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## List of publications from the EP Think Tank

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Creation date : 17-04-2024

## [Revision of the Driving Licence Directive](#)

Publication type At a Glance

Date 21-02-2024

Author KISS Monika

Policy area Transport

Keyword freedom of movement | land transport | LAW | POLITICS | politics and public safety | public safety | rights and freedoms | road safety | road transport | sustainable mobility | TRANSPORT | transport policy

**Summary** As part of the EU's Vision Zero (zero deaths on EU roads by 2050) and the European sustainable and smart mobility strategy, the European Commission proposed to revise the Driving Licence Directive. The aim is to find the right balance between improving road safety for all road users, ensuring freedom of movement, and easing the administrative burden through harmonising Member States' procedures. In the European Parliament, the Committee on Transport and Tourism (TRAN) adopted its report on 7 December 2023, and Members are expected to agree the Parliament's position on the file during the February II plenary session, which would enable Parliament's negotiators to open discussions with the Council on the proposal.

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

## [Intelligent road transport systems](#)

Publication type Briefing

Date 08-02-2024

Author KISS Monika

Policy area Transport

Keyword combined transport | common transport policy | digital transformation | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | information and information processing | information system | information technology and data processing | intelligent transport system | land transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | proposal (EU) | road safety | road transport | sustainable mobility | systems interconnection | technology and technical regulations | TRANSPORT | transport infrastructure | transport policy

**Summary** The European Commission proposed changes to the existing EU rules on the deployment of intelligent transport systems (ITS) in road transport. The objective of the proposal was to expand the scope of the existing EU rules to cover new and emerging challenges and to make essential ITS services mandatory across the EU. The proposal sought to resolve problems stemming from the lack of interoperability and continuity of the existing applications and services, but also from the low level of availability and sharing of the data supporting ITS services. Finally, it aimed to ensure effective concertation and cooperation among stakeholders. The Commission adopted the proposal on 14 December 2021. Within the Council, the Working Party on Transport – Intermodal Questions and Networks carried out the preparatory work, and the Council adopted its general approach on 2 June 2022. In the European Parliament, the Committee on Transport and Tourism (TRAN) took the lead on the file. The committee's report was tabled for plenary on 29 October 2022 and its decision to enter interinstitutional negotiations was confirmed by the plenary on 21 November 2022. A provisional agreement was reached on 8 June 2023 and voted in plenary on 3 October 2023. The final act was signed on 22 November 2023 and the directive was published in the Official Journal on 30 November 2023. Fourth edition of a briefing originally drafted by Marketa Pape. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

Multimedia [Intelligent road transport systems](#)

## [Revision of the Combined Transport Directive](#)

Publication type Briefing

Date 07-12-2023

Author JANSEN Talander Hugo

Policy area Transport

Keyword combined transport | directive (EU) | ENVIRONMENT | environmental policy | EUROPEAN UNION | European Union law | inland waterway transport | land transport | maritime and inland waterway transport | organisation of transport | pollution control measures | rail transport | reduction of gas emissions | road transport | TRANSPORT | weight and size

**Summary** Council Directive 92/106/EEC (the 'Combined Transport Directive') is one of the key EU legal instruments aimed at promoting the shift of freight from road to lower-emission transport modes. It supports the uptake of transport operations that combine road – on one or both ends of a journey – with rail or waterways, by providing advantages such as exemptions from restrictions (on weights and dimensions of vehicles or circulation) and tax reductions. The directive contributed to the development of the combined transport market in the EU. However, the uneven playing field for intermodal freight transport compared to road transport persists. As highlighted in the 2016 European Commission evaluation and the 2023 European Court of Auditors' special report, there is a significant margin to improve the directive's effectiveness. Some of its provisions are outdated, its scope is limited and its language is sometimes obsolete and ambiguous. In addition, the significant variation in Member States' transposition of the directive's provisions leads to uncertainty for combined transport operators. On 7 November 2023, the Commission published a proposal to amend Council Directive 92/106/EEC. This is the third attempt to revise the directive. During the last attempt, the Council tried to limit road cabotage advantages (and linked abuses) afforded to combined transport operators. This was in opposition to the Commission's 2017 proposal and to the Parliament's first reading stance. The Commission withdrew that proposal in 2020.

Briefing [EN](#)

## [Minimum requirements on breaks and rest periods in occasional road passenger transport](#)

Publication type At a Glance  
Date 06-12-2023  
Author KISS Monika  
Policy area Transport  
Keyword carriage of passengers | drivers | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | land transport | organisation of transport | organisation of work and working conditions | regulation (EU) | rest period | road transport | TRANSPORT | working conditions  
Summary The current Regulation (EC) No 561/2006 on minimum breaks and rest periods for drivers in road transport does not take into account the specific characteristics and needs of occasional passenger transport (coaches and buses, mainly for tourist purposes). The European Commission has therefore proposed to amend this legislation and to introduce more flexible rules on splitting up breaks and on taking daily and weekly rest periods. In the European Parliament, the Committee on Transport and Tourism (TRAN) adopted its report on 16 November 2023, and a plenary vote in December should set Parliament's position for trilogue negotiations with the Council.  
[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

## [Stricter CO standards for heavy-duty vehicles](#)

Publication type At a Glance  
Date 15-11-2023  
Author ERBACH Gregor  
Policy area Environment | Transport  
Keyword carbon capture and storage | deterioration of the environment | ENVIRONMENT | environmental policy | greenhouse gas | land transport | large vehicle | motor vehicle pollution | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | reduction of gas emissions | road transport | technology and technical regulations | TRANSPORT  
Summary In February 2023, the European Commission tabled a legislative proposal to revise Regulation (EU) 2019/1242 setting CO2 emission standards for new heavy-duty vehicles in the EU. The proposed revision would expand the scope of the regulation to include urban buses, coaches, trailers and additional types of lorries. The average CO2 emissions of new heavy-duty vehicles would be reduced by 90 % below 1990 levels by 2040, and all newly registered urban buses would have to be zero-emission vehicles from 2030. The Committee on the Environment, Public Health and Food Safety adopted its report on the proposal on 24 October 2023. The European Parliament is expected to vote on the report during the November II plenary session, setting its position for trilogue talks.  
[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

## [Amended rules on intelligent transport systems](#)

Publication type At a Glance  
Date 28-09-2023  
Author KISS Monika  
Policy area Transport  
Keyword common transport policy | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | information and information processing | information system | information technology and data processing | intelligent transport system | land transport | organisation of transport | proposal (EU) | road transport | sustainable mobility | systems interconnection | TRANSPORT | transport policy  
Summary The European Commission has proposed changes to the existing EU legislation on the deployment of intelligent transport systems (ITS) in road transport. The proposal aims to adapt the scope of the rules to new developments and to accelerate the availability and enhance the interoperability of digital data that feed ITS services. It also aims to improve coordination and cooperation among stakeholders. Parliament is scheduled to vote during the October I session on the provisional agreement on the proposal reached with the Council in June 2023.  
[At a Glance](#) [EN](#)

## [Research for TRAN Committee: Assessment of the potential of sustainable fuels in transport](#)

Publication type Study  
Date 31-03-2023  
External author Pierpaolo CAZZOLA, Frank GERARD (Trinomics), Marine GORNER (Trinomics), Mark GIBBS (Aether), Katrina YOUNG (Aether)  
Policy area Transport  
Keyword air and space transport | air transport | biofuel | carbon neutrality | carriage of passengers | ecological footprint | ENERGY | energy policy | ENVIRONMENT | environmental policy | land transport | maritime and inland waterway transport | maritime shipping | organisation of transport | road transport | substitute fuel | TRANSPORT  
Summary This study provides the European Parliament's Committee on Transport and Tourism (TRAN) with an assessment of the potential of sustainable fuels to decarbonise the transport sector, and help the sector achieve the 2050 decarbonisation goals. It assesses their potential for use in maritime, aviation and road transport, considering their technology readiness, feedstock availability, sustainability of supply, resource and energy efficiency, and the most appropriate match-making between fuels and applications.  
Study [EN](#)  
Executive summary [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)  
Annex 1 [EN](#)

## [Revision of Directive \(EU\) 2015/413 on cross-border exchange of information on road-safety-related traffic offences](#)

Publication type [Briefing](#)

Date [29-03-2023](#)

Author [HAHNKAMPER-VANDENBULCKE Nora](#)

Policy area [Evaluation of Law and Policy in Practice](#) | [Transport](#) | [Transposition and Implementation of Law](#)

Keyword [criminal law](#) | [directive \(EU\)](#) | [EU programme](#) | [European construction](#) | [EUROPEAN UNION](#) | [European Union law](#) | [highway code](#) | [land transport](#) | [LAW](#) | [road safety](#) | [road transport](#) | [traffic offence](#) | [TRANSPORT](#) | [transport accident](#) | [transport policy](#)

**Summary** When it comes to road safety, the EU is the world leader by far. Over the past 20 years, the number of people killed on roads has decreased by 60 %, from around 51 400 in 2001 to around 20 600 in 2022. However, since 2014, this decrease has stagnated, with hardly any drop in the number of road fatalities in the years between then and 2020. Moreover, improvements in road safety have not been significant enough to meet the EU's 2010 and 2020 objectives for reducing road death numbers. Much more will need to be done to achieve the EU's ambitious objectives of halving fatalities in road transport by 2030 and reducing them to close to zero by 2050. While enforcement of traffic rules contributes to road safety, many non-resident road offenders have long enjoyed impunity in the EU. In 2011, to improve enforcement of financial penalties for traffic offences committed by non-resident drivers, the EU adopted a directive on facilitating cross-border exchange of information on road safety-related traffic offences (Directive 2011/82/EU). Its successor, Directive (EU) 2015/413 (the 'CBE Directive') pursued two main goals: to improve road safety – helping Member States' authorities to prosecute offenders by allowing the person behind the vehicle's registration to be disclosed – and to ensure equal treatment for resident and non-resident drivers. In 2016, an ex-post evaluation carried out by the European Commission pinpointed major shortcomings of both the CBE Directive and its implementation: while the directive had helped remove the anonymity of foreign offenders by increasing significantly the number of cross-border cases investigated, it was considered insufficient for removing the offenders' impunity. To tackle this issue, the Commission adopted a proposal amending the CBE Directive on 1 March 2023.

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

## [Research for TRAN committee: Environmental challenges through the life cycle of battery electric vehicles](#)

Publication type [Study](#)

Date [27-03-2023](#)

External author [Ricardo: Nikolas HILL, Marco RAUGEI, Aleix PONS, Nikos VASILEIADIS, Hugo ONG, Lorenzo CASULLO](#)

Policy area [Transport](#)

Keyword [air quality](#) | [atmospheric pollutant](#) | [carbon neutrality](#) | [deterioration of the environment](#) | [ecological footprint](#) | [electric vehicle](#) | [electricity storage device](#) | [electronics and electrical engineering](#) | [engine](#) | [ENVIRONMENT](#) | [environmental policy](#) | [environmental protection](#) | [INDUSTRY](#) | [land transport](#) | [mechanical engineering](#) | [organisation of transport](#) | [road transport](#) | [TRANSPORT](#)

**Summary** This study provides an up-to-date expert assessment and comparison between the life cycle's carbon footprint of BEV and ICEV passenger cars. It presents evidence from the literature and from LCA modelling and concludes with policy recommendations. The analysis includes sensitivities, regional variations for six Member States, and also the effects of technical and legislative development on the potential outlook up to 2050.

[Study](#) [EN](#)

[Executive summary](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

[Annex 1](#) [EN](#)

## [Revision of the Effort-sharing Regulation](#)

Publication type [At a Glance](#)

Date [08-03-2023](#)

Author [YOUNGOVA Dessislava](#)

Policy area [Environment](#)

Keyword [atmospheric pollutant](#) | [carbon neutrality](#) | [clean technology](#) | [deterioration of the environment](#) | [ENVIRONMENT](#) | [environmental policy](#) | [EU Emissions Trading Scheme](#) | [EUROPEAN UNION](#) | [European Union law](#) | [greenhouse gas](#) | [industrial pollution](#) | [land transport](#) | [PRODUCTION, TECHNOLOGY AND RESEARCH](#) | [regulation \(EU\)](#) | [road transport](#) | [technology and technical regulations](#) | [TRANSPORT](#)

**Summary** The EU's effort-sharing legislation covers greenhouse gas (GHG) emissions in sectors that were not included in the EU emissions trading system (ETS). To reduce emissions in these sectors for the 2021-2030 period, the Effort-sharing Regulation (ESR) establishes binding national targets and sets up annual emissions allocations (AEAs) for each Member State. In July 2021, the European Commission submitted a proposal to amend the regulation. A provisional agreement was reached on 8 November 2022 in interinstitutional negotiations. Parliament is due to vote at first reading on the agreed text during the March plenary session.

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

## [Revision of Directive 2006/126/EC on driving licences](#)

Publication type Briefing

Date 01-03-2023

Author HAHNKAMPER-VANDENBULCKE Nora

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

Keyword area of freedom, security and justice | directive (EU) | European construction | European driving licence | EUROPEAN UNION | European Union law | internal border of the EU | international law | land transport | LAW | national implementing measure | road transport | TRANSPORT | transport policy

**Summary** Traffic does not stop at the borders of the European Union (EU) Member States. Many holders of driving licences issued by one Member State make cross-border trips to another for private or professional purposes, or change their country of residence. With an average of 45 road deaths per million inhabitants in 2021, the EU is by far the world leader when it comes to road safety. However, much more will need to be done to achieve the EU's ambitious objectives, namely, halving fatalities in road transport by 2030 and reducing them to close to zero by 2050. The harmonisation of driving licence rules at EU level is an essential condition for facilitating the free movement of people and goods within the EU's borders and improving the safety of European roads. While cross-border motor traffic has been regulated internationally since 1926, EU legislation on the matter was only adopted in 1980. Importantly, this first Driving Licence Directive (Directive 80/1263/EEC) established the Community model and the principle of mutual recognition of national driving licences by Member States. The second and third Driving Licence Directives (Directives 91/739/EC and 2006/126/EC), adopted respectively in 1991 and 2006, brought about further harmonisation. Recognising that road transport was the most dangerous mode of transport, Directive 2006/126/EC (the DLD) put a strong focus on road safety. Accordingly, it introduced the plastic card driving licence and the concept of 'administrative validity' in order to prevent the falsification of old driving licences with lower security standards. Moreover, it fostered EU-wide harmonisation of the requirements for obtaining a driving licence. Further to several shortcomings in the DLD's implementation that had been identified in an ex-post evaluation of the directive launched in 2019, the Commission announced in 2020 its intention to present a proposal to revise the directive (at the time of writing of this briefing, this is expected to happen in the first quarter of 2023).

