Summary: This study provides an overview of the most important current and future financing instruments and sources for the EU’s transport infrastructure, in particular for the TEN-T. Furthermore, it includes a more analytical discussion of these instruments against the background of changes in the underlying policy framework.

Study: EN

The Security of Air Cargo from Third Countries

Publication type: Study
Date: 15-05-2012
External author: TIS.pt – Rosário Macário, João Vieira, Pedro Mano and Sonja van Renssen, Antwerp University - Eddy van der Voorde, Tom Pauwels and Sérgio Domingues, Europe Economics - Ross Dawkins and Jonathan Todd
Policy area: Transport | Internal Market and Customs Union
Keyword: single market | International Civil Aviation Organisation | third country | load | common transport policy | air safety | harmonisation of standards | air transport
Summary: This report reviews EU legislation and procedures to secure air cargo and mail (including express delivery services) and recommends measures to strengthen security especially for, but not limited to, flights originating in third countries.

Study: ES, DE, EN, FR, IT

Executive summary: BG, ES, CS, DA, DE, ET, EL, EN, FR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV
The aim of the workshop was to explain the use and the potential of Space Technologies such as EGNOS, Galileo and GMES to support European policies related to the environment, agriculture and transport. The workshop showed that space activities and applications are vital to our society's growth and development, and highlighted how space policy serves EU policies.

**Typology and Structure of Regulatory Bodies in the EU Railway Sector**

This note provides a briefing on rail sector Regulatory Bodies set up by Member States in compliance with Directive 2001/14/EC. The note then discusses different models of regulation in force in the various Member States and the effect of regulation on the European railways market.

**The Impact of Separation between Infrastructure Management and Transport Operations on the EU Railway Sector**

This note reviews the experience of vertical separation in the European railway sector. It discusses the advantages and disadvantages of vertical separation as well as its economic, operational, safety and user impacts. Different approaches to vertical separation have produced different results, some having a substantial positive impact in terms of the competitive development of the railways, but others less so. This note sets out the results of a comparative analysis, drawing on a range of source material.

**EU Subsidies for Polluting and Unsustainable Practices**

The report provides an overview of the environmental relevance of the largest fields of expenditure within the EU budget. Based on existing methodologies, it assesses the sustainability level of key budget items in the EU sectoral policies. It also provides recommendations in the context of a potential reform of subsidies that would contribute to the alignment of the EU budget towards a more sustainable growth as called in the EU2020 Strategy.
Structural and Cohesion Policies and the Fight against Poverty

Publication type: Study
Date: 14-01-2011
Author: Goncalo MACEDO | Kathrin Maria RUDOLF | Jesus IBORRA MARTIN | Felice ADINOLFI
Policy area: Culture | Transport | Agriculture and Rural Development | Fisheries | Regional Development | Education
Keyword: poverty | education policy | economic and social cohesion | EU regional policy | economic recession | cultural policy | common transport policy | common fisheries policy | common agricultural policy | social integration
Summary: This note examines what role, if any, the EU’s ‘structural policies’ play in fighting poverty and social exclusion. The latter include regional policy, the Common Agricultural Policy, the Common Fisheries Policy, the Common Transport Policy and education/culture policies. It also analyses these policies and sectors against the background of the economic and financial crisis.
Study: EN, FR

Trans-European transport networks

Publication type: Briefing
Date: 16-12-2010
Author: Tiago FREITAS
Policy area: Transport
Keyword: single market | project evaluation | project of common interest | EU financing arrangements | transport network | common transport policy | general budget (EU) | trans-European network
Summary: The recent mid-term review of the Trans-European Transport Networks policy (TEN-T) has concluded that only half of the projects will be completed before the 2013 deadline.
Briefing: EN

EU transport

Publication type: Briefing
Date: 16-12-2010
Author: Christopher NEEDHAM
Policy area: Transport
Keyword: carriage of goods | transport infrastructure | transport safety | liberalisation of the market | intra-EU transport | carriage of passengers | common transport policy | trans-European network | competition
Summary: The briefing details the main transport facts and figures and policy objectives as the EU seeks to have an open multi-modal transport market across the EU. The achievements in the last 10 years are also detailed in this important economic backbone sector for the EU.
Briefing: EN

