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Creation date : 19-04-2024

[Open SLAPP Cases in 2022 and 2023](#)

Publication type Study
Date 09-11-2023
External author Justin BORG-BARTHET & Francesca FARRINGTON
Policy area Area of Freedom, Security and Justice | EU Democracy, Institutional and Parliamentary Law | EU Law: Legal System and Acts
Keyword area of freedom, security and justice | civil proceedings | communications | communications profession | consumption | cross-border dimension | ECONOMICS | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | justice | LAW | regions and regional policy | services of general interest | TRADE
Summary This study was commissioned by the Committee on Civil Liberties, Justice and Home Affairs (LIBE) of the European Parliament to analyse SLAPP cases and threats which were initiated in 2022 and 2023. The study provides a detailed analysis of the topics of public interest associated with the identified legal actions or legal threats, the cross-border implications of the public interest matter under dispute and, to the extent possible, information about victims, the cause of action, and litigation tactics engaged. Drawing on these findings, recommendations have been formulated on regulatory responses to SLAPPs.
[Study](#) [EN](#)

[Bank crisis management and deposit insurance](#)

Publication type Briefing
Date 09-11-2023
Author HALLAK ISSAM
Policy area Financial and Banking Issues
Keyword banking policy | banking system | BUSINESS AND COMPETITION | consumption | crisis management | EU banking union | FINANCE | financial institutions and credit | financial intervention | free movement of capital | management | monetary economics | services of general interest | taxation | taxpayer | TRADE
Summary On 18 April 2023, the European Commission tabled a package of proposals to amend the bank crisis management and deposit insurance (CMDI) framework. The objective of the reform is to calibrate the latter so as to further deepen harmonisation and reduce the use of taxpayer funding. More specifically, the proposal for a CMDI reform would amend the early intervention procedure and the decision to resolve a failing bank in the public interest. It would also encourage the use of funding from national deposit guarantee schemes in resolution. The package of proposals is currently being discussed by the European Parliament and the Council. Second edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.
[Briefing](#) [EN](#)

[A revised public interest test for bank resolution, how much will it matter?](#)

Publication type Briefing
Date 03-07-2023
Author MAGNUS Marcel | SPITZER Kai Gereon
Policy area Economics and Monetary Issues
Keyword consumption | EU banking union | EU institutions and European civil service | European Central Bank | EUROPEAN UNION | FINANCE | financial stability | free movement of capital | monetary economics | monetary policy | services of general interest | TRADE
Summary There is a consensus among Parliament, Council and Commission that resolution should apply more often, including among smaller and medium-sized banks. To achieve this, the Commission has now proposed a number of changes to the criteria and process of the public interest assessment. This briefing reviews, against the background of the Single Resolution Board's past practice, what impact the proposed changes might have. The proposed changes modify in particular the comparison between resolution and insolvency, while in the past, resolution was denied because it was not considered necessary. In practice, going forward, the public interest test may matter less if the SRB succeeds in making use of new possibilities to prevent and better prepare for resolution.
[Briefing](#) [EN](#)

[To resolve, or not to resolve a bank? Options for framing bank resolution vs. insolvency](#)

Publication type Briefing
Date 27-02-2023
Policy area Economics and Monetary Issues
Keyword bank | bank resolution | bankruptcy | BUSINESS AND COMPETITION | business organisation | civil law | consumption | crisis management | economic analysis | ECONOMICS | EU banking union | FINANCE | financial institutions and credit | financial solvency | impact study | LAW | legislation | management | monetary economics | services of general interest | sources and branches of the law | TRADE
Summary There is an emerging consensus among stakeholders to apply resolution more widely going forward, possibly through modifications of the public interest assessment. This briefing reviews the practice of the Single Resolution Board so far and presents some observations based on past experience and policy options that the legislators might want to consider as they set out to reform the resolution framework.
[Briefing](#) [EN](#)

Research for REGI Committee -ISLANDS OF THE EUROPEAN UNION: State of play and future challenges

Publication type At a Glance

Date 31-03-2021

Author HAASE Diana | LECARTE Jacques | MAIER ANDREEA

Policy area Regional Development | Research Policy

Keyword consumption | cooperation policy | documentation | economic analysis | economic and social cohesion | ECONOMICS | EDUCATION AND COMMUNICATIONS | ENVIRONMENT | EU institutions and European civil service | EU statistics | European construction | EUROPEAN UNION | European Union law | Eurostat | exchange of information | information and information processing | INTERNATIONAL RELATIONS | island | island region | natural environment | peripheral region | regions and regional policy | research report | services of general interest | social affairs | SOCIAL QUESTIONS | technical cooperation | tourism | TRADE | Treaty on the Functioning of the EU