Briefing [EN](#)

## [Review of the EU ETS: Fit for 55](#)

Publication type At a Glance

Date 20-06-2022

Author ERBACH Gregor

Policy area Environment

Keyword demography and population | deterioration of the environment | ENVIRONMENT | environmental policy | EU emission allowance | EU Emissions Trading Scheme | EU environmental policy | EUROPEAN UNION | European Union law | greenhouse gas | household | land transport | maritime and inland waterway transport | maritime transport | pollution control measures | proposal (EU) | reduction of gas emissions | road transport | SOCIAL QUESTIONS | tradeable emission permit | TRANSPORT

**Summary** On 14 July 2021, as part of the 'Fit for 55' package, the Commission presented a legislative proposal for a revision of the EU Emissions Trading System (ETS), to align it with the target set in the European Climate Law of a 55 % reduction of EU net greenhouse gas (GHG) emissions by 2030, compared to 1990 levels. The report of the Committee on Environment, Public Health and Food Safety (ENVI) was rejected in the June I plenary session, but has been re-tabled for the June II session, including those amendments carried in June I. A new set of compromise amendments was tabled on 15 June 2022, aimed at overcoming the impasse.

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

## [Revision of Directive 2010/40/EU on the deployment of intelligent transport systems](#)

Publication type Briefing

Date 15-06-2022

Author TUOMINEN ULLA-MARI

Policy area Transport

Keyword combined transport | common transport policy | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | impact study | information and information processing | information system | information technology and data processing | intelligent transport system | land transport | organisation of transport | proposal (EU) | road safety | road transport | sustainable mobility | systems interconnection | TRANSPORT | transport infrastructure | transport policy

**Summary** The IA provides a qualitative and quantitative assessment, which is based on the evaluation of the existing ITS Directive, the external supporting study, extensive stakeholder consultations, and various data sources. The IA informs openly about uncertainties and limitations in the analysis, for instance regarding estimates of administrative costs. The problem definition would have benefited from a further description of the expected consequences and evolution of the problem, and it would have been useful if the findings of the evaluation had been explained in more detail. The IA comprehensively presents three policy options, which are cumulative and not actual alternatives. With regard to substantiating the preferred option, a further clarification of proportionality aspects, and more detailed information on the stakeholders' views would have been useful. Stakeholder views are referred to in the context of policy measures, but the views of different stakeholder groups on the fully fledged policy options have not been presented. The IA refers to 'wide support' of stakeholders, while pointing to 'some reservations', without however explaining which stakeholder groups have doubts, to which extent the views diverge, and whether all stakeholders find the measures of the policy options proportional. Moreover, the description of the stakeholder consultation results is limited, with the IA referring to the IA supporting study, which does not appear to be publicly available. Overall, this transparency issue weakens the IA's quality.

Briefing [EN](#)

## [Research for TRAN Committee: Pricing instruments on transport emissions](#)

Publication type At a Glance

Date 19-05-2022

Author DEBYSER Ariane | LECARTE Jacques | PERNICE Davide

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword deterioration of the environment | economic instrument for the environment | ENVIRONMENT | environmental policy | environmental protection | EU Emissions Trading Scheme | greenhouse gas | land transport | motor vehicle pollution | polluter pays principle | reduction of gas emissions | road transport | sustainable mobility | TRANSPORT | transport policy

Summary This at a glance note summarizes the research paper that provides a general overview of the current and proposed pricing instruments on road transport CO2 emissions in the EU.

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

## [Research for TRAN Committee: Pricing instruments on transport emissions](#)

Publication type Study

Date 11-05-2022

External author Arno SCHROTEN, Julius KIRÁLY, Peter SCHOLTEN

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

Keyword atmospheric pollutant | carbon neutrality | chemistry | deterioration of the environment | emission allowance | ENVIRONMENT | environmental policy | FINANCE | INDUSTRY | land transport | organisation of transport | oxide | prices | prices | road transport | tax | taxation | TRANSPORT | vehicle

Summary This briefing provides an overview of pricing instruments on road transport CO2 emissions. It presents the current use of these instruments in the EU, the main EU legal framework in this field including the expected developments, and the impacts these instruments may have on the road transport sector and society in general.

[Study](#) [EN](#)

[Executive summary](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

## [Goods vehicles hired without drivers](#)

Publication type Briefing

Date 01-04-2022

Author PAPE Marketa

Policy area Transport

Keyword carriage of goods | documentation | economic geography | EDUCATION AND COMMUNICATIONS | EU Member State | EUROPEAN UNION | European Union law | GEOGRAPHY | intra-EU transport | land transport | ordinary legislative procedure | organisation of transport | proposal (EU) | report | road transport | TRANSPORT | vehicle rental

Summary The current EU rules provide to haulage companies the possibility to use hired vehicles, but also allow Member States to restrict this. As part of the 2017 road transport mobility package, the European Commission proposed to soften the existing restrictions and establish a uniform regulatory framework, which would give transport operators across the EU equal access to the market for hired goods vehicles. As co-legislators, the European Parliament and the Council have agreed new rules in October 2021. Member States will not be allowed to restrict, on their territories, the use of a vehicle hired by a haulage company established in another Member State. However, they will still be able to restrict, to a certain degree, the use of vehicles that their own companies hire in another Member State. EU Member States will have 14 months to adapt their legislation before the rules enter into force. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

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

## [Use of vehicles hired without drivers for the carriage of goods by road](#)

Publication type At a Glance

Date 30-03-2022

Author PAPE Marketa

Policy area Transport

Keyword carriage of goods | EC Directive | EUROPEAN UNION | European Union law | land transport | large vehicle | organisation of transport | road transport | TRANSPORT | transport company | transport network | transport policy | transport regulations | vehicle rental

Summary Under the current EU rules, haulage companies can use hired vehicles, but Member States can also restrict this. In 2017, the European Commission proposed to soften these restrictions. During its April plenary session, the European Parliament will consider in second reading the adapted rules agreed with the Council. These would give transport operators more flexibility while maintaining some restrictions.

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

## [Charging of heavy goods vehicles for the use of certain infrastructures](#)

Publication type At a Glance

Date 10-02-2022

Author PAPE Marketa

Policy area Transport

Keyword deterioration of the environment | EC Directive | ENVIRONMENT | environmental policy | EUROPEAN UNION | European Union law | land transport | large vehicle | motor vehicle pollution | organisation of transport | proposal (EU) | reduction of gas emissions | road transport | road transport tariff | toll | TRANSPORT | transport network | transport policy

Summary In 2017, as part of a mobility package aimed at making road transport more sustainable, the European Commission proposed to review the Eurovignette Directive and adapt the rules on charging heavy goods vehicles. Parliament is expected to vote during its February plenary session on the agreement reached in trilogue.

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

## [RESEARCH FOR TRAN COMMITTEE Relaunching transport and tourism in the EU after COVID-19 - Part V: Freight transport](#)

Publication type Study

Date 24-12-2021

External author Maria RODRIGUES, Tharsis TEOH, Emilia SANDRI, Edoardo MARCUCCI, Giacomo LOZZI, Valerio GATTA

Policy area Coronavirus | Transport

Keyword air and space transport | air transport | carriage of goods | coronavirus disease | economic analysis | economic consequence | ECONOMICS | EMPLOYMENT AND WORKING CONDITIONS | epidemic | free movement of goods | health | international trade | land transport | maritime and inland waterway transport | maritime transport | occupational safety | organisation of transport | organisation of work and working conditions | rail transport | road transport | SOCIAL QUESTIONS | TRADE | TRANSPORT | urban transport

Summary This thematic briefing provides the European Parliament's Committee on Transport and Tourism (TRAN) with an overview of the repercussions of the COVID-19 pandemic on EU freight transport, as well as policy recommendations to address the challenges emerging from the crisis.

Study [EN](#)

Executive summary [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)

## [Research for TRAN Committee - Alternative fuels infrastructure for heavy-duty vehicles - final study](#)

Publication type At a Glance

Date 24-11-2021

Author DEBYSER Ariane | LECARTE Jacques | PERNICE Davide

Policy area Environment | Transport

Keyword chemistry | deterioration of the environment | electric vehicle | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | greenhouse gas | hydrogen | INDUSTRY | land transport | large vehicle | motor vehicle pollution | organisation of transport | reduction of gas emissions | road transport | sustainable mobility | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This At a glance note summarises the study on Alternative fuels infrastructure for heavy-duty vehicles.

At a Glance [EN](#)



## [Intelligent transport systems and multimodal ticketing - Pre-legislative synthesis of national, regional and local positions on the European Commission's initiative](#)

Publication type Briefing

Date 16-11-2021

Author PAPE Marketa | RITTELMAYER Yann-Sven

Policy area Environment | Transport

Keyword communications | data collection | data protection | EDUCATION AND COMMUNICATIONS | FINANCE | free movement of capital | information and information processing | information technology | information technology and data processing | intelligent transport system | land transport | open data | organisation of transport | payment system | road transport | systems interconnection | ticket | TRANSPORT | transport infrastructure | transport policy

**Summary** This Briefing forms part of an EPRS series which offers a synthesis of the pre-legislative state-of-play and advance consultation on a range of key European Commission priorities during the latter's five-year term in office. It seeks to summarise the state of affairs in the relevant policy field, examine how existing policy is working on the ground, and identify best practice and ideas for the future on the part of governmental organisations at all levels of European system of multilevel governance. An EPRS analysis of the positions of partner governmental organisations at EU, national, regional and local levels suggests that they would like the following main considerations to be reflected in the discussion on the revision of the Directive on Intelligent Transport Systems (ITS), including a multimodal ticketing initiative: \* The current ITS framework, developed through delegated regulations, has to be evaluated and gaps corrected. The new rules' coherence with existing European Union legislation (e.g. competition law, public service obligations, data sharing, passenger rights) should be ensured. Future ITS developments should take better account of regional and local authorities' experience, as exemplified here. \* ITS services' interoperability, based on common EU-wide standards and cooperation, should be ensured, given that current ITS standards differ greatly between and within EU Member States. Best-practice solutions from the local level should be replicable and systems better shared. Cross-border continuity must be guaranteed. \* The role of public authorities in the provision of multimodal transport services through digital platforms needs to be clarified (legal framework, involvement in privately driven initiatives, etc.). The ITS framework should propose an attractive environment for investment and innovation to all stakeholders, especially those operating at local and regional levels. \* Governmental organisations favour open data and digitalisation, but warn of related costs. Rules are needed on data management, opening access to data and sharing the costs that arise from the production of transport-related public sector data. Security and privacy must be preserved. \* Before expanding data collection obligations, the extent to which the (often locally) collected data is actually reused and how ITS services help improve mobility should be evaluated. Any new obligations placed on the local and regional levels should be accompanied by financial support.

Briefing [EN](#)

## [Review of the Intelligent Transport Systems Directive](#)

Publication type Briefing

Date 12-11-2021

Author HAHNKAMPER-VANDENBULCKE Nora

Policy area Transport

Keyword common transport policy | directive (EU) | EUROPEAN UNION | European Union law | evaluation method | intelligent transport system | land transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | road safety | road transport | TRANSPORT | transport policy

**Summary** Free movement of people and goods is a fundamental freedom of the EU and its single market. While a well-functioning EU transport system is critical for the EU economy and growth, the negative externalities associated with transport in the EU today (emissions, noise, road crashes and congestion) need to be tackled as a matter of urgency. Intelligent transport systems (such as, journey planners, travel information services, intelligent message signs and traffic lights, safety applications and traffic management) can help to make transport safer, more efficient and more sustainable. A 2019 ex-post evaluation of Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (the 'ITS Directive') identified a clear need for further action on interoperability, cooperation mechanisms and data sharing. In view of the revision of the ITS Directive, expected at the end of 2021, the briefing looks at the implementation and functioning of this Directive in the past.

Briefing [EN](#)

## [Research for TRAN Committee: Relaunching transport and tourism in the EU after COVID-19 - Part II: Transport workers](#)

Publication type Study

Date 27-05-2021

External author PANTEIA: Maria RODRIGUES, Tharsis TEOH, Carolina RAMOS, Ljubica KNEZEVIC  
Università degli Studi Roma Tre: Edoardo MARCUCCI, Giacomo LOZZI, Valerio GATTA  
POLIS: Giacomo LOZZI, Ivo CRÉ

Policy area Coronavirus | Tourism | Transport

Keyword air and space transport | carrier | civil aviation | coronavirus disease | documentation | EDUCATION AND COMMUNICATIONS | EMPLOYMENT AND WORKING CONDITIONS | epidemic | health | inland waterway transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | organisation of work and working conditions | rail transport | research report | road transport | SOCIAL QUESTIONS | TRANSPORT | transport staff | urban transport | working conditions

**Summary** This thematic briefing provides the European Parliament's Committee on Transport and Tourism (TRAN) with an overview of the repercussions of the COVID-19 pandemic on EU transport workers and their working conditions, as well as policy recommendations to address the challenges emerging from the crisis.

Study [EN](#)

Executive summary [DE](#), [EN](#), [ES](#), [FR](#), [IT](#)



## [What if AI took care of traffic as well as driving?](#)

Publication type [At a Glance](#)

Date 21-12-2020

Author GARCIA HIGUERA ANDRES

Policy area [Consumer Protection](#) | [Forward Planning](#) | [Industry](#) | [Research Policy](#) | [Transport](#)

Keyword [artificial intelligence](#) | [communications](#) | [cybernetics](#) | [driving mechanism](#) | [EDUCATION AND COMMUNICATIONS](#) | [INDUSTRY](#) | [information and information processing](#) | [information technology and data processing](#) | [intelligent transport system](#) | [Internet of Things](#) | [land transport](#) | [mechanical engineering](#) | [motor vehicle industry](#) | [natural and applied sciences](#) | [new technology](#) | [organisation of transport](#) | [PRODUCTION, TECHNOLOGY AND RESEARCH](#) | [road safety](#) | [road transport](#) | [SCIENCE](#) | [technology and technical regulations](#) | [telematics](#) | [TRANSPORT](#) | [transport policy](#)

Summary As happens with all applications of AI, autonomous vehicles require abundant data. Information external to the vehicle is crucial as it needs to know the structure of the road and the presence of obstacles or other vehicles in its path. Internal information is also essential, as the vehicle needs to know its own status and the reliability of critical elements, such as brakes. Even if autonomous vehicles need to detect traditional signals and allocate uncertainty areas while sharing the public thoroughfare with non-autonomous vehicles, pedestrians and even animals, an efficient exchange of information with as many other vehicles as possible will greatly increase, not only their performance but also their safety.