The Promotion of Cycling

Publication type: Study
Date: 15-04-2010
External author: Angelo Martino, Silvia Maffii and Paola Raganato (TRT - Trasporti e Territorio, Milan, Italy)
Policy area: Transport | Tourism
Keyword: cycle track | economic consequence | parking area | road safety | sustainable mobility | tourism | road network |
common transport policy | leisures | two-wheeled vehicle
Summary: The present note aims to give an overview of the cycling problems and challenges by describing the policies of European cities to promote cycling. It presents a collection of best practices regarding road infrastructures and parking facilities, cyclists’ safety and security, and intermodality. It concludes by providing recommendations concerning the EU and local authorities.
Study: ES, DE, EN, FR, IT, NL, PL

Practical Guide

Publication type: Study
Date: 15-04-2009
Author: Piero SOAVE | Nils DANKLEFSEN
Policy area: Transport | Tourism
Keyword: climate change | EP Committee | sustainable mobility | maritime transport | tourism policy | economic recession |
common transport policy | urban transport | trans-European network | air transport
Summary: This practical guide provides an overview of the legal background to the respective policy, of its achievements during the 6th term and of the challenges that still remain to be tackled. Additionally, it contains concise information about the activities of Policy Department B and of the services it can provide.
Study: BG, ES, CS, DA, DE, ET, EL, EN, FR, IT, LV, LT, HU, MT, NL, PL, PT, RO, SK, SL, FI, SV
The Calculation of External Costs in the Transport Sector - A comparative analysis of recent studies in the light of the Commission's 'Greening Transport Package'

Publication type Study
Date 16-02-2009
External author Angelo Martino, Silvia Maffii, Alessio Sitrani and Maurizia Giglio (TRT Trasporti e Territorio Srl)
Policy area Environment | Transport
Keyword climate change | atmospheric pollution | sustainable mobility | cost of pollution | common transport policy | noise pollution | transport price | transport accident
Summary 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. The 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's Directorate for Transport, the IMPACT Handbook on estimation of external costs in the transport sector and the Greening Transport Package.
Study DE, EN, FR, IT, PL

Issues where Parliament Made a Difference in Structural and Cohesion Policies

Publication type Study
Date 15-01-2009
Author Albert MASSOT MARTI | Nils DANKLEFSEN | Ivana KATSAROVA | Jesus IBORRA MARTIN | Constanze ITZEL
Policy area Culture | EU Democracy, Institutional and Parliamentary Law | Transport | Agriculture and Rural Development | Fisheries | Regional Development | Education
Keyword education policy | economic and social cohesion | EU regional policy | powers of the EP | common transport policy | youth policy | common fisheries policy | common agricultural policy
Summary This note provides information on issues where the European Parliament has played an important role in the current legislature, starting in 2004. It is structured following a committee-by-committee approach and covers the fields of transport, regional development, agriculture, fisheries, and culture and education.
Study BG, ES, CS, DA, DE, ET, EL, EN, FR, IT, LV, LT, HU, NL, PL, PT, RO, SK, SL, FI, SV

The Future of European Long-Distance Transport - Scenario Report

Publication type Study
Date 15-10-2008
External author Jens Schippl, Ida Leisner, Per Kaspersen and Anders Koed Madsen (Institute for Technology Assessment and Systems Analysis - ITAS ; Forschungszentrum Karlsruhe in the Helmholtz Association and Danish Board of Technology - DT, Copenhagen, Denmark)
Policy area Environment | Transport | Energy
Keyword transport infrastructure | greenhouse gas | reduction of gas emissions | technology | common transport policy | energy consumption
Summary This document is Deliverable 5 of the project on 'The Future of European Long-Distance Transport'. It contains the report on the scenario process carried out in Phase II of the project. The scenario process is based on phase I, in which a general scoping and identification of key challenges took place.
Study EN

Update on the Costs of The Ten-T Priority Projects

Publication type Study
Date 31-03-2008
External author Mrs Giorgia Aresu
Mr Paolo Guglielminetti
Mrs Carolina Furgiuele
PricewaterhouseCoopers Advisory Srl
Policy area Transport
Keyword project evaluation | transport infrastructure | project of common interest | common transport policy | trans-European network | combined transport
Summary The aim of the note is to provide an update on the costs for each of the 30 Priority Projects of the TEN-T. It contains an explanation of the methodology used to gather data included in the annexed file. An overview of TEN-T Priority Projects including key facts and recommendations destined for decision-makers is also provided.
Study EN
THE REFORM TREATY AND ITS IMPACT ON STRUCTURAL AND COHESION POLICY: A STEP FORWARD FOR THE EUROPEAN PARLIAMENT

Publication type In-Depth Analysis
Date 10-10-2007
Author Ivana KATSAROVA
Policy area EU Democracy, Institutional and Parliamentary Law
Keyword intergovernmental conference (EU) | economic and social cohesion | structural policy | common transport policy | European Commission | common fisheries policy | European Parliament | European Central Bank | common agricultural policy | regional development
Summary This paper retraces the path towards a new treaty and examines its impact on structural and cohesion policy. It is also based on responses and contributions from the main players, the European institutions and representatives of civil society – Parliament, the Commission, the European Central Bank, the Committee of the Regions and the European Trade Union Confederation, to name but a few. It concludes with a review of the ways in which the treaty will be ratified once the final text has been adopted.

