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Gebuurkte zoekcriteria om de lijst te genereren :

Rangschik sorteer op datum
Zoekterm "goederenvervoer"

97 Resulta(a)t(en)

Datum opstelling : 19-04-2024

Improving use of rail infrastructure capacity

Publicatietype Briefing

Datum 09-04-2024

Auteur SOONE Jaan

Beleidssterrein Vervoer

Zoekterm duurzame mobiliteit | ENERGIE | energie-efficiëntie | energiebeleid | EUROPESE UNIE | goederenvervoer | MILIEU | milieubeleid | organisatie van het vervoer | Recht van de Europese Unie | richtlijn (EU) | snelvervoer | TRANSPORT | vermindering van gasemissie | vervoer over land | vervoer per spoor | Vervoerbeleid | vervoerseconomie

Samenvatting In July 2023, the European Commission tabled a package of proposals aimed at greening freight transport. One of these proposals focuses on improving the use of rail infrastructure capacity. The proposed text suggests changes to the rules governing the planning and allocation of railway infrastructure capacity, which are currently outlined in Directive 2012/34/EU and Regulation (EU) No 913/2010. The goal of the changes is to enhance the management of rail infrastructure capacity and traffic as a way to ensure improved service quality, optimised railway network usage, increased traffic capacity and the possibility for the transport sector to contribute to decarbonisation. In the European Parliament, the file was referred to the Committee on Transport and Tourism (TRAN), which appointed Tilly Metz (Greens/EFA, Luxembourg) as rapporteur. The TRAN committee adopted its report on 4 March 2024. Parliament adopted its first-reading position during its March 2024 plenary session. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

Revision of the Weights and Dimensions Directive

Publicatietype Briefing

Datum 20-03-2024

Auteur SOONE Jaan

Beleidssterrein Vervoer

Zoekterm Aantasting van het milieu | broeikasgas | EUROPESE UNIE | gewichten en afmetingen | goederenvervoer | internationaal vervoer over de weg | invloed op het milieu | koolstofneutraliteit | MILIEU | milieubeleid | organisatie van het vervoer | Recht van de Europese Unie | richtlijn (EU) | TRANSPORT | verontreiniging door auto's | vervoer over land

Samenvatting In July 2023, the Commission tabled a package of proposals for the greening of freight transport. Among the three proposals is one on the revision of the Weights and Dimensions Directive, which sets limits for heavy goods vehicles in international road transport. The proposal seeks to further promote use of zero-emission trucks by allowing these to exceed the standard weight limits. It also seeks to clarify the rules on use of heavier and longer vehicles in cross-border transport operations between countries where such vehicles are allowed, promote intermodal transport and simplify administrative procedures, while also improving enforcement of the rules. In the European Parliament, the file has been referred to the Committee on Transport and Tourism (TRAN), which has appointed Isabel García Muñoz (S&D, Spain) as rapporteur. She published her draft report on 20 October 2023. The TRAN committee adopted its report on 14 February. Parliament adopted its first reading position during the March 2024 plenary session. Third edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

Briefing [EN](#)

Accounting of greenhouse gas emissions of transport services

Publicatietype Briefing

Datum 13-12-2023

Auteur TUOMINEN ULLA-MARI

Beleidssterrein Effectbeoordeling vooraf | Milieu | Vervoer

Zoekterm Aantasting van het milieu | bestrijding van de verontreiniging | broeikasgas | doorgeven van informatie | ECONOMIE | economische analyse | EUROPESE UNIE | goederenvervoer | impactonderzoek | Informatica en gegevensverwerking | informatie en informatieverwerking | MILIEU | milieubeleid | milieunorm | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | Recht van de Europese Unie | reizigersvervoer | toezicht op het milieu | TRANSPORT | vermindering van gasemissie | voorstel (EU)