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

Multimedia [What if AI took care of traffic as well as driving?](#)

## [Electronic freight transport information](#)

Publication type [Briefing](#)

Date 24-08-2020

Author Niestadt Maria

Policy area [Adoption of Legislation by EP and Council](#) | [Transport](#)

Keyword [carriage of goods](#) | [documentation](#) | [EDUCATION AND COMMUNICATIONS](#) | [electronic document](#) | [employment](#) | [EMPLOYMENT AND WORKING CONDITIONS](#) | [European construction](#) | [EUROPEAN UNION](#) | [European Union law](#) | [freedom to provide services](#) | [inland waterway transport](#) | [international affairs](#) | [INTERNATIONAL RELATIONS](#) | [land transport](#) | [maritime and inland waterway transport](#) | [organisation of transport](#) | [proposal \(EU\)](#) | [rail transport](#) | [road transport](#) | [single market](#) | [TRANSPORT](#) | [UN convention](#)

Summary The movement of goods in the European Union has increased by almost 25 % over the last 20 years, and this growth is projected to continue. A large amount of information accompanies this movement, exchanged mostly in paper format. Yet the digitalisation of information exchange could make the transport of goods much more efficient and reliable, and yield significant savings. As one way to speed up the digitalisation of freight transport, the European Commission adopted a proposal for a regulation on electronic freight transport information on 17 May 2018. The aim of this regulation is to provide for a fully digital and harmonised environment for information exchanges between transport operators and authorities. The legislative proposal is part of the Commission's third 'Europe on the Move' package, which is designed to complete its agenda for the modernisation of mobility. The European Parliament adopted its position on the proposal on 12 March 2019. The Council, on its side, reached a general approach on this proposal on 6 June 2019. The Council and Parliament reached a provisional agreement on the proposal on 26 November 2019. The Council adopted the text at first reading on 7 April 2020, and the Parliament approved it at second reading on 8 July. The final act was published in the Official Journal on 31 July 2020. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

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

## [Road and rail transport and coronavirus: Mapping the way out of the crisis](#)

Publication type [Briefing](#)

Date 27-07-2020

Author SOONE Jaan

Policy area [Coronavirus](#) | [Transport](#)

Keyword [coronavirus disease](#) | [economic analysis](#) | [economic consequence](#) | [economic policy](#) | [ECONOMICS](#) | [epidemic](#) | [EU aid](#) | [free movement of persons](#) | [health](#) | [international law](#) | [land transport](#) | [LAW](#) | [rail transport](#) | [road transport](#) | [SOCIAL QUESTIONS](#) | [State aid](#) | [TRANSPORT](#)

Summary In the first weeks of the coronavirus crisis, the lockdown and border closures halted most passenger services in road and rail transport and left road hauliers to face uncertainty and very long waiting times at many border crossings. With the pandemic easing, some passenger services resumed in certain EU countries from late April onward, and with the introduction of 'green lanes' the situation at border crossings stabilised allowing smoother passage for road hauliers. Nonetheless, the initial estimates of the costs to the transport sector are immense and the impact is expected to continue well beyond 2020. The EU took a number of steps in the early stages of the crisis to alleviate the situation and to provide relief to the transport sector. As the situation progressed, the European Commission introduced further measures to help coordinate the exit from confinement and safely restart transport services. The Commission has also tabled a European recovery plan with a number of new instruments, which will allow the provision of assistance to key sectors, including the transport sector. The European Council reached a political agreement on the recovery fund on 21 July. To support their economies, EU governments have introduced a number of economy-wide measures, but also sector-specific measures, including for transport and tourism, as well as support for individual transport companies. The Commission has further enabled governments to use State aid to help firms in difficulty by putting in place a temporary framework for State aid.

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

## [Access to the occupation of road transport operator and to the international road haulage market](#)

Publication type Briefing

Date 07-07-2020

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Transport

Keyword access to a profession | administrative cooperation | amendment of a law | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | competition | competition | documentation | education | EDUCATION AND COMMUNICATIONS | employment | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | executive power and public service | labour market | land transport | ordinary legislative procedure | organisation of transport | parliamentary proceedings | POLITICS | professional qualifications | proposal (EU) | recognition of diplomas | report | road transport | TRANSPORT

Summary The regulations on admission to the occupation of road transport operator and on access to the international road transport market have been contributing to the functioning of EU road transport and fairer competition between resident and non-resident hauliers since December 2011. Despite the improvements they have brought to the sector, persistent shortcomings such as diverging national application of the rules and uneven enforcement called for a revision of both acts. On 31 May 2017, as part of a 'mobility package', the European Commission adopted a new proposal to address the main shortcomings affecting the sector, and improve its competitiveness and efficiency. In June 2018, Parliament's Committee on Transport and Tourism (TRAN) adopted its report. After further debates and procedural developments, Parliament adopted its first-reading position on 4 April 2019. The Council, on its side, reached a general approach on this proposal in December 2018, under the Austrian Presidency. After four negotiating rounds, the Council and Parliament reached a provisional agreement on the proposal on 12 December 2019, which was approved by Coreper on 20 December. The Council formally adopted its first-reading position on 7 April 2020, and the TRAN committee recommended on 8 June that Parliament approve it at second reading. The agreed text is thus due to be voted in plenary in July at second reading. If adopted, this would put an end to three years of debate on a complex and controversial proposal. Sixth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

## [Road transport: Enforcement and special provisions for posted workers](#)

Publication type Briefing

Date 07-07-2020

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Employment | Transport

Keyword amendment of a law | carriage of goods | carriage of passengers | carrier | drivers | driving period | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | labour market | land transport | national parliament | ordinary legislative procedure | organisation of transport | organisation of work and working conditions | parliament | parliamentary proceedings | POLITICS | posted worker | proposal (EU) | rest period | road transport | TRANSPORT | transport policy | working conditions

Summary The EU has established a range of social measures applicable to the road transport sector, which aim at improving drivers' working conditions, road safety and competition. To give real substance to these measures, compliance is key. The 2006 Enforcement Directive was therefore adopted to effectively implement the social provisions of the Driving Time Regulation. The present proposal, published in the context of the European Commission's 2017 'Europe on the move' initiative, seeks to remedy some shortcomings of the Enforcement Directive, such as non-uniform implementation. Additionally, it puts forward specific rules on the posting of workers in the road sector, to respond to concerns raised regarding the inadequacy of the Posting of Workers Directive, when applied to the road transport sector. The European Parliament's Committee on Transport and Tourism (TRAN) adopted its report in June 2018. After further debates and procedural developments, the Parliament adopted its first-reading position on 4 April 2019. The Council agreed a general approach in December 2018, under the Austrian Presidency. After four rounds of negotiations, Parliament and Council reached provisional agreement on the proposal on 12 December 2019, subsequently approved by Coreper on 20 December. The Council formally adopted its first-reading position on 7 April 2020, and on 8 June the TRAN committee recommended Parliament approve it at second reading. The agreed text thus returns to plenary in July for a final vote at second reading. Its adoption would put an end to three years of debate on a complex and controversial proposal. Sixth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

Multimedia [Road transport: Enforcement and special provisions for posted workers](#)

## [Road transport: Driving, breaks, rest times and tachographs](#)

Publication type Briefing

Date 07-07-2020

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Social Policy | Transport

Keyword carriage of goods | carriage of passengers | carrier | digital technology | drivers | driving period | EMPLOYMENT AND WORKING CONDITIONS | EU law | EUROPEAN UNION | European Union law | land transport | national parliament | ordinary legislative procedure | organisation of transport | organisation of work and working conditions | parliament | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | proposal (EU) | rest period | road transport | technology and technical regulations | TRANSPORT | transport policy | working conditions | working time

**Summary** The Driving Time and Tachograph Regulations were adopted to improve drivers' working conditions and road safety, as well as to enhance compliance with the rules, and competition between road operators. In the context of the European Commission's 2017 'Europe on the move' package, the present proposal aims to remedy the shortcomings of these regulations, on which a broad consensus has emerged: lack of clarity, non-uniform implementation, insufficient enforcement and a need for strengthened cooperation between Member States and authorities. In June 2018, Parliament's Committee on Transport and Tourism (TRAN) adopted its report. After further debate and procedural developments, Parliament adopted its first-reading position on 4 April 2019. The Council, on its side, reached a general approach on the proposal in December 2018, under the Austrian Presidency. After four negotiating rounds, the Council and Parliament reached a provisional agreement on the proposal on 12 December 2019, which was approved by Coreper on 20 December. The Council formally adopted its first-reading position on 7 April 2020, and on 8 June the TRAN committee recommended approving it at second reading. The agreed text thus now returns to plenary for a vote at second reading in July. If adopted, this would put an end to three years of debate on a complex and controversial proposal. Sixth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

## [Road transport: Social and market rules](#)

Publication type At a Glance

Date 06-07-2020

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Social Policy | Transport

Keyword carriage of goods | drivers | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | land transport | organisation of transport | organisation of work and working conditions | proposal (EU) | rest period | road safety | road transport | TRANSPORT | transport policy | working conditions

**Summary** Alongside the liberalisation of transport and the setting-up of the internal market in the transport sector, the EU established social and market measures. On 31 May 2017, to enhance these measures in the road haulage sector, the European Commission adopted a set of three legislative proposals on driving and rest times, posting of drivers, and access to the profession and cabotage, as part of the 'Europe on the Move' package. The European Parliament is expected to vote at second reading during the July plenary session on a set of texts agreed with the Council in trilogue. After three years of intense negotiations, their adoption would lead to improvements in road drivers' working and rest conditions, better enforcement of rules and ensure fairer competition between road operators.

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

## [Review of the Clean Vehicles Directive](#)

Publication type Briefing

Date 30-08-2019

Author ERBACH Gregor

Policy area Adoption of Legislation by EP and Council | Energy | Environment | Transport

Keyword air quality | clean technology | climate change | deterioration of the environment | ENERGY | energy efficiency | energy policy | ENVIRONMENT | environmental policy | environmental protection | EUROPEAN UNION | European Union law | greenhouse gas | land transport | motor vehicle | motor vehicle pollution | national parliament | ordinary legislative procedure | organisation of transport | parliament | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | proposal (EU) | reduction of gas emissions | road transport | technology and technical regulations | TRANSPORT

**Summary** In November 2017, the European Commission proposed a revision of Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles (the Clean Vehicles Directive), after an evaluation showed that the directive had yielded limited results. The proposed directive aims to promote clean mobility solutions in public procurement tenders and thereby raise the demand for, and the further deployment of, clean vehicles. The proposal provides a definition for clean light-duty vehicles based on a combined CO<sub>2</sub> and air-pollutant emissions threshold; for heavy-duty vehicles, it gives a definition based on alternative fuels. The proposal is in line with the European Commission's energy union package, which plans action on the further decarbonisation of road transport in line with the 2030 climate and energy targets. The proposal was referred to the European Parliament's Committee on Environment, Public Health and Food Safety (ENVI). A trilogue agreement was reached on 11 February 2019. The Parliament adopted the text in the April II 2019 plenary session and the Council on 13 June. The Directive was published in the Official Journal on 12 July 2019. Member States must transpose it into national law by 2 August 2021. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

## [CO2 standards for new cars and vans](#)

Publication type Briefing

Date 28-05-2019

Author ERBACH Gregor

Policy area Adoption of Legislation by EP and Council | Environment | Transport

Keyword air quality | clean technology | climate change | criminal law | deterioration of the environment | ENERGY | energy efficiency | energy policy | ENVIRONMENT | environmental policy | environmental protection | EU law | EUROPEAN UNION | European Union law | fraud | greenhouse gas | land transport | LAW | motor vehicle | motor vehicle pollution | ordinary legislative procedure | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | proposal (EU) | reduction of gas emissions | road transport | technology and technical regulations | TRANSPORT

**Summary** In November 2017, the European Commission adopted a proposal for a regulation on reducing CO2 emissions from new passenger cars and light commercial vehicles (vans). The proposed measures and targets are aligned with the 2030 climate and energy framework and with the energy union strategy, which envisages a reduction in transport emissions and energy consumption. The Commission sets new targets for the EU fleetwide average CO2 emissions of new passenger cars and vans. Average CO2 emissions from new passenger cars and vans registered in the EU would have to be 15 % lower in 2025, and 30 % lower in 2030, compared to their respective limits in 2021. The proposal includes a dedicated incentive mechanism for zero- and low-emission vehicles, in order to accelerate their market uptake. Interinstitutional trilogue negotiations concluded in December with an agreement setting a 37.5 % CO2 reduction target for new cars by 2030, and a 31 % target for new vans. Parliament approved the agreed text on 27 March 2019. The regulation was published in the Official Journal on 25 April 2019. It entered into force on 15 May 2019 and will apply from 1 January 2020. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

## [Revision of the European Electronic Tolling Service \(EETS\) Directive](#)

Publication type Briefing

Date 25-04-2019

Author DEBYSER Ariane

Policy area Adoption of Legislation by EP and Council | Transport

Keyword communications | cooperation policy | cross-border cooperation | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | electronic equipment | electronics and electrical engineering | European construction | EUROPEAN UNION | European Union law | exchange of information | impact study | INDUSTRY | information and information processing | INTERNATIONAL RELATIONS | land transport | proposal (EU) | road transport | toll | trans-European network | transmission network | TRANSPORT | transport policy

**Summary** On 31 May 2017, the Commission adopted a proposal for a directive on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union. It was presented within the context of the Commission's first 'Europe on the Move' package that seeks to modernise mobility and transport. Tying in with the 2015 energy union strategy and the Commission's 2016 European strategy for low emission mobility, and announced in the 2017 Commission work programme, the revision of the European Electronic Tolling Service (EETS) was presented together with the revision of the directive on the charging of heavy goods vehicles for the use of certain infrastructures (the Eurovignette Directive). Interinstitutional (trilogue) negotiations concluded on 20 November 2018. The agreed text was formally adopted by Parliament on 14 February 2019 and by Council on 4 March 2019. The final act was then published in the Official Journal on 29 March 2019. Member States now have until 19 October 2021 to apply the directive's measures in their national laws.