Interoperability of the Community Railway System II - Obstacles and Solutions in View of the Revision of the EC Rules Implications of their Possible Extension

Publication type In-Depth Analysis
Date 03-04-2007
External author Trt Trasporti e Territorio (Italy)
Policy area Transport | EU Law: Legal System and Acts
Keyword transport infrastructure | rolling stock | traffic regulations | technical standard | transport safety | common transport policy | trans-European network | rail network
Summary Existing obstacles and solutions in view of the revision of the EU regulatory framework. Implications on the possible extension of the interoperability railway system.

Women and Transport

Publication type Study
Date 26-06-2006
External author The University of East London, London, UK and Wuppertal Institute for Climate, Environment and Energy, Wuppertal, Germany
Policy area Transport | Gender Issues, Equality and Diversity
Keyword transport user | transport safety | common transport policy | woman | labour force | gender equality | humanisation of work
Summary This report sets out the nature of the gender imbalance in the transport sector across the newly enlarged Europe. It highlights the nature of travel differences between men and women as transport users and consumers and the implications this has for the planning, operations and management of the transport system. It sets out the challenges faced by institutions within the transport sector to mainstream gender equality. It also highlights the male-domination of employment within all areas of the transport labour force and the few examples of good practice that are trying to overcome women's under-representation in this industry. The report sets out the criteria for a European transport system with gender equality at its core and a series of concrete actions appropriate to start on that journey.

Energy and Structural and Cohesion Policies

Publication type In-Depth Analysis
Date 15-06-2006
Author Eva CASALPRIM | Ivana KATSAROVA
Policy area Energy | Regional Development
Keyword security of supply | energy diversification | EU regional policy | energy policy | structural policy | common transport policy | common fisheries policy | common agricultural policy
Summary The energy scenario surrounding structural and cohesion policies is complex and requires the taking advantage of synergies between different policies in order to make European energy policy more efficient and competitive overall, whilst ensuring that supply is secure. Given the repercussions of the increase in fuel costs, many policies including agricultural, transport, fisheries and regional policy are directly affected. This document seeks to examine the implications, challenges and proposals that affect structural and cohesion policies in the context of current energy policy.

Source : © European Union, 2020 - EP
The Constitutional Treaty and Structural and Cohesion Policies

Publication type
In-Depth Analysis
Date
15-05-2006
Author
Ivana KATSAROVA
Policy area
EU Democracy, Institutional and Parliamentary Law | Regional Development
Keyword
economic and social cohesion | EU regional policy | European Constitution | tourism policy | cultural policy | democratic deficit | common transport policy | common fisheries policy | common agricultural policy
Summary
The Constitutional Treaty has significantly altered the provisions relating to the structural and cohesion policies. Five areas are analysed in greater detail in this note: agriculture, culture, regional development, fisheries and transport and tourism. Following the failures of the referendums on the Constitutional Treaty in France and the Netherlands, Europe is once more facing a period of anxiety, torment and questions. In this context, various initiatives have been launched in the institutions to revitalise the project on ‘The future of Europe’. ‘Plan D’, proposed by the European Commission, thus seeks to inject more democracy into the European Union, to encourage a broad public debate and to achieve a new consensus on the future direction of the EU. The European Parliament, for its part, has adopted the report on ‘The period of reflection: the structure, subjects and context for an assessment of the debate on the European Union’. The Members of the European Parliament wanted to ensure that the new debate produced tangible results and called for the period of reflection to be extended. One of the concrete proposals in this report, concerning the convening of a Parliamentary Forum in spring 2006, came to fruition on 8 May. The objective of the parliamentarians, both national and European, was to make comprehensive recommendations to the European Council. On 10 May 2006 the Commission adopted two communications: one is entitled ‘A citizens’ agenda – Delivering results for Europe’, in which it reiterates, in particular, its aim to achieve a ‘Europe of results’ that truly meets the citizens’ needs and wishes; the other is entitled ‘The period of reflection and Plan D’, in which it draws the initial conclusions from the experience gained since the launch of the period of reflection in June 2005 and the presentation of ‘Plan D’ in October 2005. In its latest motion for a resolution on the next steps for the period of reflection, the C

