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Creation date : 19-04-2024

[Revision of Council Directive 2004/82/EC on the obligation of carriers to communicate passenger data](#)

Publication type Briefing

Date 06-12-2022

Author HUEMER MARIE-ASTRID

Policy area Area of Freedom, Security and Justice

Keyword carriage of passengers | data-processing law | directive (EU) | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | harmonisation of standards | information technology and data processing | national implementing measure | organisation of transport | passenger rights | personal data | PRODUCTION, TECHNOLOGY AND RESEARCH | social affairs | SOCIAL QUESTIONS | technology and technical regulations | TRANSPORT | transport policy | transport safety | traveller

Summary The advance passenger information (API) system dates back to 2004, when the Council adopted Directive 2004/82/EC of 29 April 2004 on the obligation of carriers to communicate passenger data to improve border control and fight against irregular migration (the 'API Directive'). New data sharing schemes have since been developed to improve EU border control and migration management and, specifically, fight terrorism and serious crimes. Today, air carriers are required to transfer not only API but also passenger name records (PNRs) in line with Directive (EU) 2016/681 of 27 April 2016 on the use of PNR data for the prevention, detection, investigation and prosecution of terrorist offences and serious crime (the 'PNR Directive'). PNRs comprise a larger set of data that encompass API. To improve coherence in EU legislation and support harmonisation between Member States, the API Directive might be aligned with the PNR Directive. The European Commission's counter-terrorism agenda for the EU, adopted on 9 December 2020, announced that the proposal to revise the API Directive may consider providing for the use of these data for countering serious crime, improving the effectiveness in the use of API data and the coherence with other instruments such as the entry/exit system, the European travel information and authorisation system, and the PNR system. However, it raises questions as regards data protection and the right to privacy. In its 2022 work programme, the Commission stated its intention to revise the API Directive. Initially planned for the second quarter of 2022, the revision was postponed to the last quarter of 2022. This implementation appraisal looks at the practical implementation of the directive in light of the expected Commission proposal for its revision.

[Briefing](#) [EN](#)

[Tracking the EU Commissioners' commitments - Von der Leyen Commission, 2019 - 2024: Adina-Ioana Vălean](#)

Publication type Briefing

Date 20-09-2022

Keyword common transport policy | ENERGY | energy policy | ENVIRONMENT | environmental policy | environmental tax | EU Emissions Trading Scheme | EU institutions and European civil service | European Commissioner | European construction | EUROPEAN UNION | intelligent transport system | organisation of transport | passenger rights | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport policy | transport safety

Summary This briefing follows up on the commitments made by the commissioner in 2019.

[Briefing](#) [EN](#)

[Revision of the Trans-European Transport Network \(TEN-T\) Regulation](#)

Publication type Briefing

Date 04-05-2022

Author FRIZBERG DIETER

Policy area Ex-ante Impact Assessment

Keyword carbon neutrality | common transport policy | economic analysis | ECONOMICS | ENERGY | energy policy | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | European Union law | impact study | organisation of transport | project of common interest | proposal (EU) | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport planning | transport policy | transport safety

Summary The IA provides a comprehensive problem analysis, based on the evaluation of the current TEN-T Regulation, a public consultation, and targeted consultations with stakeholders and Member States. It is transparent about the methods and uncertainties (e.g. long-term funding) and limitations. The objectives and the policy options have a clear link to the problem definition. The IA comprehensively analyses the economic, social and environmental impacts of the policy options. However, territorial impacts linked to the shift to more sustainable modes of transport could have been explained in more depth. Costs and benefits are assessed and quantified. It could have been explained in more detail how funding will be mobilised. All in all, the IA provides useful information for policy-makers and future policy choices.

[Briefing](#) [EN](#)

Commitments made at the hearing of Adina-Ioana VĂLEAN, Commissioner-designate - Transport

Publication type Briefing

Date 22-11-2019

Author COITO GONZALEZ ESTEBAN

Policy area Transport

Keyword appointment of members | ENERGY | energy policy | ENVIRONMENT | environmental policy | EU Emissions Trading Scheme | EU institutions and European civil service | European Commissioner | European construction | European Parliament | EUROPEAN UNION | oral question | parliament | parliamentary proceedings | passenger rights | POLITICS | public hearing | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport policy | transport price | transport safety

Summary The Commissioner-designate, Adina-Ioana Vălean, appeared before the European Parliament on 14 November 2019 to answer questions put by MEPs from the Committee on Transport and Tourism. During the hearing, she made a number of commitments which are highlighted in this document. These commitments refer to her portfolio, as described in the mission letter sent to her by Ursula von der Leyen, President-elect of the European Commission, including:
- a sustainable, safe and affordable transport.