Briefing [EN](#)

## [Plenary round-up – Strasbourg, March II 2019](#)

Publication type At a Glance

Date 29-03-2019

Author FERGUSON CLARE | SOCHACKA KATARZYNA

Policy area Budget | Budgetary Control | Economics and Monetary Issues | Employment | Environment | Financial and Banking Issues | Public Health | Transport

Keyword AGRICULTURE, FORESTRY AND FISHERIES | budget | budgetary discharge | collective interest | copyright | criminal law | digital single market | economic conditions | economic offence | economic recession | ECONOMICS | EMPLOYMENT AND WORKING CONDITIONS | ENERGY | energy market | energy policy | EU institutions and European civil service | European construction | European Parliament | EUROPEAN UNION | FINANCE | fisheries | fishery management | justice | land transport | LAW | occupational safety | organisation of work and working conditions | parliamentary proceedings | parliamentary session | POLITICS | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | road transport | TRANSPORT

**Summary** Highlights of the March II plenary session included debates on the conclusions of the 21-22 March 2019 European Council meeting and on recent developments on the Dieselgate scandal. Parliament also debated the situation in Algeria and the illegal occupation of Crimea by the Russian Federation. Important debates also took place on various legislative proposals, including on interoperability between EU information systems. Members voted on a number of legislative proposals (see below), such as discontinuing seasonal changes of time. Parliament also voted on the report on the TAX3 committee's findings and on 53 reports on the 2017 discharge procedure. Finally, Parliament adopted first-reading positions on nine further proposed funding programmes for the 2021-2027 period.

At a Glance [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](#)

## [Road safety in the EU](#)

Publication type Briefing

Date 26-02-2019

Author DEBYSER Ariane

Policy area Transport

Keyword accident prevention | death | dissemination of information | documentation | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | EU policy - national policy | EU statistics | EU strategy | European construction | EUROPEAN UNION | health | land transport | road safety | road transport | social affairs | SOCIAL QUESTIONS | summarising | TRANSPORT | transport accident | transport policy | trauma

Summary Between 1991 and 2017, and especially after 2000, the EU witnessed substantial improvements in terms of road safety, whether measured in terms of fatalities, accidents or injuries. Over a shorter period, between 2001 and 2010, the number of deaths on EU roads decreased by 43 %, and by around another 20 % since 2010. The most recent figures, however, show that progress in reducing the fatality rate is stagnating, and that specific road users or demographic groups are not witnessing the same improvements as the rest of the population. Road safety is a shared competence, implying that many measures are primarily dealt with by Member States. However, the EU, in line with Article 91(c) TFEU, has significantly developed the acquis in this area, with the Commission adopting several policy frameworks on road safety. In 2003, the EU set itself a target in terms of reducing road fatalities, and regularly monitors progress towards this goal. In June 2017, the Council endorsed the Valletta Declaration, which reasserted commitments and targets in the area of road safety. In May 2018, within the context of the third and last 'mobility package', the Commission presented a common framework for road safety for the 2021-2030 period, recalling the EU's long-term goal of moving as close as possible to zero fatalities in road transport by 2050 ('Vision Zero'). The European Parliament has adopted numerous resolutions regarding or covering road safety, calling notably for more detailed and measurable targets, more account taken of vulnerable users as well as of the safety challenges emerging from the development of connected and automated mobility. This is an updated edition of a Briefing published in November 2016: PE 593.542.

Briefing [EN](#)

## [Electronic road toll systems](#)

Publication type At a Glance

Date 06-02-2019

Author DEBYSER Ariane

Policy area Adoption of Legislation by EP and Council | Transport

Keyword electronic equipment | electronic money | electronics and electrical engineering | European construction | EUROPEAN UNION | FINANCE | INDUSTRY | land transport | monetary economics | road transport | toll | trans-European network | TRANSPORT | transport policy

Summary In May 2017, the European Commission adopted a proposal for a directive on the interoperability of electronic road toll systems and facilitating cross-border exchange of information on the failure to pay road fees in the Union, which would be a recast of Directive 2004/52/EC. Following the completion of interinstitutional (trilogue) negotiations, which resulted in a provisional agreement on 20 November 2018, the European Parliament is expected to formally adopt the text during its February plenary session.

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



## [Acceptance of electronic freight transport information](#)

Publication type Briefing

Date 17-01-2019

Author TUOMINEN ULLA-MARI

Policy area Internal Market and Customs Union | Transport

Keyword carriage of goods | digital single market | documentation | EDUCATION AND COMMUNICATIONS | electronic document | employment | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | European Union law | freedom to provide services | inland waterway transport | international affairs | international convention | INTERNATIONAL RELATIONS | land transport | maritime and inland waterway transport | organisation of transport | proposal (EU) | rail transport | road transport | single market | TRANSPORT

**Summary** In freight transport, handling of paper documents creates administrative burden and inefficiency to transport logistics chains. The use of electronic documents in this respect would improve the efficiency of transport, especially in multimodal and cross-border transport, and facilitate the functioning of the single market. The IA accompanying the Commission's legislative proposal, which aims to foster the electronic exchange of documents and information, provides a good presentation of the problems, objectives and policy options. It appears that the stakeholders' views have been taken into account when making a choice of the preferred option. On the other hand, the IA could have explained estimated impacts of the initiative in more depth, in particular concerning the expected social and environmental impacts.

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

## [Use of vehicles hired without drivers](#)

Publication type At a Glance

Date 10-01-2019

Author PAPE Marketa

Policy area Internal Market and Customs Union | Transport

Keyword carriage of goods | land transport | organisation of transport | road transport | TRANSPORT | vehicle rental

**Summary** The European Commission has proposed to further liberalise EU rules on the hire of vehicles without drivers for the carriage of goods by road. The European Parliament adopted its negotiating position in June 2018. Member States, however, concerned with the possible erosion of tax revenues from vehicle registration and enforcement issues, could not agree a common approach. As negotiations cannot start without progress on the Council's side, the file has been put on the January plenary agenda with the intention to close the first reading in Parliament.

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

## [Plenary round-up – Strasbourg, October II 2018](#)

Publication type At a Glance

Date 26-10-2018

Author FERGUSON CLARE | SOCHACKA KATARZYNA

Policy area EU Democracy, Institutional and Parliamentary Law

Keyword budget | budgetary discharge | cultural object | culture and religion | deterioration of the environment | drinking water | ENVIRONMENT | EU finance | EU institutions and European civil service | European Fund for Strategic Investments | European Parliament | EUROPEAN UNION | FINANCE | general budget (EU) | health | import (EU) | international law | land transport | LAW | marine pollution | natural environment | parliamentary proceedings | parliamentary session | POLITICS | road transport | Schengen Information System | SOCIAL QUESTIONS | trade | TRADE | TRANSPORT | veterinary medicinal product

**Summary** The highlights of the October II plenary session were the debate on the conclusions of the European Council meeting on 17 and 18 October 2018 and the presentation of the European Commission's 2019 work programme, the last of the current legislature. Parliament also held debates on the use of Facebook users' data by Cambridge Analytica and its impact on data protection, and the Cum-Ex trading scandal. The series of debates on the Future of Europe continued, this time with Klaus Iohannis, President of Romania, urging European unity. Parliament voted on legislative proposals, inter alia, on drinking water; marine litter; the Schengen Information System; import of cultural goods; veterinary medicinal products; charging of heavy goods vehicles; and energy-efficient road transport vehicles. Members also adopted Parliament's position on the EU general budget for 2019 and declined to grant discharge for the 2016 budget to the European Council and Council.

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

## [Research for TRAN Committee - Transport and Tourism in China](#)

Publication type Briefing

Date 15-10-2018

External author Marcin Wołek

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

Keyword air and space transport | air transport | Asia and Oceania | carriage of goods | carriage of passengers | China | clean technology | economic analysis | economic geography | ECONOMICS | GEOGRAPHY | inland waterway transport | international transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | road transport | social affairs | SOCIAL QUESTIONS | statistics | technology and technical regulations | tourism | TRANSPORT | transport network | transport policy | transport policy

**Summary** This overview of the transport and tourism sectors in China was prepared to provide information for the mission of the Committee on Transport and Tourism to the country between 30 October and 2 November 2018.

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



## [Research for TRAN Committee - Transport and Tourism in Poland](#)

Publication type Briefing

Date 14-09-2018

External author Marcin Wołek

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

Keyword air and space transport | air transport | economic analysis | economic geography | ECONOMICS | ENERGY | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | land transport | maritime and inland waterway transport | maritime transport | Poland | political geography | rail transport | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | statistics | tourism | trans-European network | TRANSPORT | transport accident | transport infrastructure | transport policy

Summary This overview of the transport and tourism sectors in Poland was prepared to provide information for the mission of the Committee on Transport and Tourism to the country in September 2018.

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

## [Plenary round-up – Strasbourg, July 2018](#)

Publication type At a Glance

Date 06-07-2018

Author FERGUSON CLARE | SOCHACKA KATARZYNA

Policy area Agriculture and Rural Development | Budget | Economics and Monetary Issues | EU Democracy, Institutional and Parliamentary Law | EU Law: Legal System and Acts | Foreign Affairs | Security and Defence | Tourism | Transport

Keyword agricultural statistics | AGRICULTURE, FORESTRY AND FISHERIES | America | Armenia | common security and defence policy | economic geography | electoral law | electoral procedure and voting | epidemic | EU finance | EU institutions and European civil service | EU visa policy | Europe | European construction | European Parliament | EUROPEAN UNION | farming systems | general budget (EU) | GEOGRAPHY | health | international law | land transport | LAW | parliamentary proceedings | parliamentary session | political crisis | political geography | POLITICS | politics and public safety | road transport | SOCIAL QUESTIONS | TRANSPORT | Venezuela

Summary The July plenary session highlights were: the continuation of the debate on the Future of Europe, this time with the Prime Minister of Poland, Mateusz Morawiecki, the discussion on the outcome of the European Council meeting of 28-29 June 2018, and the review of the Bulgarian and presentation of the activities of the Austrian Presidencies. The European Commission and Council participated in discussions on the Ebola outbreak in the Democratic Republic of Congo. VP/HR Federica Mogherini's statement on the migration crisis and humanitarian situation in Venezuela and at its borders was also discussed. Angola's President, João Manuel Gonçalves Lourenço, addressed Parliament in a formal sitting. Parliament approved, inter alia, proposals for a European Travel Information and Authorisation System, a European Defence Industrial Development Programme, financial rules applicable to the general EU budget and two amending budgets for 2018. Parliament agreed on the conclusion of a partnership agreement between the EU and Armenia and approved the reform of the electoral law of the EU. Three reports on the social and market aspects of the first mobility package were rejected and sent back to the Transport and Tourism Committee.

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

## [Road transport: Social and market rules](#)

Publication type At a Glance

Date 27-06-2018

Author SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Transport

Keyword drivers | EMPLOYMENT AND WORKING CONDITIONS | international transport | land transport | organisation of transport | organisation of work and working conditions | road safety | road transport | TRANSPORT | transport policy | working conditions

Summary In May 2017, as part of the 'Europe on the move' initiative, the European Commission put forward a set of three proposals to update social and market rules in the road transport sector. In June 2018, the European Parliament's Committee on Transport and Tourism (TRAN) adopted its reports on the proposals, and mandates to begin trilogue negotiations. However, during the June plenary session, the Parliament did not endorse the mandates. Therefore, according to the rules of procedure, the TRAN reports will be put to the vote during the July plenary.

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

## [Research for TRAN Committee - Charging infrastructure for electric road vehicles](#)

Publication type Study  
Date 20-06-2018  
External author Matthias Spöttle, Korinna Jörling, Matthias Schimmel, Maarten Staats, Logan Grizzel, Lisa Jerram, William Drier, John Gartner  
Policy area Evaluation of Law and Policy in Practice | Transport  
Keyword deterioration of the environment | economic geography | electric vehicle | electricity storage device | electronics and electrical engineering | ENERGY | energy efficiency | energy policy | energy transport | ENVIRONMENT | environmental impact | environmental policy | EU Member State | EU policy | European construction | EUROPEAN UNION | GEOGRAPHY | greenhouse gas | harmonisation of standards | INDUSTRY | land transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | road transport | road transport | sustainable mobility | technology and technical regulations | TRANSPORT | transport infrastructure | transport policy  
Summary This study analyses the various challenges of the deployment of charging infrastructure within the EU. This includes existing technologies and standardisation issues, metering systems and pricing schemes, business and financing models, the impact of the charging infrastructure on the dissemination of Plug-in Electric Vehicles (PEVs), and the appropriateness of current technologies, business models, and public policies.  
[Study](#) [EN](#)

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

Publication type At a Glance  
Date 06-06-2018  
Author ERBACH Gregor  
Policy area Environment | Industry | Transport  
Keyword deterioration of the environment | ENVIRONMENT | environmental policy | greenhouse gas | land transport | large vehicle | organisation of transport | reduction of gas emissions | road transport | TRANSPORT  
Summary Heavy-duty vehicles (HDV) are responsible for around a quarter of CO2 emissions from road transport in the EU. Without further action, their emissions are expected to grow due to increasing road transport volumes. To address this issue, the European Commission recently proposed targets for reducing the CO2 emissions of new HDVs over the 2020-2030 period. These build on a 2017 proposal for a regulation on the monitoring and reporting of CO2 emissions and fuel consumption of HDVs, on which a trilogue agreement was reached in March 2018. The European Parliament is expected to vote on the agreed text during its June 2018 plenary session.  
[At a Glance](#) [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

## [Electronic documents for freight transport](#)

Publication type Briefing  
Date 03-05-2018  
Author REMAC Milan  
Policy area Transport  
Keyword carriage of goods | documentation | EDUCATION AND COMMUNICATIONS | electronic document | employment | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | freedom to provide services | inland waterway transport | international affairs | INTERNATIONAL RELATIONS | land transport | maritime and inland waterway transport | organisation of transport | rail transport | road transport | single market | TRANSPORT | UN convention  
Summary The large majority of freight transport operations within the EU still require and involve the use of paper documents. Electronic documentation in freight transport is used only in some Member States that base their decision on international public law, namely Additional Protocol to the UN Convention for the carriage of goods concerning the electronic consignment note which have been ratified or acceded only by 12 EU Member States. Despite various challenges linked with the introduction of the e-documentation in freight transport, the European Commission is expected to start an initiative on aimed at leveraging the potential of digitalisation in the transport sector in the second quarter of 2018.  
[Briefing](#) [EN](#)

## [Research for TRAN Committee - Transport and Tourism in Greece](#)

Publication type Briefing  
Date 16-04-2018  
Author TUSZYNSKA Beata  
Policy area Evaluation of Law and Policy in Practice | Tourism | Transport  
Keyword air and space transport | air transport | economic analysis | economic geography | ECONOMICS | ENERGY | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | Greece | land transport | maritime and inland waterway transport | maritime transport | political geography | rail transport | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | statistics | tourism | trans-European network | TRANSPORT | transport accident | transport infrastructure | transport policy  
Summary This overview of the transport and tourism sectors in Greece was prepared to provide information for the mission of the Transport and Tourism Committee to the country between 7 and 9 May 2018.  
[Briefing](#) [EN](#)

## Research for TRAN Committee - Road enforcement databases: economic feasibility and costs

Publication type In-Depth Analysis

Date 10-04-2018

External author Przemyslaw BORKOWSKI and Monika BAK

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword communications | data transmission | database | digital technology | EDUCATION AND COMMUNICATIONS | EMPLOYMENT AND WORKING CONDITIONS | information technology and data processing | land transport | new technology | organisation of transport | organisation of work and working conditions | PRODUCTION, TECHNOLOGY AND RESEARCH | rest period | road transport | technical standard | technology and technical regulations | TRANSPORT | vehicle parts

**Summary** This in-depth analysis investigates the economic feasibility and cost of creating national road enforcement databases following the introduction of new smart tachographs (so-called "Generation 2" digital tachographs) into the EU road haulage market. Two scenarios are considered: the first includes building new databases capable of handling new smart tachograph data, and the second mainly relies on upgrading existing databases for this new usage (such as Tachonet, the European Register of Road Transport Undertakings (ERRU), or the Vehicle Information Platform (VIP) based on EUCARIS). Two options are also analysed: the first includes retrofitting the whole fleet of Heavy Goods Vehicles (HGVs) and buses from year 1, and the second is based on a more gradual introduction of new smart tachographs, only for new vehicles.