Sustainable Development and Community Environment Policy

Publication type
In-Depth Analysis
Date
24-01-2002
External author
Christian Probst (former Robert Schuman scholar)
Policy area
Environment
Keyword
EU environmental policy | EU action | sustainable mobility | energy policy | environmental protection | renewable energy | sustainable development | common transport policy | common agricultural policy
Summary
The Treaties of Maastricht and Amsterdam established the principle of sustainable development as one of the European Union’s fundamental objectives. Community environment policy, which in its early stages in the 1970s was confined to resolving short-term environmental problems, now endeavours to promote sustainable development, an ambitious concept which will make it possible to meet the needs of the present without compromising the ability of future generations to meet their own needs. The environmental dimension and the principle of sustainable development must also be integrated into policies in other sectors, particularly agriculture, energy and transport. A genuine EU strategy for sustainable development, the principle for which was adopted at the Gothenburg European Council, must be established.

Meeting Demand for Sustainable Transport and Transport Infrastructure in the Enlarged European Union

Publication type
Study
Date
01-06-2001
External author
Lucio di Martino, Alain Fayard, Maurice Genete and Gilbert Meyer, Luxembourg/France
Policy area
Environment | Transport
Keyword
transport infrastructure | sustainable mobility | common transport policy | environmental impact
Summary
The achievement of sustainable mobility in the enlarged European Union poses numerous complex challenges. The present study identifies various types of action that could be taken to improve the effectiveness of the common transport policy.

Outflagging and Second Ship Registers: Their Impact on Manning and Employment

Publication type
Study
Date
01-04-2000
External author
Thomas West, L.L.M.
Policy area
Transport | Employment
Keyword
flag of convenience | ship’s flag | law of the sea | common transport policy | maritime safety | maritime shipping | vehicle documents
Summary
The impact of open registers or ‘Flags of Convenience’ on Manning and Employment in the maritime sector has been profound. The study provides an analysis of the international law relating to the registration of shipping and of various European policies influencing the shipping sector.
Transport and the Environment in the EU
Publication type In-Depth Analysis
Date 01-01-2000
External author Nomisma, Bologna
Policy area Environment | Transport
Keyword transport infrastructure | common transport policy | mode of transport | environmental impact
Summary In-depth analysis of the pollution problems of each mode of transport. Pollution is taken into account in all its different forms (atmospheric, noise, etc.)

The Present Situation Regarding Liberalisation of the Rail Sector in the Member States of the EU and in the Applicant Countries
Publication type Study
Date 01-07-1999
External author NEA, Rijswijk, The Netherlands
Policy area Transport | Internal Market and Customs Union
Keyword transport infrastructure | privatisation | common transport policy | transport price | rail transport
Study EN, NL

European Sea Port Policy
Publication type Study
Date 01-04-1999
Author Franco PIODI
Policy area Transport | Internal Market and Customs Union
Keyword harbour installation | maritime transport | privatisation | deregulation | common transport policy
Summary The European ports which have a future role as inter-modal platforms have over the last decade undergone a significant process of liberalisation and technological development. The growth which has resulted has been accompanied by over-capacity problems.
Study EN, FR

The European Community and Road Safety
Publication type Study
Date 01-05-1998
Author Franco PIODI
Policy area Transport
Keyword road safety | accident prevention | alcohol | common transport policy | motor vehicle | transport accident | drivers
Summary Description of road accidents in terms of the factors involved: drivers (training, respect for highway code, aptitude and health), vehicles (technical and safety aspects) and infrastructures, in particular road signs.
Study DE, EN, FR, IT
Executive summary XL

Social Consequences of Deregulation and Liberalisation in the Transport Sector of the EU
Publication type Study
Date 01-01-1998
External author TEMA, Grupo Consultor S.A., Madrid
Policy area Environment | Transport | Employment | Internal Market and Customs Union | Industry
Keyword single market | transport infrastructure | transport safety | liberalisation of the market | environmental protection | deregulation | common transport policy | working conditions | competition | small and medium-sized enterprises
Summary The study covers this subject by mode of transport and by country.
Study DE, EN, FR
Executive summary XL
The Financing of Trans-European Transport Networks

Publication type: Study  
Date: 01-05-1997  
Author: Franco PIODI  
Policy area: Transport | Financial and Banking Issues  
Keyword: energy transport | cross-border cooperation | transmission network | transport network | intra-EU transport | common transport policy | EU financing | trans-European network  
Summary: A study of Community policy on Trans-European networks in general and in particular from the financial point of view; analysis of financial sources also includes the presentation of the Member States’ infrastructure policies in recent years and the methods by participation of private investors.