Summary This paper explores the specificities of islands of the European Union (including Outermost Regions), as well as their challenges and existing means of development. It aims to provide a basis for future discussions and research dedicated to islands' situation, including the impact of the pandemic on their future development potential. This analysis includes an overview of policy responses for islands' challenges, focusing on Cohesion Policy. Recommendations address, inter alia, decarbonisation, sustainability, quality of life, public services, connectivity and integrated development.

At a Glance [EN](#)

Access to the international market for coach and bus services

Publication type Briefing

Date 16-04-2019

Author Niestadt Maria

Policy area Adoption of Legislation by EP and Council | Transport

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

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

Briefing [EN](#)

The Audiovisual Media Services Directive

Publication type Briefing

Date 25-01-2019

Author KATSAROVA Ivana

Policy area Adoption of Legislation by EP and Council | Culture

Keyword advertising | audiovisual industry | audiovisual production | broadcasting | child protection | communications | consumption | distance selling | drafting of EU law | EDUCATION AND COMMUNICATIONS | EUROPEAN UNION | European Union law | freedom of expression | LAW | marketing | provision of services | regulation of telecommunications | rights and freedoms | services of general interest | social affairs | SOCIAL QUESTIONS | TRADE

Summary Following political agreement with the Council, a vote in plenary on 2 October 2018 saw Parliament adopt the updated EU Audiovisual Media Services Directive, based on the proposal presented by the Commission on 25 May 2016. The overarching goal of the proposal was to bring about a balance between competitiveness and consumer protection. It therefore aimed to introduce flexibility when restrictions only applicable to TV are no longer justified, promote European films, protect minors and tackle hate speech more efficiently. The proposal also reflected a new approach to online platforms. Following adoption of the revised directive, EU Member States now have to bring the new rules into national law by 19 September 2020. Sixth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

[Access to the international market for coach and bus services](#)

Publication type Briefing

Date 01-02-2018

Author VIKOLAINEN Vera

Policy area Transport

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

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

Briefing [EN](#)

[Statute for Social and Solidarity-based Enterprises](#)

Publication type Study

Date 06-12-2017

Author THIRION Elodie

Policy area Economics and Monetary Issues | Employment | Social Policy

Keyword accounting | added value | austerity policy | BUSINESS AND COMPETITION | comparative analysis | consumption | cooperation policy | cost-benefit analysis | economic analysis | economic policy | economic structure | ECONOMICS | EU finance | European cooperation | European Fund for Strategic Investments | European Regional Development Fund | European social policy | EUROPEAN UNION | impact study | INTERNATIONAL RELATIONS | PRODUCTION, TECHNOLOGY AND RESEARCH | research and intellectual property | services of general interest | social affairs | social economy | social framework | social impact | social protection | SOCIAL QUESTIONS | social security | social services | TRADE

Summary Social enterprises combine societal goals with entrepreneurial spirit. These organisations focus on achieving wider social, environmental or community objectives. There is currently no specific European legal framework to help social enterprises to benefit from the internal market. Against this background, this European added value assessment identifies the challenges in the existing national legal frameworks regarding social enterprises. It argues that action at EU level would generate economic and social added value. Moreover, it outlines potential legislative measures that could be taken at EU level, and that could generate European added value through simplification and a coordinated approach in this area.

Study [EN](#)

[Competition policy](#)

Publication type EU Fact Sheets

Date 01-11-2017

Author HONNEFELDER Stephanie

Policy area Internal Market and Customs Union

Keyword BUSINESS AND COMPETITION | competition | consumption | control of restrictive practices | control of State aid | dominant position | EU competition policy | EU institutions and European civil service | EUROPEAN UNION | executive power and public service | merger control | POLITICS | powers of the institutions (EU) | public service | services of general interest | TRADE

Summary Articles 101 to 109 of the Treaty on the Functioning of the European Union (TFEU) contain rules on competition in the internal market, prohibiting anti-competitive agreements between undertakings. Businesses with a dominant market position must not abuse their position in a way which adversely affects trade between Member States. Mergers and takeovers with an EU dimension are monitored by the European Commission ('the Commission') and may be prevented in certain cases. State aid to given undertakings or products is prohibited when it leads to distortions of competition but can be authorised in specific cases. Competition rules also apply to public undertakings, public services and services of general interest. However, exceptions may be granted where application of the rules would jeopardise the realisation of the objectives of those services.