[In-Depth Analysis](#) [EN](#)

## Clean Vehicles Directive

Publication type Briefing

Date 22-03-2018

Author ZANDERSONE Laura

Policy area Environment | Transport

Keyword air quality | clean technology | climate change | deterioration of the environment | ENERGY | energy efficiency | energy policy | ENVIRONMENT | environmental impact | environmental policy | environmental protection | EU institutions and European civil service | European Environment Agency | EUROPEAN UNION | European Union law | greenhouse gas | land transport | motor vehicle | motor vehicle pollution | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | proposal (EU) | reduction of gas emissions | road transport | technology and technical regulations | 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-mentioned proposal, adopted on 8 November 2017 and referred to the Parliament's Committee on Environment, Public Health and Food Safety (ENVI). The proposal aims to increase the market uptake of clean – low- and zero-emission – vehicles in the context of public procurement operations, thus contributing to reduction of transport emissions, as well as stimulating competitiveness and growth in the transport sector (explanatory memorandum of the proposal, p. 3).

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

## Plenary round-up – Strasbourg, March 2018

Publication type At a Glance

Date 16-03-2018

Author FERGUSON CLARE | SOCHACKA KATARZYNA

Policy area Budget | Consumer Protection | Energy | EU Democracy, Institutional and Parliamentary Law | Fisheries | Gender Issues, Equality and Diversity | Internal Market and Customs Union | Transport

Keyword carriage of goods | carriage of passengers | clean technology | criminal law | domestic violence | drivers | economic geography | EU finance | Europe | European construction | European Semester | EUROPEAN UNION | FINANCE | gender equality | GEOGRAPHY | international affairs | international convention | INTERNATIONAL RELATIONS | land transport | LAW | monetary economics | multiannual financial framework | organisation of transport | own resources | political geography | PRODUCTION, TECHNOLOGY AND RESEARCH | rights and freedoms | road transport | sexual violence | social affairs | SOCIAL QUESTIONS | technology and technical regulations | trans-European network | TRANSPORT | United Kingdom | withdrawal from the EU

**Summary** Highlights of the session included a debate on the future of Europe with Portuguese Prime Minister, Antonio Costa; and debates on preparation of the 22-23 March European Council meeting; on the appointment of the European Commission Secretary-General; on the US decision to impose tariffs on steel and aluminium; on corporate social responsibility; on conflict minerals; and on protection of investigative journalists, following the deaths of Jan Kuciak and Martina Kusnirova in Slovakia. High Representative, Federica Mogherini, made statements on Syria, the EU-Cuba Joint Council, and EU-Central Asia relations, followed by debates. Parliament adopted, inter alia, resolutions on the post-2020 future multiannual financial framework and own-resources reform; and legislative positions on the common (consolidated) corporate tax; regulation of cross-border parcel delivery; training of professional drivers; and Europass.

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

## [Transport and Tourism in Ireland](#)

Publication type Briefing

Date 15-03-2018

Author RATCLIFF Christina

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

Keyword air and space transport | air transport | economic analysis | economic geography | ECONOMICS | ENERGY | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | Ireland | land transport | maritime and inland waterway transport | maritime transport | political geography | rail transport | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | statistics | tourism | trans-European network | TRANSPORT | transport accident | transport infrastructure | transport policy

Summary This overview of the transport and tourism sectors in Ireland was prepared to provide information for the mission of the Transport and Tourism Committee to the country in 2018 (04-06 April).

Briefing [EN](#)

## [A common EU approach to liability rules and insurance for connected and autonomous vehicles](#)

Publication type Study

Date 28-02-2018

Author EVAS Tatjana

Policy area European Added Value | Industry | Transport

Keyword automation | civil law | EU law | European standard | EUROPEAN UNION | European Union law | land transport | LAW | liability | motor vehicle | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | road transport | safety standard | technical standard | technology and technical regulations | testing | traffic regulations | TRANSPORT | transport policy

Summary This assessment of European added value finds that revision of the EU's current legislative framework is necessary, notably as regards the regulation of civil liability and insurance. Quantitative assessment of added value, at the current stage of technological development, proved difficult and inconclusive. A qualitative analysis, however, provided evidence that action at EU level would (i) promote legal certainty; (ii) reduce the transaction costs for car manufacturers and public administrations arising from differences in national liability rules and systems for the determination and calculation of damages; and (iii) secure effective consumer protection.

Study [EN](#)

Multimedia [A common EU approach to liability rules and insurance for connected and autonomous vehicles](#)

## [Retrofitting smart tachographs by 2020: Costs and benefits](#)

Publication type Study

Date 02-02-2018

External author This study has been written by Dr Michał Suchanek of the University of Gdańsk, at the request of the European Added Value Unit of the Directorate for Impact Assessment and European Added Value, within the Directorate General for Parliamentary Research Services (DG EPRS) of the General Secretariat of the European Parliament. The preface has been written by Aleksandra Heflich, European Added Value Unit.

Policy area Adoption of Legislation by EP and Council | Employment | Transport

Keyword carriage of goods | carriage of passengers | carrier | competence of the Member States | data collection | digital technology | economic geography | EDUCATION AND COMMUNICATIONS | EMPLOYMENT AND WORKING CONDITIONS | EU law | EU Member State | EUROPEAN UNION | European Union law | GEOGRAPHY | information technology and data processing | intra-EU trade | land transport | motor vehicle | organisation of transport | organisation of work and working conditions | PRODUCTION, TECHNOLOGY AND RESEARCH | rest period | road safety | road transport | technical regulations | technology and technical regulations | TRADE | trade policy | TRANSPORT | transport policy | working conditions

Summary The scope of this study is to assess the costs and benefits of retrofitting smart tachographs in heavy-duty vehicles operating in international transport by January 2020. Specifically, it addresses economic consequences of a technological upgrade of these vehicles. Moreover, it considers the related economic impacts incurred on national enforcement authorities. It also assesses the costs, which Member States' national enforcement bodies risk to incur, among others, due to retrieving and processing data from smart tachometers. In assessing both the costs and benefits, the study focuses on the EU-level analysis with consideration of the European Added Value aspect in particular.

Study [EN](#)

## [Policy Departments' Monthly Highlights - January 2018](#)

Publication type At a Glance

Date 15-01-2018

Policy area Budget | Energy | EU Democracy, Institutional and Parliamentary Law | International Trade | Transport

Keyword economic geography | ENERGY | energy policy | EU budget | EU energy policy | EU finance | Europe | European construction | EUROPEAN UNION | GEOGRAPHY | land transport | market access | organisation of transport | political geography | PRODUCTION, TECHNOLOGY AND RESEARCH | road transport | technical regulations | technology and technical regulations | TRADE | trade policy | TRANSPORT | United Kingdom | vehicle parts | withdrawal from the EU

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 [EN](#)

## Road transport: Driving times, breaks, rest periods, tachographs and posting of drivers

Publication type Briefing

Date 21-11-2017

Author TUOMINEN ULLA-MARI

Policy area Transport

Keyword amendment of a law | carriage of goods | carriage of passengers | carrier | drivers | driving period | economic analysis | ECONOMICS | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | impact study | labour market | land transport | organisation of transport | organisation of work and working conditions | parliamentary proceedings | POLITICS | posted worker | proposal (EU) | rest period | road transport | TRANSPORT | transport policy | working conditions

**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 proposals, submitted on 31 May 2017 and referred to Parliament's Committee on Transport and Tourism. The aim of the proposals is to improve the application of social legislation in road transport, also including sector-specific rules for posting of workers, to facilitate fair competition between operators and enhance drivers' social conditions. The proposals form part of the 'Europe on the move' package, which is a broader review of the road transport legislation of the European Union. The transport package is one of the priorities of the European Commission. The proposals, which are part of the Commission's Regulatory Fitness and Performance (REFIT) programme, aim to contribute to the Commission's social agenda and the European Pillar of Social Rights. In its resolutions, the European Parliament has called for improved implementation of social legislation in the road transport sector, enhanced road safety, adapted posting provisions for transport workers, and called for measures to counter unfair competition and social dumping.

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](#)

## [Adapting the road haulage market to developments in the sector: road transport operators and access to the market](#)

Publication type Briefing

Date 16-10-2017

Author KONONENKO Vadim

Policy area Transport

Keyword access to a profession | administrative cooperation | carriage of goods | carriage of passengers | carrier | economic analysis | ECONOMICS | employment | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | executive power and public service | impact study | inland transport | international transport | land transport | organisation of transport | POLITICS | proposal (EU) | road transport | TRANSPORT | transport policy | transport policy | transport regulations

**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, submitted on 31 May 2017 and referred to Parliament's Committee on Transport and Tourism (TRAN). The existing legislative framework regulating European cabotage operations (the national carriage of goods for hire or reward carried out by non-resident hauliers on a temporary basis in a host Member State) was adopted in 2009 (Regulations 1071/2009 and 1072/2009) with the aim of supporting the completion of the internal EU market in road transport and, in particular, of boosting its efficiency and competitiveness. To this day, however, the national transport market remains fragmented as Member States restrict cabotage operations for non-resident hauliers. At the same time, the carriage of goods, especially by light commercial vehicles (LCVs), is on the rise and is expected to increase on account of technological development, the growth of the e-commerce sector, and the related increase in demand for delivery services. In preparation for the legislative proposal the Commission conducted a REFIT exercise that showed potential scope for cutting red tape and reducing compliance costs for transport operators and national authorities. The proposed regulation aims to improve the internal market for road transport and achieve a better balance (in terms of the administrative burden and the cost of compliance) between the various stakeholders (e.g. transport operators, national authorities, drivers and the customers of transport operators) by amending the existing regulation. For the Commission, the proposal is part of a broader legislative initiative regarding European road transport legislation in general and, more specifically, the proposal concerning social legislation for road transport. In this regard, it is also related to the reform of the free movement of labour, in particular the posting of workers. The proposed regulation is also in line with the European Parliament's call to the Commission, expressed in its resolution of 9 September 2015, to clarify or review Regulation 1072/2009 in order to take measures against illegal practices that lead to unfair competition and encourage social dumping.

Briefing [EN](#)

## [Research for TRAN Committee - Transport in California](#)

Publication type Briefing

Date 16-10-2017

Author THOMAS Marc

Policy area Transport

Keyword air and space transport | America | carriage of goods | carriage of passengers | drone | economic analysis | economic analysis | economic geography | ECONOMICS | ENVIRONMENT | environmental policy | FINANCE | financing and investment | GEOGRAPHY | land transport | organisation of transport | political geography | public investment | public transport | reduction of gas emissions | road transport | statistics | TRANSPORT | transport infrastructure | transport policy | United States

**Summary** This overview was prepared for the mission of the Committee on Transport and Tourism (TRAN) to Silicon Valley (30 October-3 November 2017).

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

## [Use of vehicles hired without drivers for carriage of goods by road](#)

Publication type Briefing

Date 16-10-2017

Author EISELE Katharina

Policy area Transport

Keyword carriage of goods | economic analysis | economic geography | ECONOMICS | EU Member State | EU statistics | GEOGRAPHY | impact study | intra-EU transport | land transport | organisation of transport | road transport | TRANSPORT | vehicle rental

**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, submitted on 31 May 2017 and referred to Parliament's Committee on Transport and Tourism. The proposal forms part of the 'Europe on the move' mobility package. By revising Directive 2006/1/EC on the use of vehicles hired without drivers for the carriage of goods by road, the Commission seeks to support the further integration of the road transport sector in the EU and increase the efficiency and competitiveness of this sector.

Briefing [EN](#)



## Revision of the European Electronic Road Toll Service

Publication type Briefing

Date 12-10-2017

Author VIKOLAINEN Vera

Policy area Transport

Keyword communications | cooperation policy | criminal law | cross-border cooperation | economic analysis | ECONOMICS | EDUCATION AND COMMUNICATIONS | electronic equipment | electronics and electrical engineering | European construction | EUROPEAN UNION | exchange of information | impact study | INDUSTRY | information and information processing | INTERNATIONAL RELATIONS | land transport | LAW | road transport | toll | traffic offence | trans-European network | transmission network | TRANSPORT | 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 proposal, submitted on 31 May 2017 and referred to Parliament's Committee on Transport and Tourism. Digitisation and connectivity allow tolling without the user having to stop at toll barriers. Electronic tolls are levied by electronic systems that charge passing vehicles at a control point or across the infrastructure network. The vast majority require road users to install special equipment – on-board units (OBU) – for which technologies and standards may differ from one Member State to the next. For that reason, Directive 2004/52/EC on interoperability established the framework for a European Electronic Toll Service (EETS), in accordance with which road users could subscribe to a single contract and use a single OBU to pay electronic tolls throughout the EU. The detailed technical issues connected with the directive were set out in Commission Decision 2009/750/EC on the definition of the EETS and its technical elements. The EETS should have been operational for heavy goods vehicles by October 2012 and for other vehicles by October 2014, but the objectives of the legislation remain largely unattained. Some cross-border interoperability has been achieved, but in the majority of Member States it is still the case that only national OBUs can be used to pay tolls. The European Parliament has called for the Commission to consider appropriate legislative measures in the field of interoperability on several occasions, for instance in its 2013 and 2015 resolutions. In 2015, the Commission announced an evaluation of EETS legislation, which was concluded in 2017 with the publishing of the ex-post evaluation report. The Commission included the regulatory fitness (REFIT) revision of Directive 2004/52/EC in its 2017 work programme (CWP) under the new initiatives implementing the energy union strategy and included the initiative in the European strategy for low-emission mobility. Initially, EU road-pricing initiatives, such as the EETS Interoperability Directive and 'Eurovignette' Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructure, were not focused on contributing to reducing greenhouse gas emissions, but with time, this aspect has become more important. The Commission presented its revision of the EETS Interoperability Directive in parallel with the proposal to revise the Eurovignette Directive.