Briefing [EN](#)

Artificial intelligence in transport: Current and future developments, opportunities and challenges

Publication type Briefing

Date 27-03-2019

Author Niestadt Maria

Policy area Research Policy | Transport

Keyword air and space transport | air transport | artificial intelligence | collaborative economy | economic structure | ECONOMICS | EDUCATION AND COMMUNICATIONS | Framework Programme for Research and Development | information and information processing | information technology and data processing | inland waterway shipping | intelligent transport system | land transport | maritime and inland waterway transport | maritime shipping | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | research and development | research and intellectual property | road transport | robotics | TRANSPORT | transport policy | transport safety

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

Briefing [EN](#)

Multimedia [Artificial intelligence in transport: Current and future developments, opportunities and challenges](#)

Research for TRAN Committee - BREXIT: transport and tourism - the consequences of a no-deal scenario

Publication type Study

Date 26-09-2018

External author José Francisco PAPÍ FERRANDO, Raffaele ALFONSI, Sabine LANGER, Miguel TRONCOSO

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

Keyword air and space transport | air transport | communications | economic geography | EDUCATION AND COMMUNICATIONS | EU finance | EU institutions and European civil service | EU office or agency | Europe | European construction | European Structural and Investment Funds | EUROPEAN UNION | GEOGRAPHY | land transport | maritime and inland waterway transport | maritime transport | negotiation of an agreement (EU) | passenger rights | political geography | postal service | PRODUCTION, TECHNOLOGY AND RESEARCH | road cabotage | safety standard | social affairs | SOCIAL QUESTIONS | technology and technical regulations | tourism | trans-European network | TRANSPORT | transport policy | transport policy | transport safety | United Kingdom | withdrawal from the EU

Summary The study investigates the potential impacts on the EU-27 of a no-deal scenario in the Brexit process, focusing on the transport, postal and tourism sectors. The study analyses both the economic policy and legislative dimension, detailing the practical consequences of such a new status quo. Alternatives to safeguard the EU interests are also discussed in the document and a set of practical recommendations is formulated. A no-deal scenario would seriously hurt both the UK and the EU-27 at least in a short-term perspective, although with different intensity among the Member States.

Study [EN](#)

Trans-European Transport Network (TEN-T)

Publication type Briefing

Date 10-04-2018

Author REMAC Milan

Policy area Evaluation of Law and Policy in Practice | Transport | Transposition and Implementation of Law

Keyword air and space transport | air transport | combined transport | distribution of EU funding | EDUCATION AND COMMUNICATIONS | EU finance | European construction | EUROPEAN UNION | information technology and data processing | inland waterway transport | land transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | sustainable mobility | telematics | trans-European network | TRANSPORT | transport infrastructure | transport network | transport planning | transport policy | transport safety

Summary The current general guidelines for the development of the Trans-European Transport Network (TEN-T) were established by Regulation 1315/2013. The guidelines are supported by a dedicated EU funding instrument: the Connecting Europe Facility (CEF), aimed at accelerating investments in the field of the trans-European networks, was established by Regulation 1316/2013. The CEF's budget has been approved for the period 2014-2020; if it is to be continued after 2020, it will need to be evaluated and re-negotiated. Although the implementation of the TEN-T network is progressing, several challenges have been identified. These challenges influence the implementation of the network and might have a negative influence on EU transport policy. Several of these challenges were linked with the implementation of projects under the TEN T policy. Various voices have called for a simplification of the existing permitting procedures, an optimisation of Member States' procurement procedures, a reduction of delays in those procedures, and a clarification of EU state aid rules. Furthermore, it is vitally important to attract the private sector and co financing of the transport projects. These points have already been raised by the European Parliament in a number of resolutions. The European Commission is expected to publish a legislative proposal on streamlining measures for swifter implementation of the projects of common interest on the Trans-European Transport Network in the first quarter of 2018

Briefing [EN](#)

Recognition of professional qualifications in inland navigation

Publication type Briefing

Date 09-11-2017

Author PAPE Marketa

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

Keyword carriage of goods | carriage of passengers | crew | EC Directive | employment | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | inland waterway shipping | labour market | labour mobility | maritime and inland waterway transport | ordinary legislative procedure | organisation of transport | professional qualifications | proposal (EU) | recognition of vocational training qualifications | TRANSPORT | transport policy | transport safety

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 proposed to establish a common system of qualifications for workers on EU inland waterways, based on their competence. 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. Fourth edition. The EU Legislation in Progress Briefings are updated at key stages throughout the legislative procedure. To view earlier editions of this briefing, please see: PE 593.548, 23 November 2016.