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](#)

[Research for TRAN Committee - Passenger night trains in Europe: the end of the line?](#)

Publication type Study

Date 05-05-2017

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

Policy area Forward Planning | Transport

Keyword accounting | BUSINESS AND COMPETITION | carriage of passengers | case study | charges for use of infrastructure | common transport policy | consumption | cost analysis | documentation | economic analysis | economic analysis | economic geography | economic policy | ECONOMICS | EDUCATION AND COMMUNICATIONS | EU Member State | Europe | GEOGRAPHY | land transport | organisation of transport | passenger tariff | political geography | rail transport | railway tariff | Russia | services of general interest | State aid | TRADE | TRANSPORT | transport policy

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

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

[Research for the TRAN Committee - Infrastructure funding challenges in the sharing economy](#)

Publication type Study

Date 04-05-2017

External author Matthias FINGER, Juan José Montero, Nadia BERT, David KUPFER, Marcin WOLEK

Policy area Transport

Keyword collaborative economy | common transport policy | consumption | economic analysis | economic consequence | economic structure | ECONOMICS | EDUCATION AND COMMUNICATIONS | FINANCE | financing and investment | financing method | impact of information technology | impact study | information technology and data processing | organisation of transport | public transport | services of general interest | TRADE | TRANSPORT | transport economics | transport infrastructure | transport policy | urban transport

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

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

[Competition Policy and an Internal Energy Market - Study concept and preliminary results](#)

Publication type In-Depth Analysis

Date 14-04-2017

Policy area Consumer Protection | Economics and Monetary Issues | Energy | Forward Planning

Keyword anti-trust legislation | BUSINESS AND COMPETITION | case study | competition | consumption | control of State aid | documentation | EDUCATION AND COMMUNICATIONS | ENERGY | energy policy | EU competition policy | EU energy policy | European construction | EUROPEAN UNION | liberalisation of the market | merger control | security of supply | services of general interest | single market | trade | TRADE | trade policy

Summary The study will describe the challenges for competition policy in relation to the internal energy market. It explores the specific topics related to the internal energy market and analyses the competition policy issues arising from the topics. The study will mainly focus on competition policy and its instruments such as anti-trust laws, merger regulation, sector regulation and State aid. Other policy fields fall outside the scope. This presentation of the approach and preliminary results was prepared by Policy Department A at the request of the Committee on Economic and Monetary Affairs.

In-Depth Analysis [EN](#)

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

Publication type In-Depth Analysis

Date 14-03-2016

Author KATSAROVA Ivana | SCORDAMAGLIA Damiano

Policy area Adoption of Legislation by EP and Council | Transport

Keyword BUSINESS AND COMPETITION | carriage of passengers | common transport policy | competition | consumption | drafting of EU law | EU institutions and European civil service | EUROPEAN UNION | European Union Agency for Railways | European Union law | harmonisation of standards | land transport | liberalisation of the market | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | restriction on competition | services of general interest | social framework | social impact | SOCIAL QUESTIONS | technical standard | technology and technical regulations | TRADE | trade policy | TRANSPORT | transport law | transport market | transport policy

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

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

Research for REGI Committee - Services of General Interest in the Funding Period 2014-2020

Publication type Study

Date 15-01-2016

External author Erik Gløersen, Marius Drăgulin, Silke Haarich, Sabine Zillmer, Frank Holstein, Cristian Lürer and Sebastian Hans (Spatial Foresight)

Policy area Forward Planning | Regional Development

Keyword BUSINESS AND COMPETITION | competition | consumption | economic analysis | economic and social cohesion | economic conditions | economic consequence | economic recession | economic structure | ECONOMICS | EU competition policy | EU finance | EU financing arrangements | European construction | EUROPEAN UNION | executive power and public service | POLITICS | public-private partnership | regional development | regional disparity | regions and regional policy | services of general interest | single market | social economy | Structural Funds | TRADE

Summary The study analyses the role that SGI can play in the 2014-2020 programming period, and how the European Structural and Investment Funds (ESIF) framework can impact them. It shows that the ESIF contributions to improved SGI provision can be strengthened through a focus on capacity building efforts and more integrated territorial approaches. SGI-related cohesion policy measures can, as a complement to European competition policy, help to build a social market economy in the European Union.