Briefing [EN](#)

## Passenger rights

Publication type EU Fact Sheets

Date 01-10-2017

Author THOMAS Marc

Policy area Transport

Keyword air and space transport | air transport | carriage of passengers | carrier | civil law | common transport policy | consumer protection | consumption | indemnification | land transport | LAW | maritime and inland waterway transport | maritime transport | organisation of transport | rail transport | road transport | TRADE | TRANSPORT | transport policy | unfair terms of contract

**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.

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

## The Potential of Electricity Demand Response

Publication type Study

Date 15-09-2017

External author Luc VAN NUFFEL, Jessica YEARWOOD

Policy area Adoption of Legislation by EP and Council | Energy

Keyword building and public works | construction and town planning | electric vehicle | electrical and nuclear industries | electrical energy | electricity supply | ENERGY | energy demand | energy grid | energy policy | EU energy policy | heating | INDUSTRY | land transport | organisation of transport | road transport | SOCIAL QUESTIONS | TRANSPORT

**Summary** This report summarises the presentations and discussions made during a workshop on 'The Potential of Electricity Demand Response' organised on 30 May 2017 by Policy Department A for the Committee on Industry, Research and Energy (ITRE). The aim of the workshop was to highlight the role and potential of electricity demand response in achieving the EU energy and climate policy targets, to illustrate the current experiences and progress towards deployment of demand response across the EU and to identify and evaluate possible legislative and regulatory initiatives to optimally deploy the potential. The presentations and proceedings of this workshop should support the ITRE members in their evaluation of the related legislative proposals in the "Clean Energy for All Europeans package".

Study [EN](#)

## [EU strategy on cooperative intelligent transport systems](#)

Publication type Briefing

Date 31-08-2017

Author PAPE Marketa

Policy area Energy | Environment | Industry | Transport

Keyword accounting | BUSINESS AND COMPETITION | communications | cost analysis | documentation | EDUCATION AND COMMUNICATIONS | EU law | EUROPEAN UNION | European Union law | information service | intelligent transport system | land transport | motor vehicle | organisation of transport | radio telecommunications | road transport | social affairs | SOCIAL QUESTIONS | TRANSPORT | travel

**Summary** Digital technologies, and systems based on them, are being rapidly introduced in transport all over the world. Cooperative intelligent transport systems (C-ITS) in road transport are part of this development, and one element in a wider drive towards vehicle automation. These systems use technologies allowing road vehicles to communicate with other vehicles or road users and roadside infrastructure. By increasing the quality and reliability of information, C-ITS can improve road safety and traffic efficiency as well as reduce energy consumption and emissions from transport, provided that cyber security and data protection are ensured. The European Commission has put forward a strategy outlining the path towards commercial deployment of C-ITS in the EU by 2019, seeking to avoid market fragmentation and maintain EU competitiveness. The main steps proposed are to adopt a legal framework for providing investors with legal certainty, to make EU funding available for projects, and to continue cooperation with EU stakeholders and international partners. The strategy addresses key issues such as data protection and cyber-security, systems interoperability and technical specifications. In the meantime, several ongoing pilot projects are consolidating the experience to be shared. The European Parliament, a long-time supporter of C-ITS and defender of personal data protection, is preparing a report on the strategy.

Briefing [EN](#)

## [Multimodal and Combined Freight Transport: Implementation Appraisal](#)

Publication type Briefing

Date 07-07-2017

Author REMAC Milan

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

Keyword BusinessEurope | carriage of goods | combined transport | commercial vehicle | EC Directive | economic analysis | ECONOMICS | EU institution | EU institutions and European civil service | European construction | European organisations | EUROPEAN UNION | European Union law | impact study | INTERNATIONAL ORGANISATIONS | land transport | maritime and inland waterway transport | non-governmental organisations | organisation of transport | rail transport | road transport | trans-European network | TRANSPORT | waterway transport

**Summary** Council Directive 92/106/EEC lays down rules applicable to combined transport of goods. Various resources show that there are currently several challenges linked with the implementation of the directive. These include, for instance, a broad and ambiguous definition of combined transport, outdated provisions of the directive, the need to align these provisions with the new economic reality and a need for a unified combined transport document. These challenges influence harmonisation of combined freight transport and limit the fulfilment of the directive's goals. The European Parliament has called on the European Commission to update the directive to respond to these challenges. Similar recommendations have come from the European Economic and Social Committee and from representatives of various stakeholder groups. Finally, the European Commission itself has expressed its intention to revise the directive as part of the enhancement of the social legislation in the area of road transport. It is expected that the European Commission will submit this proposal in the fourth quarter of 2017.

Briefing [EN](#)

## [Clean Vehicles Directive](#)

Publication type Briefing

Date 29-05-2017

Author THIRION ELODIE

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

Keyword air quality | application of EU law | deterioration of the environment | EC Directive | ENERGY | energy consumption | energy policy | ENVIRONMENT | environmental policy | EU environmental policy | EUROPEAN UNION | European Union law | international affairs | INTERNATIONAL RELATIONS | land transport | motor vehicle | motor vehicle pollution | non-polluting vehicle | organisation of transport | public contract | reduction of gas emissions | road transport | sustainable mobility | TRADE | trade policy | TRANSPORT | transport policy | UN Framework Convention on Climate Change

**Summary** According to a recent evaluation of the Clean Vehicles Directive performed by the European Commission, the directive seems to raise concerns about whether the incentives included in it actually reach their intended aim, notably to increase the demand for and deployment of cleaner vehicles. Indeed, performing the evaluation was a complicated task, due to the significant data gaps that were found. This was particularly true when evaluating the implementation of the directive and its associated impacts, notably due to the lack of structural monitoring at EU or Member State level and the limited amount of published research and stakeholder positions available. Yet, regardless of the insufficient data, the directive appears to have had little impact with regard to incentivising a market uptake of clean vehicles and has therefore had a very limited impact on reducing the greenhouse gas emissions and air pollutants emitted from publicly procured vehicles. Ultimately, the Commission decided to revise rather than withdraw the directive. In this review process, the Commission would ensure that some appropriate reporting requirements are included in the directive. In addition, as there appear to be some barriers to the use of the monetisation methodology, the Commission would be able to consider to further develop the information available on the Clean Vehicle Portal and to provide contracting authorities with further guidance. Finally, the scope could be improved for making the directive more effective and efficient.

Briefing [EN](#)

## Enhancement of social legislation in road transport II (Working time and enforcement of Regulation 561/2006)

Publication type Briefing

Date 15-05-2017

Author REMAC Milan

Policy area Transport

Keyword application of EU law | common transport policy | drivers | EC Directive | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | labour market | land transport | organisation of transport | organisation of work and working conditions | police checks | POLITICS | politics and public safety | road transport | self-employed person | TRANSPORT | transport policy | working time

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.

Briefing [EN](#)

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

Publication type Briefing

Date 15-05-2017

Author REMAC Milan

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

Keyword application of EU law | BUSINESS AND COMPETITION | common transport policy | competition | drivers | driving period | EC Regulation | EMPLOYMENT AND WORKING CONDITIONS | EUROPEAN UNION | European Union law | interpretation of the law | land transport | LAW | organisation of transport | organisation of work and working conditions | principle of legal certainty | rest period | restriction on competition | road transport | social affairs | social dumping | SOCIAL QUESTIONS | sources and branches of the law | TRANSPORT | transport policy | working conditions

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.

Briefing [EN](#)

## Research for the TRAN Committee - Transport and Tourism in the Baltic States

Publication type Briefing

Date 30-04-2017

Author TUSZYNSKA Beata | TYNAN DYLAN

Policy area Forward Planning | Transport

Keyword air and space transport | air transport | Baltic States | distribution of EU funding | economic analysis | economic analysis | ECONOMICS | ENERGY | EU finance | EU statistics | Europe | European construction | EUROPEAN UNION | external border of the EU | GEOGRAPHY | inland waterway transport | international law | land transport | LAW | maritime and inland waterway transport | maritime transport | rail transport | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy

Summary This overview of the transport and tourism sectors in the Baltic States was prepared to provide information for the mission of the Transport and Tourism Committee to Estonia, Latvia and Lithuania from 22 to 24 May 2017.

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

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

Publication type Briefing

Date 11-04-2017

Author DINU Alina Ileana

Policy area Transport

Keyword application of EU law | carriage of goods | common transport policy | EUROPEAN UNION | European Union law | land transport | organisation of transport | road transport | TRANSPORT | transport law | transport policy | vehicle rental

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.

Briefing [EN](#)

## Towards low-emission EU mobility

Publication type Briefing

Date 21-03-2017

Author PAPE Marketa

Policy area Transport

Keyword air and space transport | air transport | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common transport policy | Community certification | deterioration of the environment | ENVIRONMENT | environmental impact | environmental policy | intelligent transport system | land transport | logistics | management | maritime and inland waterway transport | maritime transport | motor vehicle pollution | organisation of transport | prevention of pollution | PRODUCTION, TECHNOLOGY AND RESEARCH | reduction of gas emissions | road transport | sustainable mobility | technology and technical regulations | TRANSPORT | transport policy

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](#)

## Access to the occupation of road transport operator and to the international road haulage market

Publication type Briefing

Date 15-03-2017

Author DINU Alina Ileana | SCHREFLER Lorna

Policy area Transport | Transposition and Implementation of Law

Keyword access to a profession | administrative cooperation | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | competition | competition | economic analysis | ECONOMICS | education | EDUCATION AND COMMUNICATIONS | employment | EMPLOYMENT AND WORKING CONDITIONS | EU law | EU statistics | EUROPEAN UNION | European Union law | executive power and public service | labour market | land transport | organisation of transport | POLITICS | professional qualifications | recognition of diplomas | road transport | TRANSPORT

Summary Regulation (EC) No 1071/2009 and Regulation (EC) No 1072/2009 set out a common legal framework to access road transport operator business and the road haulage market. The different analyses and studies carried out at European level show that the two regulations had positive effects on the internal market (such as harmonisation, introduction of quantitative criteria, clarification of terms, linking of the international cabotage to international carriage operations) and are an appropriate tool to deal with this issue. Nevertheless, several shortcomings were identified, considerably limiting the efficiency of the two legislative acts. Improvements are therefore needed, in particular regarding cabotage performance, rules enforcement, clarifying problematic terms, letterbox companies, and infringements. At the same time, harmonising the issues interpreted differently by Member States will benefit the market as a whole. The situations experienced by stakeholders, as well as best practices, could provide useful input for future approaches in this field. Beyond specific provisions and particular issues to be clarified and/or improved, the existing evaluations show that the most appropriate approach for the future would be a progressive opening of the haulage market and a deeper harmonisation at economic, legal and social level across the European Union.

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

## [Research for TRAN Committee - Transport in Metropolitan Toulouse](#)

Publication type Briefing

Date 15-02-2017

Author THOMAS Marc

Policy area Forward Planning | Tourism | Transport

Keyword construction and town planning | economic analysis | economic geography | ECONOMICS | Europe | France | GEOGRAPHY | land transport | Languedoc-Roussillon | metropolis | organisation of transport | organisation of transport | political geography | regions of EU Member States | road transport | SOCIAL QUESTIONS | statistics | TRANSPORT | urban infrastructure

Summary This paper on transport in the Metropolitan Toulouse has been prepared in view of the mission of the TRAN Committee to France (21-23 February 2017).

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

## [Road safety in the EU](#)

Publication type Briefing

Date 18-11-2016

Author DEBYSER Ariane

Policy area Transport

Keyword death | directive (EU) | EUROPEAN UNION | European Union law | land transport | road safety | road transport | social affairs | SOCIAL QUESTIONS | TRANSPORT | transport accident | transport policy

Summary Between 1991 and 2014, and especially after 2000, the EU witnessed substantial improvements in terms of road safety, whether measured in terms of fatalities, accidents or injuries. Over a shorter period, between 2001 and 2010, the number of deaths on EU roads decreased by 43 %, and by a further 17 % since 2010. The most recent figures, however, show that progress in reducing the fatality rate has slowed and that specific road users or demographic groups are not witnessing the same improvements as the rest of the population. Road safety is a shared competence, implying that many measures are primarily dealt with by Member States. However, the EU, in line with Article 91(c) TFEU, has significantly developed the *acquis* in this area, with the Commission adopting several policy frameworks on road safety. In 2003, the EU set itself a target in terms of reducing road fatalities, and regularly monitors progress towards this goal. In its July 2010 communication 'Towards a European road safety area: policy orientations on road safety 2011-2020', the Commission proposed to continue aiming for a target to halve the overall number of road deaths in the EU by 2020, starting from 2010. The EU is also looking at innovations which have a strong safety potential. The European Parliament has adopted numerous resolutions regarding or covering road safety, calling notably for a fully fledged strategy for people sustaining serious injury and for more detailed and measurable targets.

Briefing [EN](#)

## [Research for TRAN Committee - Transport and Tourism in Croatia](#)

Publication type Briefing

Date 14-10-2016

Author RATCLIFF Christina | SOAVE Piero

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

Keyword air and space transport | air transport | Croatia | economic analysis | economic geography | ECONOMICS | Europe | GEOGRAPHY | inland waterway transport | land transport | maritime and inland waterway transport | maritime transport | political geography | rail transport | road transport | social affairs | SOCIAL QUESTIONS | statistics | tourism | TRANSPORT

Summary This overview of the Croatian transport and tourism sectors was prepared to provide information for the mission of the Transport and Tourism Committee to Croatia (3-5 November 2015).