Briefing [EN](#)

EU summer-time arrangements under Directive 2000/84/EC: Ex-post Impact Assessment

Publication type Study

Date 25-10-2017

Author ANGLMAYER Irmgard

Policy area Evaluation of Law and Policy in Practice | Internal Market and Customs Union | Transport | Transposition and Implementation of Law

Keyword agricultural production | AGRICULTURE, FORESTRY AND FISHERIES | approximation of laws | EC Directive | economic analysis | ECONOMICS | ENERGY | energy policy | energy saving | EU policy | European construction | EUROPEAN UNION | European Union law | farming systems | health | impact study | industrial policy | industrial structures and policy | INDUSTRY | land transport | parliament | petition | POLITICS | politics and public safety | public health | public safety | road transport | single market | social affairs | SOCIAL QUESTIONS | sport | summertime | TRANSPORT | transport policy | transport safety

Summary The purpose of summer time is to capitalise on natural daylight. By turning the clock one hour forward as the days get longer in spring, sunset is delayed by this same hour, until the clock is set back again in autumn. This practice is applied in over 60 countries worldwide. In the EU, Member States draw on a long tradition of daylight saving time (DST), and many have developed their own DST schemes. Harmonisation attempts began in the 1970s, to facilitate the effective operation of the internal market. Today, the uniform EU-wide application of DST is governed by Directive 2000/84/EC; most European third countries have aligned their summer-time schemes with that of the EU. Much academic research has been invested in examining the benefits and inconveniences of DST. It appears that: - summer time benefits the internal market (notably the transport sector) and outdoor leisure activities, and it also generates marginal savings in energy consumption; - the impact on other economic sectors remains largely inconclusive; - with regard to inconveniences, health research associates DST with disruption to the human biorhythm ('circadian rhythm').

Study [EN](#)

India and challenges ahead in the Indo-Pacific region: Opportunities for cooperation with the EU

Publication type Briefing

Date 30-05-2017

Author D'AMBROGIO Enrico

Policy area Foreign Affairs

Keyword Asia and Oceania | bilateral relations | China | climate change | deterioration of the environment | economic geography | ENERGY | ENVIRONMENT | European construction | EUROPEAN UNION | free-trade agreement | GEOGRAPHY | India | Indian Ocean | international affairs | INTERNATIONAL RELATIONS | international trade | maritime and inland waterway transport | maritime transport | natural environment | negotiation of an agreement (EU) | Pacific Ocean | renewable energy | soft energy | the EU's international role | TRADE | TRANSPORT | transport policy | transport safety

Summary Lying in the middle of the Indian Ocean, India relies heavily on the ocean for its energy and trade, but also faces both conventional and non-conventional security challenges which the ocean presents. At the same time, its operational theatre is widening to include a bigger geopolitical region: the Indo-Pacific, including the South China Sea. Alongside this broadening horizon, India needs to reckon with an emerging actor: China. Not only has Beijing's military presence in the Indian Ocean increased considerably, but it has been planning naval bases and civilian port infrastructure in a region in which India has traditionally enjoyed maritime prominence. China's 'string of pearls' strategy has left New Delhi feeling 'encircled'. Major efforts to modernise the Indian navy and to enhance cooperation and alliances in the region suggest that India is taking the challenge seriously. However, missing from this framework are a comprehensive maritime policy, a single body in charge of coordinating Indian maritime policies and interests, and a more developed shipbuilding sector. Besides, there is no effective agreement or mechanism for multilateral cooperation on maritime security in the Indian Ocean. Since 2008, the EU has been a successful net security provider in the western part of the Indo-Pacific region through its Operation Atalanta / EU NAVFOR Somalia anti-piracy deployment. Adopted in 2014, the EU's new maritime security strategy offers opportunities to further develop its cooperation with India on maritime issues and in particular on non-conventional security issues, in order to upgrade bilateral relations.

