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Creation date : 19-04-2024

## Alternative fuel vehicle infrastructure and fleets: State of play

Publication type Briefing

Date 19-11-2021

Author SOONE Jaan

Policy area Transport

Keyword bus | climate change | commercial vehicle | deterioration of the environment | ENERGY | energy policy | energy resources | ENVIRONMENT | environmental policy | fuel | land transport | motor vehicle | motor vehicle pollution | natural environment | non-polluting vehicle | organisation of transport | reduction of gas emissions | TRANSPORT | transport infrastructure | transport policy

**Summary** In December 2019 the European Commission published a communication on the Green Deal, in which it outlined its priorities to transform the EU into a resource-efficient and competitive economy and to meet the EU's climate commitments. Subsequently, in line with the Green Deal, the European Climate Law was adopted in July 2021, setting in law the EU target for 2030 of reducing greenhouse gas emissions by at least 55 % compared with 1990 levels. To deliver the targets agreed in the European Climate Law, the Commission adopted a set of legislative proposals known as the 'Fit for 55' package on 14 July 2021. To speed up emissions reductions in transport, the package includes proposals to tighten the emissions trading scheme and widen its scope, proposals to increase the use of alternative fuels in aviation and shipping, stricter CO2 emissions standards for road vehicles, and a proposal to amend the Alternative Fuels Infrastructure Directive (AFID) and transform it into a regulation. This briefing provides a snapshot of the current state of play in alternative fuels recharging and refuelling points, and in the number of alternative fuel vehicles in circulation in EU countries. Since the adoption of the AFID in 2014, infrastructure deployment for the various alternative fuels in road transport has grown, however differences persist between Member States. Similarly, the uptake of alternatively fuelled vehicles differs between Member States, and petrol and diesel engines continue to dominate vehicle fleets. Nonetheless, the market for electric vehicles has strongly matured, and the market for hydrogen fuel cell vehicles has also developed. The market for natural gas and liquefied petroleum gas (LPG) vehicles is mature and has seen slow growth, but vehicles have remained concentrated in a few Member States. The briefing also summarises recent projections for future take-up of these vehicles. See also the EPRS 'EU Legislation in progress' briefing on the revision of the Directive on the Deployment of Alternative Fuels Infrastructure (AFID).

Briefing [EN](#)

## Access to the international market for coach and bus services

Publication type Briefing

Date 16-04-2019

Author Niestadt Maria

Policy area Adoption of Legislation by EP and Council | Transport

Keyword amendment of a law | bus | carriage of passengers | consumption | economic analysis | ECONOMICS | employment | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | freedom to provide services | impact study | interest group | international road transport | international transport | land transport | market access | organisation of transport | parliamentary proceedings | POLITICS | politics and public safety | proposal (EU) | road cabotage | services of general interest | sustainable mobility | TRADE | trade policy | TRANSPORT | transport licence | transport policy

**Summary** The European Union aims to ensure that road transport rules are applied effectively and without discrimination. The current rules governing the access to the international market for coach and bus services appear to have been only partly effective in promoting this mode of transport. There are still differences in rules on access to national markets, differences in openness of national markets, diverse national access arrangements and discrimination in access to terminals in some EU countries. In an attempt to address the issue, the European Commission adopted a legislative proposal on 8 November 2017 to amend the EU rules for access to the international market for coach and bus services. The proposal is part of its 'Europe on the Move' package, which aims to modernise European mobility and transport. The European Parliament adopted its position on the proposal on 14 February 2019. However, interinstitutional negotiations cannot yet begin, as the Council has not reached a common position on the file. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

## Setting CO2 emission performance standards for new heavy-duty vehicles

Publication type Briefing

Date 13-09-2018

Author VETTORAZZI STEFANO

Policy area Environment

Keyword bus | commercial vehicle | deterioration of the environment | economic analysis | ECONOMICS | ENERGY | energy consumption | energy policy | ENVIRONMENT | environmental policy | EUROPEAN UNION | European Union law | fuel | greenhouse gas | impact study | land transport | large vehicle | motor fuel | motor vehicle pollution | oil industry | organisation of transport | pollution control measures | proposal (EU) | reduction of gas emissions | TRANSPORT

**Summary** This initial appraisal assesses the strengths and weaknesses of the European Commission's impact assessment accompanying its proposal for a regulation setting CO2 emission performance standards for some categories of new 'rigid lorries' and 'tractors'. The proposal seeks to contribute to achieving the climate target set by the Paris Agreement, adopted on 12 December 2015, i.e. 'holding the increase in the global average temperature to well below 2 °C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5 °C above pre-industrial levels'. In addition, it intends to help Member States achieving the national greenhouse gas (GHG) emissions reduction targets in the road transport sector for the period 2021-2030 set by the 'effort sharing' regulation proposed by the Commission. The appraisal concludes that the impact assessment clearly defines the problems to be addressed, although in a couple of cases only one option is considered (in addition to the baseline). In such cases, the Commission's approach appears not to be entirely in line with the better regulation toolbox. The analysis carried out appears to be sound and well evidenced, providing ample and detailed insight into the issues considered. The analysis of impacts focuses on the economic and environmental dimension, consistently with the manner in which the problems have been defined. Their quantitative assessment is based on three models which, according to the IA, have already been 'successfully' used in previous impact assessment regarding transport, energy and climate policies. The IA appears to have addressed all of the Regulatory Scrutiny Board's recommendations, and the legislative proposal seems to be consistent with the analysis carried out in the IA.