Study: ES, DE, EN, FR, IT

The Common Maritime Policy

Publication type: Study  
Date: 01-05-1997  
Author: Franco PIODI  
Policy area: Environment | Transport | Employment  
Keyword: law of the sea | competitiveness | maritime transport | environmental protection | common transport policy | maritime safety  
Summary: Maritime transport and the maritime industries, the sea and navigation, international relations and competition, safety and the environment.

Study: DE, EN, FR, IT

Public Service Transport Obligations Towards Rural and Peripheral Regions

Publication type: Study  
Date: 01-05-1996  
External author: TEMA, Grupo consultor S.A., Madrid (E)  
Policy area: Transport | Internal Market and Customs Union | Regional Development  
Keyword: single market | transport infrastructure | State aid | rural region | peripheral region | common transport policy | public transport | passenger tariff | competition | market access  
Summary: A survey of the service obligations for each transport mode in the Member States: for each mode of transport a survey of the problems and obligations for each Member State.

Study: ES, EN, FR

The Internal Market and the Common Transport Policy

Publication type: Study  
Date: 01-12-1994  
External author: Ugo Bargagli Stoffi  
Policy area: Transport | Internal Market and Customs Union  
Keyword: single market | carriage of goods | public contract | road transport | carriage of passengers | common transport policy | rail transport | air transport | inland waterway transport | maritime shipping  
Summary: This study describes the progress made in the completion of the internal market in the transport sector, having regard to the free movement of services but also the simplification of customs control procedures at intracommunity frontiers.

Study: DE, EN, FR, IT

Social Aspects of the Common Transport Policy

Publication type: Study  
Date: 01-07-1994  
External author: Ithaque (F)  
Policy area: Transport | Social Policy | Employment  
Keyword: employment structure | social legislation | vocational training | transport safety | collective agreement | occupational safety | common transport policy | international convention  
Summary: Detailed review of the social problems of the workers and users with regard to the common transport policy with a complete list of the Community social law and the international convention on transport.

Study: DE, EN, FR
Carriage of Dangerous Goods and Pollutants by Sea: The Safety Aspect
Publication type Study
Date 01-07-1994
External author University of Naples (I)
Policy area Environment | Transport | EU Law: Legal System and Acts
Keyword EU action | marine environment | toxic substance | common transport policy | international convention | cargo vessel | marine pollution | maritime safety | transport of dangerous goods | international law
Summary A survey of safety at sea within the framework of the international conventions and the powers of EC and States.
Study DE, EN, FR, IT

Transport and the Environment: Noise Treatment in Law of Transport Noise Solutions in Community Law and in Terms of Comparative Law
Publication type Study
Date 01-03-1993
External author Santiago Gonzalez-Varas Ibanez
Policy area Environment | Transport | EU Law: Legal System and Acts
Keyword environmental protection | common transport policy | noise pollution | road building | environmental impact
Study ES, DE, EN, FR

The Maastricht Treaty - General Considerations with Special Reference to Transport Policy
Publication type In-Depth Analysis
Date 01-03-1992
Author Joao SANT’ANNA
Policy area EU Democracy, Institutional and Parliamentary Law | Transport
Keyword transport infrastructure | codecision procedure | energy transport | powers of parliament | transport safety | Treaty on European Union | telecommunications | common transport policy | EU legal system | trans-European network
In-Depth Analysis EN

The Community’s External Relations in the Field of Transport
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Date 01-01-1992
Author Joao SANT’ANNA
Policy area Transport
Keyword carriage of goods | international transport | third country | EU relations | road transport | maritime transport | carriage of passengers | common transport policy | rail transport | air transport
In-Depth Analysis DE, EN, FR

The Judgment of the Court of Justice of the European Communities in Case 13/83 and the Development of the Common Transport Policy
Publication type Study
Date 01-11-1991
Policy area Transport | Internal Market and Customs Union
Keyword transport infrastructure | liberalisation of the market | maritime transport | common transport policy | rail transport | Court of Justice of the European Union
Study EN, PT

Community Policy on Transport Infrastructures
Publication type In-Depth Analysis
Date 01-03-1991
Policy area Budget | Transport | Regional Development
Keyword transport infrastructure | traffic control | EU financial instrument | intra-EU transport | common transport policy | distribution of EU funding | trans-European network | regional development
In-Depth Analysis DE, EN, FR, PT