Briefing [EN](#)

Countering hybrid threats: EU-NATO cooperation

Publication type Briefing

Date 02-03-2017

Author PAWLAK Patryk

Policy area Security and Defence

Keyword common foreign and security policy | computer crime | cooperation policy | criminal law | deterioration of the environment | EDUCATION AND COMMUNICATIONS | ENVIRONMENT | environmental policy | European construction | European security | EUROPEAN UNION | health | health risk | industrial hazard | information technology and data processing | international law | INTERNATIONAL ORGANISATIONS | INTERNATIONAL RELATIONS | international security | LAW | man-made disaster | military cooperation | mutual assistance | NATO | POLITICS | politics and public safety | public safety | SOCIAL QUESTIONS | third country | threat to national security | TRANSPORT | transport policy | transport safety | world organisations

Summary The concept of hybrid threat has gained traction in relation to Russia's actions in Ukraine and the ISIL/Da'esh campaigns going far beyond Syria and Iraq. Faced with this constantly evolving challenge, the European Union and NATO have taken several steps to strengthen their respective capabilities and pursue common objectives through closer cooperation. The EU-NATO joint declaration adopted in July 2016 in the margins of the Warsaw NATO Summit represents a clear step forward in this regard. The document outlines new areas for practical cooperation, in particular with regard to hybrid threats, building resilience in cybersecurity, and strategic communications. The Council conclusions of 6 December 2016 stressed that the implementation of the joint declaration is a key political priority for the EU. It welcomed the progress achieved in advancing EU-NATO relations, including implementing and operationalising parallel procedures and playbooks for interaction in countering hybrid threats. With a view to ensuring further progress, the Council endorsed a common set of proposals focused on better coordination, situational awareness, strategic communication, crisis response, and bolstering resilience. The North Atlantic Council endorsed the same set of measures. Reports on implementation, including possible suggestions for future cooperation, should be provided on a biannual basis from the end of June 2017. This is an updated edition of an At a Glance note published in June 2015.

Briefing [EN](#)

Multimedia [Countering hybrid threats: EU-NATO cooperation \[Policy Podcast\]](#)

Recognition of professional qualifications in inland navigation

Publication type Briefing

Date 23-11-2016

Author PAPE Marketa

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

Keyword carriage of goods | carriage of passengers | crew | EC Directive | employment | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | inland waterway shipping | labour market | labour mobility | maritime and inland waterway transport | ordinary legislative procedure | organisation of transport | professional qualifications | proposal (EU) | recognition of vocational training qualifications | TRANSPORT | transport policy | transport safety

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](#)

[Research for TRAN Committee - Safe Integration of Drones into Airspace](#)

Publication type Study
Date 15-09-2016
External author Filippo Tomasello (University Giustino Fortunato, Benevento, Italy) and Marco Ducci (EuroUSC-Italia)
Policy area Adoption of Legislation by EP and Council | Transport
Keyword air and space transport | air space | approximation of laws | civil aviation | communications | drone | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | FINANCE | insurance | international law | LAW | satellite communications | TRANSPORT | transport insurance | transport policy | transport safety
Summary This paper details the major safety risks associated with the use of drones into airspace and identifies the technical solutions that could address these risks. It also examines to what extent existing/proposed aviation regulations are appropriate to ensure the safety of drone operations and makes recommendations on this matter.
Study [EN](#)

[Technical requirements for inland waterway vessels](#)

Publication type At a Glance
Date 06-09-2016
Author PAPE Marketa
Policy area Transport
Keyword adoption of a law by vote | delegated legislation | EC Directive | economic geography | EU Member State | EUROPEAN UNION | European Union law | executive power and public service | GEOGRAPHY | harmonisation of standards | inland waterway shipping | maritime and inland waterway transport | parliamentary proceedings | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | technology and technical regulations | TRANSPORT | transport policy | transport safety
Summary Two sets of technical rules apply to EU waterways today. A proposal currently under consideration aims to harmonise technical requirements for granting navigation certificates to inland waterway vessels, ensure a uniform level of navigation safety and prevent distortions of competition.
At a Glance [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Research for TRAN Committee - Prospects for “Remote” En-Route Air Traffic Services](#)

Publication type Study
Date 15-08-2016
External author Stephen Wainwright and Rosie Offord, Mark Scott (Steer Davies Gleave)
Policy area Forward Planning | Tourism | Transport
Keyword air and space transport | air traffic | communications | computer crime | EDUCATION AND COMMUNICATIONS | EU institutions and European civil service | European Aviation Safety Agency | EUROPEAN UNION | information technology and data processing | radio telecommunications | satellite communications | TRANSPORT | transport policy | transport regulations | transport safety
Summary Remote tower services, where aircraft at an airport are remote-controlled from a separate location, have been introduced to some airports and are being tested at several others. By reviewing the current and emerging technologies, considering some of the risks associated with these technologies and evaluating the contribution of the NextGen and SESAR programmes, this paper aims to assess the feasibility of also providing “remote” en-route Air Traffic Services in Europe.
Study [EN](#)