Briefing [EN](#)

## [Research for TRAN Committee - Transport in Canada](#)

Publication type Briefing

Date 16-05-2016

Author TUSZYNSKA Beata

Policy area Forward Planning | Tourism

Keyword air and space transport | air transport | America | Canada | carriage of goods | carriage of passengers | economic geography | European construction | EUROPEAN UNION | GEOGRAPHY | International Civil Aviation Organisation | INTERNATIONAL ORGANISATIONS | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | rail transport | road transport | trade agreement (EU) | TRANSPORT | transport policy | transport policy | United Nations | urban transport

Summary This overview of the transport and tourism sectors in Canada was prepared to provide information for the delegation visit of the Transport and Tourism Committee to Canada (17-20 May 2016).

Briefing [EN](#)



## Cost of Non-Schengen: The Impact of Border Controls within Schengen on the Single Market

Publication type Study

Date 16-05-2016

Author DANCOURT LOUIS | GOUDIN Pierre | MACIEJEWSKI Mariusz | NEVILLE Darren | NIEMINEN Risto | PATERNOSTER Dario | VERBEKEN Dirk

External author Tim Breemers, Filip Vanhove (Transport & Mobility Leuven) ; Matthias Luecke (Kiel Institute for the World Economy)

Policy area Adoption of Legislation by EP and Council | Area of Freedom, Security and Justice | Evaluation of Law and Policy in Practice | Internal Market and Customs Union

Keyword accounting | border control | BUSINESS AND COMPETITION | cost-benefit analysis | economic analysis | economic consequence | ECONOMICS | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | external border of the EU | free movement of goods | free movement of persons | frontier worker | internal border of the EU | international law | international trade | labour market | land transport | LAW | length of journey | organisation of transport | political asylum | POLITICS | politics and public safety | road transport | single market | TRADE | TRANSPORT

Summary The study lists currently applied measures re-introducing temporary border controls within Schengen area and evaluates them in the light of different policy options and smart Single Market regulation criteria. The study highlights the added value of free movement within the Schengen area for the Single Market and quantifies the costs of re-establishing internal border controls, with particular reference to the transportation sector. Welfare of consumers is affected by "non-Schengen", as the prices of imports increase relative to domestic goods due to higher trade costs. A failure of Schengen would not only reduce the future benefits of the Single Market, but also undermine other aspects of EU integration.  
The study was prepared for Policy Department A and EAVA at the request of the Internal Market and Consumer Protection Committee.

Study [EN](#)

## Research for TRAN Committee - Transport and Tourism in Romania

Publication type Briefing

Date 15-03-2016

Author TUSZYNSKA Beata

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

Keyword air and space transport | air transport | carriage of goods | carriage of passengers | economic conditions | economic geography | economic situation | ECONOMICS | Europe | European construction | European Region | European territorial cooperation | EUROPEAN UNION | GEOGRAPHY | inland waterway transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | rail transport | regions and regional policy | road transport | Romania | social affairs | SOCIAL QUESTIONS | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport statistics | urban transport

Summary This overview of the transport and tourism sectors in Romania was prepared to provide the information for the mission of the Transport and Tourism Committee to Romania (29-31 March 2016).

Briefing [EN](#)

## 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 Evaluation of Law and Policy in Practice | Transport

Keyword common transport policy | driving mechanism | economic analysis | economic consequence | ECONOMICS | EDUCATION AND COMMUNICATIONS | impact of information technology | INDUSTRY | information technology and data processing | intelligent transport system | land transport | mechanical engineering | motor vehicle industry | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | research project | road safety | road transport | robotics | robotisation | social framework | social impact | SOCIAL QUESTIONS | technology and technical regulations | technology assessment | TRANSPORT | transport policy | transport regulations

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



## [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 Tourism | Transport

Keyword BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | combined transport | common transport policy | European construction | EUROPEAN UNION | inland waterway transport | intelligent transport system | land transport | logistics | management | maritime and inland waterway transport | organisation of transport | rail transport | road transport | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy

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](#)

## [Research for TRAN Committee - Transport and Tourism in Finland](#)

Publication type Briefing

Date 15-01-2016

Author RATCLIFF Christina

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

Keyword air and space transport | air transport | carriage of goods | carriage of passengers | economic geography | ENERGY | energy market | energy policy | ENVIRONMENT | environmental policy | Europe | European construction | EUROPEAN UNION | Finland | GEOGRAPHY | inland waterway transport | land transport | Lapland | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | rail transport | reduction of gas emissions | regions of EU Member States | renewable energy | road transport | social affairs | SOCIAL QUESTIONS | soft energy | substitute fuel | tourism | trans-European network | TRANSPORT | transport infrastructure | transport policy | transport statistics

Summary This overview of the transport and tourism sectors in Finland was prepared to provide information for the mission of the Transport and Tourism Committee to Finland (8-11 February 2016).

Briefing [EN](#)

## [Transport CO2 emissions in focus](#)

Publication type At a Glance

Date 18-11-2015

Author CLAROS GIMENO Eulalia | PAPE Marketa

Policy area Transport

Keyword air and space transport | air transport | combustion gases | deterioration of the environment | ENVIRONMENT | environmental policy | environmental statistics | greenhouse gas | land transport | maritime and inland waterway transport | maritime transport | rail transport | reduction of gas emissions | road transport | TRANSPORT | transport policy | transport statistics

Summary On 30 November 2015, the 21st Conference of the Parties (COP 21) to the United Nations Framework Convention on Climate Change (UNFCCC) is due to start in Paris. The aim is for the Parties to adopt binding rules to reduce greenhouse gas emissions and keep global warming below an increase of 2°C. This overview shows how about 25% of CO2 emissions in the EU result from transport activities. The map below gives the share of transport emissions (from fuel combustion, not including indirect emissions from electricity use) in the total CO2 emissions in each Member State, and the volume contribution of different transport modes to the EU total. While in other sectors the volumes of CO2 emissions have decreased between 1990 and 2012, those resulting from transport show increases, in some cases more than twofold.

At a Glance [EN](#)

## [Reducing CO2 emissions from transport](#)

Publication type Briefing

Date 19-10-2015

Author PAPE Marketa

Policy area Energy | Environment | Transport

Keyword air and space transport | air transport | biofuel | common transport policy | deterioration of the environment | ENERGY | energy policy | ENVIRONMENT | environmental impact | environmental policy | greenhouse gas | inland waterway transport | land transport | maritime and inland waterway transport | maritime transport | motor fuel | motor vehicle pollution | oil industry | rail transport | reduction of gas emissions | road transport | TRANSPORT | transport policy

Summary International efforts to keep global warming below 2°C and avoid catastrophic climate change require systematic cuts of greenhouse gas (GHG) emissions in all areas of human activity.

Transport currently accounts for about a quarter of EU GHG emissions, making it the second highest emitting sector after the energy industries.

While in other sectors, GHG emissions have been decreasing, in the transport domain they have risen by as much as 30% over the past 25 years. Tackling growing emissions has become a matter of urgency. EU measures to cut emissions from transport focus mostly on carbon dioxide (CO<sub>2</sub>) as the main GHG. While at international level the EU strives for a global approach and adoption of binding targets by the relevant regulatory organisations, it has also set its own internal targets and put policies in place to reduce GHG emissions from individual transport modes. These include an emissions trading system, binding standards for new engines, rules for fuel quality and promotion of alternative fuels.

Worldwide, the imperative to reduce emissions has led many countries and cities to adopt their own legislation or put concrete measures in place, some of which are being shared, adapted and replicated.

The European Parliament continues to play an active role in promoting low-carbon transport and supporting ambitious climate policies. An EP delegation will take part in the 21st Conference of the Parties (COP 21) to the United Nations Framework Convention on Climate Change (UNFCCC) in Paris, starting on 30 November 2015.

Briefing [EN](#)

## [Codification of Passenger Rights: Cost of Non-Europe Report](#)

Publication type Study

Date 15-07-2015

Author NOGAJ Monika

External author 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 | Internal Market and Customs Union | Tourism | Transport

Keyword air and space transport | air transport | carriage of passengers | codification of EU law | combined transport | common transport policy | consumer protection | consumption | drafting of EU law | EUROPEAN UNION | European Union law | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | rail transport | road transport | social affairs | SOCIAL QUESTIONS | TRADE | TRANSPORT | transport policy | 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.

Study [EN](#)

Multimedia [Codification of Passenger Rights: Cost of Non-Europe Report](#)

## [Energy consumption in the EU](#)

Publication type Briefing

Date 30-04-2015

Author CLAROS GIMENO Eulalia

Policy area Energy | Industry | Transport

Keyword air and space transport | air transport | consumption | economic analysis | economic geography | ECONOMICS | ENERGY | energy consumption | energy policy | energy use | EU Member State | EU statistics | GEOGRAPHY | household consumption | intermediate consumption | land transport | renewable energy | road transport | soft energy | TRADE | TRANSPORT

Summary The EU Energy Efficiency Directive sets targets to cut primary and final energy consumption, with countries required to submit action plans to achieve national targets. Whilst progress has been made, the overall picture of fuel sources and user consumption in the EU remains fragmented along national lines.

Energy consumption statistics measure both the use of primary fuels directly extracted or captured from natural resources, and of secondary energy sources which result either from energy transformation or from direct use of primary fuels, e.g. gas. Gross inland energy consumption (or total energy inputs to an economy) represents the quantity of energy necessary to satisfy the inland consumption of a country, whilst primary energy refers to energy consumed to produce energy. Final energy consumption includes all energy delivered to the final consumer (industry, transport, households and other sectors including services, fishing and agriculture).

Briefing [EN](#)

## [Biofuels policy and indirect land use change](#)

Publication type At a Glance

Date 20-04-2015

Author BOURGUIGNON Didier

Policy area Environment | Evaluation of Law and Policy in Practice

Keyword agricultural activity | AGRICULTURE, FORESTRY AND FISHERIES | bioenergy | biofuel | cultivation of agricultural land | employment | EMPLOYMENT AND WORKING CONDITIONS | ENERGY | energy crop | energy efficiency | energy policy | energy production | ENVIRONMENT | environmental impact | environmental policy | EU institutions and European civil service | EUROPEAN UNION | interinstitutional cooperation (EU) | job creation | land transport | land use | reduction of gas emissions | road transport | soft energy | TRANSPORT

Summary The EU has been supporting biofuels, mainly as a way to reduce greenhouse gas emissions in road transport. However, the current policy has been criticised by many, including the European Parliament, for failing to take into account emissions from indirect land use change. To address these shortcomings, the Commission presented a legislative proposal in October 2012. Second reading negotiations with the Council have delivered a compromise, now awaiting a vote in plenary.

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

## [Employment conditions in road transport](#)

Publication type At a Glance

Date 20-03-2015

Author PILLATH Susanne

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

Keyword drivers | economic geography | EMPLOYMENT AND WORKING CONDITIONS | EU law - national law | Europe | European construction | EUROPEAN UNION | European Union law | GEOGRAPHY | Germany | labour law | labour law and labour relations | land transport | minimum pay | organisation of transport | organisation of work and working conditions | personnel management and staff remuneration | political geography | road transport | single market | TRANSPORT | transport policy | transport regulations | working conditions

Summary Road transport is an important economic sector in Europe, employing about 5 million people across the EU. Given its international character and the varying employment conditions – including minimum wages – in the Member States, the Committee on Employment and Social Affairs of the European Parliament has tabled an oral question asking the Commission how EU and national law on employment conditions is applicable to workers in this sector when they are providing services through or in another Member State. The Commission is also asked what measures it intends to take to protect the social rights of such workers.

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

## The Cost of Non-Europe in Transport

Publication type Briefing

Date 19-03-2015

Author CLAROS GIMENO Eulalia | NOGAJ Monika

Policy area European Added Value | Transport

Keyword accounting | air and space transport | air transport | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common transport policy | cost-benefit analysis | European construction | EUROPEAN UNION | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | rail transport | road transport | single market | trans-European network | TRANSPORT | transport infrastructure | transport market | transport policy

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.

Briefing [EN](#)

## Modal Share of Freight Transport to and from EU Ports

Publication type Study

Date 16-03-2015

External author Enrico Pastori

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword carriage of goods | combined transport | common transport policy | inland waterway transport | intra-EU transport | land transport | maritime and inland waterway transport | maritime cabotage | organisation of transport | port traffic | rail transport | road transport | TRANSPORT | transport network | transport policy | 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.

Study [EN](#)

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

## 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 Raghetti, Konrad Bablinski, Christoph Vollath and Carl Souta

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword carriage of goods | combined transport | common transport policy | economic geography | Europe | France | GEOGRAPHY | Germany | Italy | land transport | organisation of transport | Poland | political geography | rail transport | road transport | Spain | TRANSPORT | transport network | transport policy | 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.

Study [EN](#)

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

## Transport in Turkey - Major Trends and Issues

Publication type Briefing

Date 16-03-2015

Author THOMAS Marc

Policy area Transport

Keyword air and space transport | air transport | Asia and Oceania | civil law | economic geography | Europe | European construction | EUROPEAN UNION | FINANCE | financing and investment | GEOGRAPHY | inland waterway transport | investment project | land transport | LAW | maritime and inland waterway transport | maritime transport | organisation of transport | political geography | privatisation | rail transport | road transport | trans-European network | TRANSPORT | transport infrastructure | transport network | transport policy | transport statistics | Türkiye

Summary This overview of the current situation and trends in the Turkish transport sector was prepared to provide information to the Parliamentary Delegation to Turkey (7-9 April 2015).