Study [EN](#)

The Audiovisual Media Services Directive: state of play

Publication type Briefing

Date 11-11-2015

Author KATSAROVA Ivana

Policy area Culture | Internal Market and Customs Union

Keyword advertising | audiovisual industry | audiovisual production | broadcasting | child protection | communications | consumption | distance selling | EDUCATION AND COMMUNICATIONS | marketing | provision of services | regulation of telecommunications | services of general interest | social affairs | SOCIAL QUESTIONS | TRADE

Summary The EU's audiovisual sector comprises over 100 000 companies and employs more than 760 000 people. Audiovisual media services however outrun market considerations by playing a central role in modern democratic societies, which accounts for the application of specific rules across the European Union (EU). Current transmission capacities have come a long way from the first linear broadcasts. The Internet, together with media convergence, is changing the way people use media. Although television is still the most popular medium in the EU and globally, internet comes close behind. This shift in media consumption holds both promises and challenges. The advent of internet-enabled TV faces regulators with complex dilemmas, such as protecting young people from harmful content and banning incitement to hatred, while still ensuring freedom of speech. The Audiovisual Media Services (AVMS) Directive covers all services with audiovisual content, including 'on-demand', and audiovisual advertising. However, it takes into account the degree of user control over the service and therefore on-demand services are subject to lighter regulation. Member States are encouraged to use co-regulation and/or self-regulation as complementary approaches to the Directive's provisions, in particular in relation to commercial communications and the protection of minors. The Commission's 2012 report on the implementation of the AVMS Directive concluded that in general, the EU regulatory framework performed well. The Commission is currently processing the results from a public consultation on the functioning of the Directive and is expected to present a proposal for a review by the end of 2015.

Briefing [EN](#)

[The Trade in Services Agreement \(TISA\):An end to negotiations in sight?](#)

Publication type In-Depth Analysis

Date 12-10-2015

Author VIIUP Elina

Policy area Employment | Foreign Affairs | Forward Planning | Intellectual Property Law | Internal Market and Customs Union | International Trade | Tourism | Transport

Keyword common commercial policy | consumption | economic structure | ECONOMICS | employment | EMPLOYMENT AND WORKING CONDITIONS | EU institutions and European civil service | EUROPEAN UNION | freedom to provide services | GATS | international affairs | international negotiations | INTERNATIONAL RELATIONS | international trade | liberalisation of trade | market access | powers of the EP | services of general interest | tertiary sector | TRADE | trade policy | transparency in decision-making

Summary Launched at the beginning of 2013 by a group of World Trade Organisation (WTO) members calling themselves Really Good Friends of Services, negotiations on the plurilateral Trade in Services Agreement (TISA) are nearing an important juncture. The TISA agreement is the biggest free trade agreement currently under discussion when measured by the number of negotiating parties – 23 at present. It is designed to boost liberalisation of the global services sector, moving beyond the current, outdated GATS provisions and unlocking huge economic potential. The EU undoubtedly has important stakes in these negotiations as its economy is highly – and increasingly – dependent on the service sector. However, there remain several obstacles to the successful completion of the agreement and its effective WTO integration, with the most important of these being the inclusion of more WTO members among the signatories – and the hearts and minds of citizens.

In-Depth Analysis [EN](#)

[Current Challenges and Future Prospects for EU Secondary Airports](#)

Publication type Study

Date 15-05-2015

External author John Strickland

Policy area Evaluation of Law and Policy in Practice | Transport

Keyword accounting | air and space transport | air traffic | airline | airport | BUSINESS AND COMPETITION | charges for use of infrastructure | civil aviation | common transport policy | consumption | operating cost | organisation of transport | regional transport | services of general interest | TRADE | TRANSPORT | transport economics | transport market | transport policy | transport statistics

Summary Around 250 European airports handle less than 5 million passengers per annum - a good one third of them less than 200,000. This analysis shows that all are affected by the changing structure of the airline industry, and that most of them are losing money. It also shows, however, that these similarities shall not mask the diversity of experience and circumstances, and the very different roles played by these airports.