[The European Union Agency for Railways](#)

Publication type At a Glance
Date 17-06-2016
Author SCORDAMAGLIA Damiano
Policy area Adoption of Legislation by EP and Council | Transport
Keyword approval | competence of the institution | EU institutions and European civil service | EUROPEAN UNION | European Union Agency for Railways | harmonisation of standards | institutional structure | land transport | political framework | POLITICS | politics and public safety | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | safety standard | supervisory power | technology and technical regulations | TRANSPORT | transport policy | transport safety | vehicle on rails
Summary Established in 2004 and based in Valenciennes (France), the European Railway Agency (ERA) was set up with a view to revitalising the rail sector and creating a Single European Railway Area (SERA) by eliminating regulatory and operational differences across EU rail systems. The 2013 Commission legislative proposals, known as the ‘Fourth Railway Package’, were adopted by the European Parliament in April 2016 after long negotiations. Among these proposals is a new regulation on ERA, renamed the EU Agency for Railways, which, with two modified directives, expands its powers.
At a Glance [EN](#)

[Cableway installations: Proposal for a new regulation](#)

Publication type [Briefing](#)

Date 31-05-2016

Author VALANT Jana

Policy area Adoption of Legislation by EP and Council | Consumer Protection | Internal Market and Customs Union

Keyword approval | cable transport | consumption | drafting of EU law | EC conformity marking | European construction | EUROPEAN UNION | European Union law | organisation of transport | principle of legal certainty | product safety | PRODUCTION, TECHNOLOGY AND RESEARCH | single market | technology and technical regulations | TRADE | TRANSPORT | transport policy | transport safety | vehicle parts

Summary Around 17 500 cableway installations currently exist in western Europe and the Alps, representing 60% of the global total. European industry has generally held a dominant position in the global cableway installations market, with the ski industry remaining the primary market for cableway technology. The new regulation covering the European Economic Area is to replace Directive 2000/9/EC relating to cableway installations designed to carry persons. Its aim is to simplify the current rules, align them with the European Union New Legislative Framework, and address some problems experienced in implementing the Directive 2000/9/EC. Given its predominantly technical nature, the new regulation was developed with input from experts via targeted consultations. Commission's impact assessment revealed a broad consensus among Member States, manufacturers, notified bodies and stakeholders regarding the need to simplify and clarify the current rules. Following approval by both Parliament and Council, Regulation 2016/424 was published in the Official Journal of the European Union, entering into force on 20 April 2016. This updates the previous version, of January 2016: PE 573.895.

[Briefing](#) [EN](#)

[The fourth railway package: 'Technical pillar'](#)

Publication type [At a Glance](#)

Date 25-04-2016

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Transport

Keyword administrative formalities | approval | competence of the institution | EU institutions and European civil service | European construction | EUROPEAN UNION | European Union Agency for Railways | executive power and public service | land transport | political framework | POLITICS | politics and public safety | PRODUCTION, TECHNOLOGY AND RESEARCH | rail network | supervisory body | technology and technical regulations | trans-European network | TRANSPORT | transport policy | transport safety | vehicle on rails

Summary Running a train from one country to another is fairly complex and costly as it requires technical compatibility of different railway systems and infrastructure, as well as a common approach to safety. Despite the noteworthy achievements made by the EU since the late 1980s to harmonise rail systems and to create an integrated EU railway area, improvement is still needed to streamline the procedures and the management of technical systems and rules.

[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Multimedia [Technical pillar of the fourth railway package](#)

[Rail security in the EU](#)

Publication type [At a Glance](#)

Date 29-09-2015

Author SCORDAMAGLIA Damiano

Policy area Transport

Keyword area of freedom, security and justice | carriage of passengers | communications | EDUCATION AND COMMUNICATIONS | European construction | European security | EUROPEAN UNION | high-speed transport | intergovernmental cooperation (EU) | INTERNATIONAL RELATIONS | international security | intra-EU transport | land transport | organisation of transport | rail transport | TRANSPORT | transport infrastructure | transport policy | transport safety | video surveillance

Summary The foiled Thalys train attack of August 2015 has put EU rail security under the spotlight. Increasing passenger and freight flows and relatively open access to EU rail infrastructure make rail transport a soft target for unlawful acts. A ministerial-level meeting at the end of August examined the challenges facing rail security and the possibilities for a strengthened EU response.