Briefing [EN](#)

## Access to the international market for coach and bus services

Publication type Briefing

Date 01-02-2018

Author VIKOLAINEN Vera

Policy area Transport

Keyword amendment of a law | bus | carriage of passengers | consumption | economic analysis | ECONOMICS | employment | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | freedom to provide services | impact study | international road transport | international transport | land transport | market access | organisation of transport | parliamentary proceedings | POLITICS | proposal (EU) | road cabotage | services of general interest | sustainable mobility | TRADE | trade policy | TRANSPORT | transport licence | transport policy

**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 mentioned proposal, submitted on 8 November 2017 and referred to Parliament's Committee on Transport and Tourism. Bus and coach transport is an economical, efficient and sustainable mode of transport that can contribute to reducing emissions and to improving accessibility for citizens with low income or living in isolated and low population density regions with no rail services (IA, p. 4). The current legal framework that lays down the rules applicable to access to the international market for coach and bus services is Regulation (EC) 1073/2009. This regulation simplified and developed conditions for the international carriage of passengers by coach and bus across the European Union. Provisions of the regulation apply to regular service, special regular service and occasional service. Furthermore, the regulation applies to cabotage operations and also occasionally to own-account transport. The regulation aimed at the completion of the internal market for coach and bus services and at increasing the efficiency and competitiveness to generate a shift in the use of private passenger cars to coach and bus services. However, the evaluation outcomes suggest that the sector has failed to compete effectively with other modes of transport, in particular the private car, as a means of making longer distance journeys, and there are various challenges to the present system that limit harmonisation in this particular field. In this context, the European Parliament pointed in its 2017 resolution to a need to ensure, among other things, the completion and improved operation of the internal market for the transport by road of passengers and freight. The Commission promised to take actions allowing further development of domestic bus and coach services in the 2016 European strategy for low-emission mobility and confirmed its plans to review the EU rules on buses and coaches in the 2017 communication Europe on the move. It included the revision of Regulation (EC) 1073/2009 in its 2017 work programme (CWP) under the regulatory fitness (REFIT) initiatives, following up on an evaluation, which was concluded in 2017 with the publication of the ex-post evaluation report.

Briefing [EN](#)

## [Making the market for bus and coach transport work better](#)

Publication type Briefing

Date 14-11-2017

Author REMAC Milan

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

Keyword bus | carriage of passengers | common transport policy | dissemination of EU information | EC Regulation | employment | EMPLOYMENT AND WORKING CONDITIONS | EU institutions and European civil service | EUROPEAN UNION | European Union law | freedom to provide services | international transport | land transport | organisation of transport | road cabotage | TRANSPORT | transport licence | transport market | transport policy

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.

Briefing [EN](#)

## [Monitoring and reporting of CO2 emissions and fuel consumption of new heavy-duty vehicles](#)

Publication type Briefing

Date 26-09-2017

Author VETTORAZZI STEFANO

Policy area Environment | Industry | Transport

Keyword bus | climate change policy | commercial vehicle | consumption | consumption | deterioration of the environment | disclosure of information | EDUCATION AND COMMUNICATIONS | ENERGY | ENVIRONMENT | environmental monitoring | environmental policy | EU law | EUROPEAN UNION | European Union law | greenhouse gas | information and information processing | information technology and data processing | land transport | motor fuel | motor vehicle pollution | oil industry | reduction of gas emissions | TRADE | TRANSPORT

Summary The IA clearly defines the problems and the objectives of the proposed initiative, and relies on comprehensive and up to date sources of information. Overall, the objectives appear to be relevant, measurable, and achievable; however, some discrepancy seems to exist between the definition of the operational objective and the indicators suggested for monitoring and evaluating the impacts of the proposed initiative. In addition, two of the suggested indicators could have been better qualified, in order to make them operational. The IA lacks any precise quantification of the impacts of monitoring and reporting over time on HDV CO2 emissions in the EU, although this weakness is acknowledged and attributed to the lack of reliable methodology. The analysis of the impact on the competitiveness of SMEs appears to be, in general, insufficiently developed or explained. The Commission consulted a broad range of stakeholders, whose views are described and analysed extensively; however, at least two issues considered relevant by the large majority of stakeholders, were not taken up and dealt with in the IA. The IA appears to have addressed most of the RSB recommendations; however, the aspect regarding data sensitivity and the potential market-disruptive risks relating to the monitoring and data collecting system seems still to be insufficiently illustrated and the arguments used lack any supporting evidence. Finally, the IA seems to make a reasonable case for the preferred option, which is reflected in the legislative proposal; however it is unclear why vehicles of categories O3 and O4 (i.e. trailers), included in the scope of Article 2, are not covered by the IA.

Briefing [EN](#)

## [Weights and dimensions of trucks and buses](#)

Publication type At a Glance

Date 02-03-2015

Author PILLATH Susanne

Policy area Transport

Keyword bus | commercial vehicle | derogation from EU law | ENERGY | energy efficiency | energy policy | EUROPEAN UNION | European Union law | land transport | organisation of transport | road safety | sustainable mobility | TRANSPORT | transport policy | transport regulations | vehicle parts | weight and size

Summary Heavy-goods vehicles and buses circulating within the European Union must comply with certain rules regarding their weight, height, width and length, in accordance with the Weights and Dimensions Directive. The revision of the current Directive aims at improving road safety, energy efficiency and the environmental performance of road transport through greener and safer trucks.

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

## [Weights and dimensions of road vehicles in the EU](#)

Publication type At a Glance

Date 10-04-2014

Author KATSAROVA Ivana

Policy area Transport

Keyword bus | commercial vehicle | common transport policy | derogation from EU law | destination of transport | economic analysis | ECONOMICS | ENVIRONMENT | environmental policy | EUROPEAN UNION | European Union law | impact study | land transport | organisation of transport | proposal (EU) | reduction of gas emissions | TRANSPORT | transport policy | vehicle parts | weight and size

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.

At a Glance [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](#)