Study [EN](#)

[Fourth railway package still divides Member States](#)

Publication type Briefing

Date 02-12-2014

Author KATSAROVA Ivana

Policy area Transport

Keyword BUSINESS AND COMPETITION | business organisation | carriage of goods | carriage of passengers | common transport policy | consumption | corporate governance | EMPLOYMENT AND WORKING CONDITIONS | land transport | liberalisation of the market | organisation of transport | organisation of work and working conditions | rail transport | services of general interest | TRADE | trade policy | TRANSPORT | transport market | transport policy | transport staff | working conditions

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

Briefing [EN](#)

Liberalisation of EU port services: state of play

Publication type Briefing

Date 30-10-2014

Author KATSAROVA Ivana

Policy area Transport

Keyword combined transport | common ports policy | common transport policy | consumption | drafting of EU law | employment | EMPLOYMENT AND WORKING CONDITIONS | EU finance | EU financing | European construction | EUROPEAN UNION | European Union law | freedom to provide services | harbour installation | labour law and labour relations | liberalisation of the market | maritime and inland waterway transport | market access | organisation of transport | port administration | service concession | services of general interest | single market | social dialogue | TRADE | trade policy | trans-European network | TRANSPORT | transport policy | transport staff

Summary Serving as access points to the continent, Europe's approximately 1 200 seaports are crucial to both the European transport sector and the competitiveness of the European Union (EU). They also have significant potential for creating jobs and attracting investors. There are huge disparities in performance levels between the various EU ports, however, and this has resulted in traffic diversions, longer journeys by sea and by land, and, consequently, higher CO2 emissions. The European Commission plans to resolve this situation through its latest proposal to liberalise port services in the EU's 319 main seaports.

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

Proceedings of the Workshop on "Ensuring Access to Basic Banking Services"

Publication type Study

Date 15-04-2014

External author Olivier JÉRUSALMY (European Financial Inclusion Network, Brussels, Belgium), Georges GLOUKOVIEZOFF (G2 Research, Dublin, Ireland), Katarína KLAMKOVÁ (Social Inclusion Working Group of the European Anti-Poverty Network - EAPN), Peter O. MÜLBERT (Centre for German and International Law of Financial Services at the University of Mainz, Germany), Manfred WESTPHAL (Verbraucherzentrale Bundesverband, Berlin, Germany), Luisa ANDERLONI (University of Milan, Italy) and Peter DYRBERG (Schjødt Brussels, Brussels, Belgium)

Policy area Economics and Monetary Issues | Financial and Banking Issues

Keyword bank deposit | consumption | drafting of EU law | EUROPEAN UNION | European Union law | FINANCE | financial institutions and credit | law of banking | services of general interest | social affairs | social integration | SOCIAL QUESTIONS | TRADE | Treaty on the Functioning of the EU | universal service

Summary The workshop was organised to prepare the discussion of the expected European Commission proposal on access to a basic payment account which was at the time announced for May or June 2011 in view of the subsequent report of the Committee on Economic and Monetary Affairs (ECON). However, in 2011 the Commission finally opted for issuing a Recommendation, the ineffectiveness of which it evaluated first before coming forward with a legislative proposal two years later in May 2013; in fact a proposal for which the European Parliament had called already in July 2012 in a report.

Study [EN](#)

The Fourth Railway Package: an overview

Publication type At a Glance

Date 20-02-2014

Author KATSAROVA Ivana

Policy area Transport

Keyword carriage of passengers | common transport policy | consumption | EU institutions and European civil service | EUROPEAN UNION | European Union Agency for Railways | land transport | liberalisation of the market | market access | organisation of transport | PRODUCTION, TECHNOLOGY AND RESEARCH | rail transport | services of general interest | technical standard | technology and technical regulations | tendering | TRADE | trade policy | TRANSPORT | transport infrastructure | transport market | transport policy

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

At a Glance [EN](#)

[Social Housing in the European Union](#)

Publication type [Study](#)

Date [15-01-2013](#)

External author [IZA - Institute for the Study of Labor](#), [Michela Braga](#) (fRDB and Bocconi University) and [Pietro Palvarini](#) (fRDB and University of Milan Bicocca)

Policy area [Economics and Monetary Issues](#) | [Social Policy](#)

Keyword [building](#) | [building and public works](#) | [construction and town planning](#) | [consumption](#) | [economic conditions](#) | [economic policy](#) | [economic recession](#) | [ECONOMICS](#) | [ENERGY](#) | [energy efficiency](#) | [energy policy](#) | [INDUSTRY](#) | [property development](#) | [public building](#) | [services of general interest](#) | [social framework](#) | [SOCIAL QUESTIONS](#) | [socioeconomic conditions](#) | [State aid](#) | [subsidised housing](#) | [TRADE](#)

Summary This briefing paper provides an overview of the social housing sector in the EU area. After presenting how Member States define social housing, it details the response of the sector to the 2007–2008 financial crisis. In addition, it sheds light on the most recent developments at the EU level on the conflicting interests that are necessary to reconcile within the sector: ensuring adequate and affordable housing for all citizens, yet guaranteeing open competition among market players. Finally, innovative social housing projects are presented.