[At a Glance](#) [EN](#)

The European Railway Agency

Publication type At a Glance

Date 13-07-2015

Author SCORDAMAGLIA Damiano

Policy area Transport

Keyword combined transport | common transport policy | EU budget | EU finance | EU institutions and European civil service | EUROPEAN UNION | European Union Agency for Railways | intelligent transport system | land transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | safety standard | sustainable mobility | technology and technical regulations | TRANSPORT | transport infrastructure | transport network | transport policy | transport safety

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](#)

Motorways of the Sea: the road is open

Publication type At a Glance

Date 11-11-2014

Author PAPE Marketa

Policy area Transport

Keyword combined transport | common transport policy | deterioration of the environment | economic policy | ECONOMICS | ENERGY | energy policy | ENVIRONMENT | EU finance | EU financing | European construction | EUROPEAN UNION | maritime and inland waterway transport | maritime transport | organisation of transport | pollution from ships | State aid | substitute fuel | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy | transport safety

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.

At a Glance [EN](#)

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

Publication type Briefing

Date 31-10-2014

Author SOAVE Piero

Policy area Forward Planning | Transport

Keyword appointment of members | common transport policy | consumer protection | consumption | economic geography | EMPLOYMENT AND WORKING CONDITIONS | EU institutions and European civil service | Europe | European Commissioner | European construction | EUROPEAN UNION | GEOGRAPHY | intelligent transport system | interinstitutional cooperation (EU) | labour market | new technology | organisation of transport | organisation of work and working conditions | parliamentary proceedings | political geography | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | professional qualifications | public hearing | single market | Slovenia | sustainable mobility | technology and technical regulations | TRADE | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety | working conditions

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 Transport and Tourism are highlighted in this document.

Briefing [EN](#)

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

Publication type Study

Date 28-10-2014

External author This study has been written by Francesco Dionori, Roberta Frisoni, Simon Ellis, Lydia Rooney, Davide Ranghetti, Federico Spano and Elisa Tejedor of Steer Davies Gleave at the request of the European Added Value Unit, of the Directorate for Impact Assessment and European Added Value, within the Directorate-General for European Parliamentary Research Services of the European Parliament.

Policy area European Added Value | Transport

Keyword accounting | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | charges for use of infrastructure | common transport policy | cost analysis | economic analysis | ECONOMICS | EU institutions and European civil service | EU statistics | European construction | EUROPEAN UNION | European Union Agency for Railways | harmonisation of standards | intra-EU transport | land transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | road transport | single market | sustainable mobility | technology and technical regulations | trans-European network | TRANSPORT | transport market | transport policy | transport safety | transport statistics

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.

Study [EN](#)

The Cost of Non-Europe in the Single Market for Transport and Tourism

Publication type Study

Date 28-10-2014

Author NOGAJ Monika

Policy area European Added Value | Tourism | Transport

Keyword accounting | air and space transport | air transport | BUSINESS AND COMPETITION | climate change policy | common transport policy | cost-benefit analysis | economic analysis | economic consequence | economic policy | ECONOMICS | ENVIRONMENT | environmental policy | European construction | European integration | EUROPEAN UNION | harmonisation of standards | intelligent transport system | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | road transport | single market | social affairs | SOCIAL QUESTIONS | sustainable development | technology and technical regulations | tourism | traffic regulations | TRANSPORT | transport infrastructure | transport market | transport policy | transport regulations | transport safety | transport user

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.

Study [EN](#)

Annex 1 [EN](#)

Annex 2 [EN](#)

Annex 3 [EN](#)

[Fourth Railway Package \(EU Agency for Railways\): Initial Appraisal of the Commission's Impact Assessment](#)

Publication type Briefing

Date 15-05-2013

Author ZANDERSONE Laura

Policy area Ex-ante Impact Assessment | Internal Market and Customs Union | Transport

Keyword approximation of laws | BUSINESS AND COMPETITION | business organisation | competitiveness | EU institutions and European civil service | EUROPEAN UNION | European Union Agency for Railways | European Union law | land transport | market access | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | technical regulations | technology and technical regulations | TRADE | trade policy | TRANSPORT | transport market | transport policy | transport safety

Summary This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's Impact Assessment accompanying the following proposals, submitted on 30 January 2013, within the framework of the Fourth Railway Package: i) Commission proposal for a Regulation of the European Parliament and of the Council on the European Union Agency for Railways and repealing Regulation (EC) No 881/2004 (COM (2013) 27); ii) Proposal for a Directive of the European Parliament and of the Council on the interoperability of the rail system within the European Union (Recast) (COM (2013) 31); and iii) Proposal for a Directive of the European Parliament and of the Council on railway safety (Recast) (COM (2013) 30).