Briefing [EN](#)

## EU biofuels policy: Dealing with indirect land use change

Publication type Briefing

Date 20-01-2015

Author BOURGUIGNON Didier

Policy area Environment

Keyword agricultural activity | AGRICULTURE, FORESTRY AND FISHERIES | animal feedingstuffs | biofuel | clearing of land | cultivation of agricultural land | deterioration of the environment | ENERGY | energy crop | energy policy | ENVIRONMENT | environmental impact | environmental policy | ethanol | food policy | greenhouse gas | health | INTERNATIONAL ORGANISATIONS | land transport | non-governmental organisation | non-governmental organisations | pollution from agricultural sources | reduction of gas emissions | renewable energy | road transport | SOCIAL QUESTIONS | soft energy | TRANSPORT

**Summary** In 2003, the European Union established a biofuels support policy, primarily with the aim of lowering CO2 emissions in the transport sector. Critics have accused this policy of inducing indirect land use change (ILUC), which triggers an increase in global food prices and in food insecurity for the poor, promotes the creation of large land holdings and the use of available ('marginal') land in developing countries, and not least, boosts carbon emissions. Most research carried out recently suggests that while concerns regarding food production may have been overstated, those related to ILUC are not, as ILUC can indeed increase the release of CO2 emissions during biofuel production. The biofuels industry argues that it sustains many jobs in European rural areas. In 2012, the European Commission presented a legislative proposal to address some of these concerns while preserving existing investments. It proposed capping conventional biofuels and promoting advanced biofuels. The proposal is expected to go through a second reading in Parliament and the Council in early 2015. Parliament has called for a cap on conventional biofuels, a sub-target for advanced biofuels and the consideration of ILUC factors, while stressing the need for a post-2020 policy. Advanced biofuels are not yet produced on a large scale in the EU. Although in principle they have advantages over conventional biofuels, the technologies are not fully mature, investment is lacking and the sustainability of feedstocks needs to be assessed. The biofuels and farming sectors advocate the continued production of conventional biofuels as a source of jobs and economic activity in rural areas and oppose radical changes in policy. Some NGOs are generally opposed to conventional biofuels and would prefer cautious support measures for advanced biofuels.

Briefing [EN](#)

## The Cost of Non-Europe in Transport

Publication type Briefing

Date 20-01-2015

Author CLAROS GIMENO Eulalia | NOGAJ Monika

Policy area European Added Value | Transport

Keyword accounting | air and space transport | air transport | approximation of laws | BUSINESS AND COMPETITION | carriage of goods | carriage of passengers | common transport policy | cost-benefit analysis | European construction | EUROPEAN UNION | European Union law | harmonisation of standards | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | road transport | single market | technology and technical regulations | TRANSPORT | transport infrastructure | transport market | transport policy

**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.

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](#)

## [Deployment of alternative fuels infrastructure](#)

Publication type At a Glance

Date 10-04-2014

Author WEISSENBERGER Jean

Policy area Transport

Keyword common transport policy | electric vehicle | ENERGY | energy distribution | energy policy | EUROPEAN UNION | European Union law | harbour installation | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | proposal (EU) | road transport | substitute fuel | sustainable mobility | TRANSPORT | transport infrastructure | transport policy

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.

At a Glance [EN](#)

## [A technological boost for sustainable transport](#)

Publication type At a Glance

Date 16-09-2013

Author DEBYSER Ariane

Policy area Budget | Transport

Keyword deterioration of the environment | ENERGY | energy policy | ENVIRONMENT | environmental policy | EU programme | European construction | EUROPEAN UNION | innovation | land transport | motor vehicle pollution | PRODUCTION, TECHNOLOGY AND RESEARCH | reduction of gas emissions | research and development | research and intellectual property | road transport | substitute fuel | sustainable mobility | TRANSPORT | transport policy

Summary Innovation and research are often described as prerequisites to achieving a resource-efficient, environmentally friendly and seamless transport system in Europe, catering for citizens' and businesses' growing mobility needs and the requirements of a low-carbon and climate-resilient society. They are also a means of securing the competitiveness of the European transport industry.

At a Glance [EN](#)



## [Electronic Toll Service and road charging](#)

Publication type **At a Glance**

Date **06-06-2013**

Author **DEBYSER Ariane**

Policy area **Transport**

Keyword **land transport | large vehicle | motor vehicle | organisation of transport | road network | road transport | toll | TRANSPORT | transport policy**

Summary **The maintenance and development of road infrastructure, allowing for smooth mobility of persons and goods, is essential for the internal market. Tolls are increasingly used but existing toll systems are often mutually incompatible, leading to delays. Moreover, public investment in inland transport has been decreasing for years.**

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

## [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 **EU Law: Legal System and Acts | Internal Market and Customs Union | Transport**

Keyword **common transport policy | EUROPEAN UNION | European Union law | infringement of EU law | land transport | national implementing measure | organisation of transport | road safety | road transport | TRANSPORT | transport market | transport policy | transport staff**

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](#)

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

## [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 **air and space transport | air transport | carriage of passengers | combined transport | common transport policy | economic analysis | economic analysis | ECONOMICS | land transport | marketing | organisation of transport | provision of services | rail transport | road transport | ticket | TRADE | TRANSPORT | transport policy**

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](#)

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

## [Social and Working Conditions in the Transport Sector of the European Union](#)

Publication type **Study**

Date **15-10-2009**

External author **Giorgia Aresu, Diego Artuso, Elisabetta Martone, Micaela Celio and Claudio Ricciolio (all from PricewaterhouseCoopers Advisory Srl Italy) Patrizia Ordine (scientific review)**

Policy area **Employment | Social Policy | Transport**

Keyword **air and space transport | air transport | EMPLOYMENT AND WORKING CONDITIONS | labour force | labour law and labour relations | labour market | land transport | maritime and inland waterway transport | maritime transport | organisation of work and working conditions | pay | pension scheme | personnel management and staff remuneration | rail transport | road transport | social dialogue | social protection | SOCIAL QUESTIONS | TRANSPORT | working conditions | working time**

Summary **This study provides an overview of social and working conditions in five main transport sectors: road, railways, air, maritime and inland waterways. After a brief presentation of the economic, social and legislative framework for each sector, the study addresses specific issues such as wages and wage/pension schemes, working time, social dialogue etc. for each sector. The study then highlights the main problems/challenges for each sector and makes recommendations for further studies and legislation/political discussion at EU level.**

[Study](#) [EN](#)

## [Shortage of Qualified Personnel in Road Freight Transport](#)

Publication type Study

Date 15-05-2009

External author Manuela Samek Lodovici, Enrico Pastori, Caterina Corrias, Alessio Sitran, Cristina Tajani, Nicoletta Torchio and Andrea Appetecchia

Policy area Economics and Monetary Issues | Employment | EU Law: Legal System and Acts | Transport

Keyword carriage of goods | drivers | EMPLOYMENT AND WORKING CONDITIONS | enlargement of the Union | European construction | EUROPEAN UNION | labour force | labour market | labour shortage | land transport | organisation of transport | organisation of work and working conditions | road transport | TRANSPORT | working conditions

Summary The study provides a concise overview of the road freight transport sector, in the light of the structural issue of qualified driver shortage. In particular, this study analyses the multiplicity of factors affecting labour supply and demand, by taking into due consideration also the impacts of the current EU legislation and the effects of the present economic downturn.

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

Executive summary [XL](#)

## [The Impact of Oil Price Fluctuations on Transport and its Related Sectors](#)

Publication type Study

Date 16-03-2009

External author Angelo Martino, Giuseppe Casamassima and Davide Fiorello (TRT Trasporti e Territorio Srl)

Policy area Energy | Transport

Keyword air and space transport | air transport | crude oil | ENERGY | energy consumption | energy efficiency | energy policy | FINANCE | fuel oil | inland transport | land transport | maritime and inland waterway transport | maritime transport | oil industry | organisation of transport | price fluctuation | prices | rail transport | road transport | TRANSPORT

Summary This study looks at the ways in which the transport of goods is influenced by significant variations in oil prices and focuses on carriers' responses in the various transport sectors. It investigates the relations between oil prices and the transport sector, by taking into account the evidence of the impact of recent price hikes on transport businesses and their response. Indeed, the spike in oil prices in the first half of 2008 has been taken as an opportunity to carry out an evidence-based analysis of the transport sectors' reactions.

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

Executive summary [XL](#)

## [Enforcement of the EU Legislation on Road Freight Transport : Controls and Sanctions Related to Compliance with Road Safety Provisions](#)

Publication type Study

Date 15-10-2008

External author Claudio Ricciolio, Giorgia Aresu (gestionnaire de projet) and Carolina Furguele (PricewaterhouseCoopers Advisory Srl - Italie)

Policy area EU Law: Legal System and Acts | Transport

Keyword application of EU law | carriage of goods | driving period | EUROPEAN UNION | European Union law | land transport | organisation of transport | police checks | POLITICS | politics and public safety | road safety | road transport | roadworthiness tests | speed control | TRANSPORT | transport policy

Summary The aim of the study is to provide an assessment of the quality, quantity and effectiveness of controls and sanctions in all the Member States of the European Union related to compliance with road safety provisions. The study describes enforcement and status of implementation and highlights best and worst practices in the Member States. An overview of the current legal framework is also provided.

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

## [Pricing systems for road freight transport in EU member states and Switzerland](#)

Publication type Study

Date 15-07-2008

External author Angelo Martino, Silvia Maffii, Elisa Boscherini and Maurizia Giglio (Trasporti e Territorio - TRT, Milan, Italy)

Policy area Environment | Internal Market and Customs Union | Transport

Keyword economic geography | EU Member State | Europe | FINANCE | GEOGRAPHY | land transport | large vehicle | organisation of transport | political geography | road transport | sustainable mobility | Switzerland | taxation | TRANSPORT | transport policy | vehicle tax

Summary The aim of this study is to provide an in-depth analysis of the existing charging system for heavy goods vehicles (HGV) in the European Union and in Switzerland. This study therefore, presents an overall picture of the current schemes in operation and their impacts, in light of the proposed development of the "Eurovignette" directive, the debate on climate change and the expected growth in road freight transport.

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

## The future elements of the EU Emission Trading Scheme

Publication type Study

Date 25-02-2008

External author Mr. Mark Johnson,  
Mr. Ian Skinner,  
Mr. Michael Harfoot.  
Dr. Ian McCubbin

Policy area Environment | Transport

Keyword benchmarking | ENVIRONMENT | environmental policy | EU environmental policy | land transport | maritime and inland waterway transport | maritime transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | reduction of gas emissions | road transport | technology and technical regulations | tradeable emission permit | TRANSPORT | transport market | transport policy

Study [EN](#)

## Assessment of the Safety of Tunnels

Publication type Study

Date 15-10-2007

External author Alan Beard (Heriot-Watt University, Edinburgh, UK) and David Cope (Parliamentary Office of Science and Technology - POST, House of Commons, London, UK)

Policy area Transport

Keyword land transport | rail transport | road safety | road transport | TRANSPORT | transport accident | transport policy | tunnel

Summary The paper draws to a great extent on a literature search concerning the current status of risk assessment in relation to tunnels. It also draws on many conversations held with experts world-wide and to a small extent on the results of a questionnaire which was distributed to experts. Finally, it draws upon the discussions at a Workshop held at the European Parliament, Brussels, on 16th May 2007.

Study [EN](#)

## Climate change legislation and initiatives at EU level

Publication type Study

Date 08-10-2007

External author Mr. Christian Jervelund  
Mr Sigurd Næss-Schmidt  
Mr. Ulrik Møller  
Mr. Marcin Winiarczyk  
Mr. Jacob Lind Ramskov  
Copenhagen Economics  
Sankt Annæ Plads 13, 2  
DK-1250 Copenhagen,

Policy area Energy | Environment | EU Law: Legal System and Acts | Transport

Keyword biofuel | clean technology | climate change | deterioration of the environment | ENERGY | energy efficiency | energy policy | energy supply | ENVIRONMENT | environmental policy | European construction | EUROPEAN UNION | land transport | PRODUCTION, TECHNOLOGY AND RESEARCH | reduction of gas emissions | renewable energy | road transport | single market | soft energy | technology and technical regulations | tradeable emission permit | TRANSPORT

Study [EN](#)

## Alternative Technology Options for Road and Air Transport

Publication type Study

Date 05-02-2007

External author ETAG (European Technology Assessment Group) ;  
ITAS - Institute for Technology Assessment & Systems Analysis, Karlsruhe ;  
DBT - Danish Board of Technology, Copenhagen ;  
viWTA - Flemish Institute for Science & Technology Assessment, Brussels ;  
POST - Parliamentary Office of Science & Technology, London ;  
Rathenau Institute, The Hague ;  
Jens Schippl, Christian Dieckhoff and Torsten Fleischer (ITAS)

Policy area Energy | Environment | Research Policy | Transport

Keyword air and space transport | air transport | biofuel | chemistry | climate change | deterioration of the environment | ENERGY | energy policy | ENVIRONMENT | environmental policy | fuel cell | hydrogen | INDUSTRY | land transport | motor spirit | natural gas | oil industry | PRODUCTION, TECHNOLOGY AND RESEARCH | reduction of gas emissions | road transport | technological change | technology and technical regulations | TRANSPORT

Summary This final report was commissioned under specific contract IP/A/STOA/SC/2005-179, for the "Alternative Technology Options for Road and Air Transport" project.

Study [EN](#)

## [Social Dumping in the Road Haulage Business by Operators From Third Countries](#)

Publication type In-Depth Analysis

Date 01-04-2001

Author PABST Reinhart

Policy area Employment | Industry | Transport

Keyword BUSINESS AND COMPETITION | business classification | carriage of goods | competition | cooperation policy | employment | EMPLOYMENT AND WORKING CONDITIONS | foreign enterprise | INTERNATIONAL RELATIONS | land transport | moonlighting | organisation of transport | restriction on competition | road transport | small and medium-sized enterprises | social affairs | social dumping | SOCIAL QUESTIONS | third country | TRANSPORT

Summary The increasing penetration of the European Union by third country road haulage businesses, availing themselves of the great difference in salaries and social charges, led to important distortions of competition jeopardising the existence of small and medium sized enterprises. The activities of third country businesses, some of which are linked to or part of EU-enterprises, are to a considerable extent illegal due to the illegal employment of third country drivers and/or

In-Depth Analysis [DE](#), [EN](#)

## [The Internal Market and the Common Transport Policy](#)

Publication type Study

Date 01-12-1994

External author Ugo Bargagli Stoffi

Policy area Internal Market and Customs Union | Transport

Keyword air and space transport | air transport | carriage of goods | carriage of passengers | common transport policy | European construction | EUROPEAN UNION | inland waterway transport | land transport | maritime and inland waterway transport | maritime shipping | organisation of transport | public contract | rail transport | road transport | single market | TRADE | trade policy | TRANSPORT | transport policy

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](#)

## [The Community's External Relations in the Field of Transport](#)

Publication type In-Depth Analysis

Date 01-01-1992

Author SANT'ANNA Joao

Policy area Transport

Keyword air and space transport | air transport | carriage of goods | carriage of passengers | common transport policy | cooperation policy | EU relations | European construction | EUROPEAN UNION | INTERNATIONAL RELATIONS | international transport | land transport | maritime and inland waterway transport | maritime transport | organisation of transport | rail transport | road transport | third country | TRANSPORT | transport policy

In-Depth Analysis [DE](#), [EN](#), [FR](#)