Study [EN](#)

Executive summary [DE](#), [FR](#)

[Fair trade in public procurement in the EU](#)

Publication type [Briefing](#)

Date [17-07-2012](#)

Author [AMAND-EECKHOUT](#) Laurence

Policy area [Development and Humanitarian Aid](#) | [Internal Market and Customs Union](#) | [International Trade](#)

Keyword [administrative procedure](#) | [BUSINESS AND COMPETITION](#) | [business organisation](#) | [consumption](#) | [economic policy](#) | [ECONOMICS](#) | [European construction](#) | [EUROPEAN UNION](#) | [executive power and public service](#) | [fair trade](#) | [POLITICS](#) | [politics and public safety](#) | [public contract](#) | [public opinion](#) | [services of general interest](#) | [single market](#) | [social labelling](#) | [sustainable development](#) | [TRADE](#) | [trade policy](#)

Summary A growing proportion of European citizens care more and more about contributing towards sustainable economic and social development in developing countries through their purchasing preferences, notably buying fair trade. This concern of consumers for fair trade, more common in western European Member States than in the rest of the EU, has been relayed by civil society, local authorities, and also echoed at EU level by the EU institutions, notably the European Parliament.

Briefing [EN](#)

[The Inter-Relationship between the Structural Funds and the Provision of Services of General \(Economic\) Interest and the Potential for Cross-Border Service Delivery](#)

Publication type [Study](#)

Date [15-10-2010](#)

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Policy area [Education](#) | [Public Health](#) | [Regional Development](#) | [Social Policy](#)

Keyword [communications](#) | [compulsory education](#) | [construction and town planning](#) | [consumption](#) | [economic and social cohesion](#) | [EDUCATION AND COMMUNICATIONS](#) | [EU finance](#) | [European construction](#) | [EUROPEAN UNION](#) | [executive power and public service](#) | [health](#) | [health service](#) | [POLITICS](#) | [public administration](#) | [services of general interest](#) | [social protection](#) | [SOCIAL QUESTIONS](#) | [social services](#) | [sociocultural facilities](#) | [Structural Funds](#) | [teaching](#) | [telecommunications](#) | [TRADE](#) | [TRANSPORT](#) | [transport infrastructure](#) | [transport policy](#)

Summary This study aims to provide a detailed and critical analysis of Services of General (Economic) Interest in the 27 Member States and their regions and the scope of EU regional policy in their financing. In particular, the study discusses the different definitions and traditions in place, the main issues at stake in the policy debate, the levels of provision in the different countries and regions and the scope and use of Structural Funds to support the provision of those services.

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

Annex 1 [EN](#)

[The Role of National Parliaments in Regional Policy under the Treaty of Lisbon](#)

Publication type In-Depth Analysis

Date 15-03-2010

Author KRAMER Esther

Policy area EU Democracy, Institutional and Parliamentary Law | Regional Development

Keyword autonomy | BUSINESS AND COMPETITION | consumption | decision-making | economic policy | ECONOMICS | EU institutions and European civil service | EU regional policy | European Parliament | EUROPEAN UNION | European Union law | executive power and public service | management | national parliament | parliament | POLITICS | powers of the EP | principle of subsidiarity | regions and regional policy | services of general interest | State aid | TRADE | Treaty of Lisbon

Summary This note describes the impact of the Treaty of Lisbon on Regional Policy in general and on the role of National Parliaments in particular. The introduction of new provisions concerns the legislative procedures, the scope and the governance system of Regional Policy. Despite some limitations, the overall political impact of the Lisbon Treaty could lead to a strengthening of national and European parliamentary recognition in the EU decision-making process.