Briefing [DE](#), [EN](#), [FR](#)

[Community System for Registration of Carriers of Radioactive Materials: Initial Appraisal of the European Commission's Impact Assessment](#)

Publication type Briefing

Date 15-03-2013

Author BALLON Elke

Policy area Ex-ante Impact Assessment | Transport

Keyword economic analysis | ECONOMICS | electrical and nuclear industries | ENERGY | EUROPEAN UNION | European Union law | impact study | organisation of transport | proposal (EU) | radioactive materials | TRANSPORT | transport of dangerous goods | transport policy | transport regulations | transport safety

Summary This note seeks to provide an initial analysis of the strengths and weaknesses of the European Commission's Impact Assessment (IA) accompanying the proposal for a Council Regulation establishing a Community system for registration of carriers of radioactive materials.

Briefing [DE](#), [EN](#), [FR](#)

[Design Categories of Watercrafts](#)

Publication type Study

Date 15-05-2012

External author Alexandre COCHERIL

Policy area Internal Market and Customs Union | Transport

Keyword harmonisation of standards | INDUSTRY | maritime and inland waterway transport | maritime transport | mechanical engineering | pleasure craft | PRODUCTION, TECHNOLOGY AND RESEARCH | safety standard | shipbuilding | technical standard | technology and technical regulations | TRANSPORT | transport policy | transport safety

Summary Design categories of watercrafts are one of the essential safety requirements which should be met and assigned through conformity assessment procedure required before placing watercrafts on the market. The briefing note analyses if amending the design categories for recreational crafts and watercrafts can contribute to more precise and more appropriate criteria for design categories, while reflecting the terms used in the relevant international harmonised standards.

Study [EN](#)

[The Impact of Separation between Infrastructure Management and Transport Operations on the EU Railway Sector](#)

Publication type Study

Date 16-05-2011

External author Francesco Dionori (Steer Davies Gleave), Dick Dunmore (Steer Davies Gleave), Simon Ellis (Steer Davies Gleave) and Pietro Crovato (Steer Davies Gleave)

Policy area Transport

Keyword BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common transport policy | competition | competition | economic analysis | economic analysis | ECONOMICS | land transport | liberalisation of the market | organisation of transport | rail network | rail transport | TRADE | trade policy | TRANSPORT | transport infrastructure | transport law | transport market | transport policy | transport regulations | transport safety | vertical agreement

Summary 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.

Study [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

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

Typology and Structure of Regulatory Bodies in the EU Railway Sector

Publication type Study

Date 16-05-2011

External author Francesco Dionori (Steer Davies Gleave), Simon Ellis (Steer Davies Gleave) and Pietro Crovato (Steer Davies Gleave)

Policy area Transport

Keyword BUSINESS AND COMPETITION | business organisation | common transport policy | competitiveness | European construction | EUROPEAN UNION | land transport | political framework | POLITICS | rail transport | supervisory body | trans-European network | TRANSPORT | transport economics | transport market | transport policy | transport safety

Summary 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.

Study [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

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

EU transport

Publication type Briefing

Date 16-12-2010

Author NEEDHAM Christopher

Policy area Transport

Keyword BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common transport policy | competition | competition | European construction | EUROPEAN UNION | intra-EU transport | liberalisation of the market | organisation of transport | TRADE | trade policy | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety

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 New Regulation on Driving and Rest Times : the Impact of the Abolition of the 12-day Derogation for Buses

Publication type Study

Date 15-04-2008

External author Giorgia Aresu (project manager), Claudio Ricciolio, Francesca Cigarini and Paolo Guglielminetti (PwC Advisory Srl Italy)

Policy area Employment | Transport

Keyword bus | carriage of passengers | driving period | EMPLOYMENT AND WORKING CONDITIONS | land transport | organisation of transport | organisation of work and working conditions | rest period | TRANSPORT | transport policy | transport safety

Summary This study concerns the introduction of Regulation (EC) No 561/2006 of the European Parliament and of the Council on driving and rest times for road transport. In particular, it provides an impact assessment with regard to the abolition of the 12-day derogation in the international transport of passengers by road, especially in relation to economic, social and safety effects. The study draws and summarises conclusions and provides recommendations where there is evidence of significant negative effects.

Study [DE](#), [EN](#), [FR](#)

Study on Safety and Liability Issues Relating to Package Travel

Publication type Study

Date 17-01-2008

External author Dr Frank Alleweldt (Project director)
Prof Klaus Tonner (Lead author)
Mr Marc McDonald (Co-author)
Dr Senda Kara
Ms Bilgin Ayata
Ms Uta Stenzel

Policy area EU Law: Legal System and Acts | Tourism | Transport

Keyword air and space transport | air transport | data collection | EDUCATION AND COMMUNICATIONS | EU law | EUROPEAN UNION | European Union law | health | illness | information technology and data processing | social affairs | SOCIAL QUESTIONS | tourism policy | tourist infrastructure | TRANSPORT | transport policy | transport safety | travel

Study [EN](#)

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 EU Law: Legal System and Acts | Transport

Keyword common transport policy | European construction | EUROPEAN UNION | land transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail network | rolling stock | technical standard | technology and technical regulations | traffic regulations | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety

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.

In-Depth Analysis [EN](#)

Interoperability of the Community Railway System I - Revision of the EC Rules, Better Regulation and Simplification, Implications to the EC Safety Rules and ERA

Publication type In-Depth Analysis

Date 03-04-2007

External author Trt Trasporti e Territorio (Italy)

Policy area EU Law: Legal System and Acts | Transport

Keyword EU institutions and European civil service | European construction | EUROPEAN UNION | European Union Agency for Railways | INDUSTRY | land transport | mechanical engineering | rail transport | railway industry | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety

Summary Revision of the EU regulatory framework under the objective of better regulation and simplification. Implications to the proposed directive on safety of the community's railways and regulation of the European Railway Agency.

In-Depth Analysis [EN](#)

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 Gender Issues, Equality and Diversity | Transport

Keyword common transport policy | demography and population | EMPLOYMENT AND WORKING CONDITIONS | gender equality | humanisation of work | labour force | labour market | LAW | organisation of transport | organisation of work and working conditions | rights and freedoms | SOCIAL QUESTIONS | TRANSPORT | transport policy | transport safety | transport user | woman

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.

Study [EN](#)

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 Employment | Environment | Industry | Internal Market and Customs Union | Transport

Keyword BUSINESS AND COMPETITION | business classification | common transport policy | competition | competition | deregulation | economic policy | ECONOMICS | EMPLOYMENT AND WORKING CONDITIONS | ENVIRONMENT | environmental policy | environmental protection | European construction | EUROPEAN UNION | liberalisation of the market | organisation of work and working conditions | single market | small and medium-sized enterprises | TRADE | trade policy | TRANSPORT | transport infrastructure | transport policy | transport safety | working conditions

Summary The study covers this subject by mode of transport and by country.

Study [DE](#), [EN](#), [FR](#)

Executive summary [XL](#)

Social Aspects of the Common Transport Policy

Publication type Study

Date 01-07-1994

External author Ithaque (F)

Policy area Employment | Social Policy | Transport

Keyword collective agreement | common transport policy | employment | EMPLOYMENT AND WORKING CONDITIONS | employment structure | international affairs | international convention | INTERNATIONAL RELATIONS | labour law and labour relations | occupational safety | organisation of work and working conditions | social affairs | social legislation | SOCIAL QUESTIONS | TRANSPORT | transport policy | transport safety | vocational training

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](#)

The Future of Inland Waterway Transport in Europe

Publication type Study

Date 01-12-1993

Policy area EU Law: Legal System and Acts | Transport

Keyword carriage of goods | EU law | EUROPEAN UNION | European Union law | inland waterway | inland waterway fleet | inland waterway shipping | international transport | maritime and inland waterway transport | organisation of transport | TRANSPORT | transport infrastructure | transport policy | transport safety

Summary The situation and prospects for this mode of transport are dealt with from the point of view of capacity control, competition and cabotage with particular reference to relations with the countries of Eastern Europe.

Study [DE](#), [EN](#), [ES](#), [FR](#), [NL](#)

The Maastricht Treaty - General Considerations with Special Reference to Transport Policy

Publication type In-Depth Analysis

Date 01-03-1992

Author SANT'ANNA Joao

Policy area EU Democracy, Institutional and Parliamentary Law | Transport

Keyword codecision procedure | common transport policy | communications | EDUCATION AND COMMUNICATIONS | ENERGY | energy policy | energy transport | EU legal system | European construction | EUROPEAN UNION | European Union law | parliament | POLITICS | powers of parliament | telecommunications | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport safety | Treaty on European Union

In-Depth Analysis [EN](#)