In-Depth Analysis [EN](#)

[The Impact of the Treaty of Lisbon on Regional Policy](#)

Publication type In-Depth Analysis

Date 15-01-2010

Author KRAMER Esther

Policy area EU Democracy, Institutional and Parliamentary Law | Regional Development

Keyword consumption | economic and social cohesion | economic policy | ECONOMICS | EU regional policy | European construction | EUROPEAN UNION | European Union law | principle of subsidiarity | regional development | regions and regional policy | services of general interest | State aid | TRADE | Treaty of Lisbon

Summary This Note describes the impact of the Treaty of Lisbon on Regional Policy. The Treaty introduces new provisions which affect the legislative procedures as well as the scope and the governance system of Regional Policy. They open up new possibilities of increased political influence for the Members of the Committee on Regional Development at several stages of the EU decision-making process.

In-Depth Analysis [BG](#), [CS](#), [DE](#), [EL](#), [EN](#), [ES](#), [FR](#), [HU](#), [IT](#), [LT](#), [PT](#), [RO](#), [PL](#), [SK](#)

[The Revision of the 'Broadcasting Communication' and its Implications for Public Service Television](#)

Publication type In-Depth Analysis

Date 15-10-2009

Author MACEDO Goncalo

Policy area Culture

Keyword broadcasting | communications | consumption | economic and social cohesion | economic policy | ECONOMICS | EDUCATION AND COMMUNICATIONS | European construction | EUROPEAN UNION | executive power and public service | POLITICS | public service | services of general interest | State aid | television | TRADE

Summary This note provides an overview of the issues raised by the revision of the 'Broadcasting Communication' that took place in 2009. It identifies what is new in the Communication and describes the possible implications for the state aid granted to public service broadcasters in the EU.

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

[The Applicability of Internal Market Rules for Inter-Communal Co-operations](#)

Publication type In-Depth Analysis

Date 01-09-2006

External author Andrea Renda, Lorna Schrefler, Ohad Soudry, Centre for European Policy Studies (CEPS).

Policy area Contract Law, Commercial Law and Company Law | Internal Market and Customs Union

Keyword consumption | ECONOMICS | EU law | European construction | EUROPEAN UNION | European Union law | executive power and public service | municipality | POLITICS | public contract | regional integration | regions and regional policy | services of general interest | single market | TRADE | trade policy

In-Depth Analysis [EN](#)

[Services of General Interest in the Internal Market](#)

Publication type Study

Date 01-02-2005

External author Prof. Dr. Gabriel Obermann, Prof. David Hall, Barbara Sak

Policy area Employment | Internal Market and Customs Union

Keyword consumption | employment | EMPLOYMENT AND WORKING CONDITIONS | European construction | EUROPEAN UNION | executive power and public service | job creation | liberalisation of the market | POLITICS | public service | services of general interest | single market | TRADE | trade policy

Study [EN](#)

Public Procurement Experiences in the EU and the US After the 1994 Government Procurement Agreement - A Survey

Publication type Study

Date 01-04-1997

Author LENSEN Anton

Policy area Economics and Monetary Issues | Internal Market and Customs Union | International Trade

Keyword agreement (EU) | America | consumption | economic geography | European construction | EUROPEAN UNION | GEOGRAPHY | INTERNATIONAL ORGANISATIONS | international trade | liberalisation of trade | political geography | public contract | services of general interest | single market | TRADE | trade policy | United States | world organisations | World Trade Organisation

Summary In most market economies the public sector represents a substantial share of intermediate and final demand. This working document analyses the different nature of EU and US procurement patterns, the potential impact resulting in equivalent market access may be relatively limited. The US has a concentrated procurement pattern; the EU is still in the process of liberalising its own international procurement market.

Study [EN](#)

Public Undertakings and Public Service Activities in the European Union

Publication type Study

Date 01-02-1997

Author CAMENEN François-Xavier

Policy area Economics and Monetary Issues | Industry

Keyword BUSINESS AND COMPETITION | business classification | civil law | consumption | deregulation | economic infrastructure | economic policy | economic structure | ECONOMICS | EU competence | European construction | EUROPEAN UNION | European Union law | executive power and public service | LAW | legal form of organisations | market economy | organisation | POLITICS | privatisation | public sector | public service | services of general interest | single market | TRADE

Summary The current privatization trend means that the role of public enterprises in the Community is diminishing and the fulfilment of public service obligations is in question. The study examines the nature and scope of these obligations in the Member States to discover if there is any agreement on a minimal notion of public service.

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