Samenvatting The impact assessment (IA) provides a useful information package supporting the 'CountEmissionsEU' proposal. It presents a substantiated problem definition and illustrates the scale of the problems. The analysis relies on an external IA supporting study, stakeholder consultation and independent research. The IA assesses the economic, social and environmental impacts of all six policy options. It openly explains the assessment's limitations, in particular the fact that empirical evidence to underpin the relationship between GHG emissions accounting, changes in transport activity, decrease in GHG emissions and air pollutant emissions is scarce. In addition, the IA stresses that there is considerable uncertainty regarding the estimates that depend on behavioural change towards more sustainable solutions. As the initiative is relevant to small and medium-sized enterprises (SMEs), an SME test was performed. However, SMEs are not differentiated by size-class (micro, small and medium-sized enterprises) in the analysis. The selected preferred option is sufficiently explained, for instance in terms of the trade-off between effectiveness and efficiency. The IA finds that the preferred option is a balanced and proportionate option that provides the highest net benefits for SMEs, a voluntary approach (binding opt-in) and an exemption for SMEs from the mandatory verification of GHG emissions data. The IA describes the stakeholder consultation activities and discusses stakeholders' views in many sections; however, the references to their views are often quite vague. It would have added transparency had the various stakeholder groups' views on policy options, including their representativeness, been explained more clearly.

Briefing [EN](#)

PETI Fact-finding visit to Hauts-de France - 23-25 May 2022

Publicatietype Briefing

Datum 25-05-2022

Auteur HEEZEN JOHANNES

Beleidssterrein Vervoer

Zoekterm bovengronds vervoer | economische geografie | Europa | Frankrijk | GEOGRAFIE | goederenvervoer | organisatie van het vervoer | parkeerterrein | parlement | POLITIEK | politieke geografie | Roemenië | SOCIALE VRAAGSTUKKEN | stedenbouw | TRANSPORT | verkeersveiligheid | vervoer over land | Vervoerbeleid | verzoekschrift | wegnen

Samenvatting The PETI Committee decided to organise a fact-finding visit to Hauts-de-France (France) from 23 to 25 May 2022 concerning petition 549/2021 by Romanian Asociația civică Voluntari in Europa on the poor safety conditions in car parks for trucks and commercial vehicles on the European road network. This briefing, written by Policy Department C, describes the general and legal background.

Briefing [EN](#)

Plenary round-up - April 2022

Publicatietype Kort overzicht

Datum 08-04-2022

Auteur FERGUSON CLARE | SOCHACKA KATARZYNA

Beleidssterrein EU-democratie, institutioneel en parlementair recht

Zoekterm ENERGIE | energiebeleid | energienet | EU-begroting | EU-instellingen en Europese overheid | EU-regeling voor de emissiehandel | Europees Parlement | EUROPESE UNIE | Financiën van de EU | goederenvervoer | informatie en informatieverwerking | MILIEU | milieubeleid | Opbouw van Europa | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | parlementsitzing | POLITIEK | publieke gegevens | trans-Europees netwerk | TRANSPORT | uitwisseling van informatie | verhuur van voertuigen | Werkzaamheden van het parlement

Samenvatting The war in Ukraine led the agenda of the April 2022 plenary session in Strasbourg. Members held two important debates: on EU protection for children and young people fleeing the war, and on the conclusions of the European Council meeting of 24-25 March 2022, which covered the latest developments and EU sanctions against Russia and their implementation. Parliament also debated a number of Council and Commission statements on: the outcome of the EU-China summit of 1 April 2022, the ongoing hearings under Article 7(1) TEU regarding respect for EU values in Poland and Hungary, violations of the right to seek asylum and non-refoulement in the EU Member States, the Sixth Assessment Report of the United Nations Intergovernmental Panel on Climate Change (IPCC), the urgent need to adopt the minimum tax directive, the situation of marginalised Roma communities in the EU, and mental health. In an adjustment to the structure of the plenary agenda, question time with the Commission has been reintroduced. Members questioned President Ursula von der Leyen on progress on the Commission's political priorities over the past two years. Members then questioned Josep Borrell, High Representative of the Union for Foreign Affairs and Security Policy/Vice-President of the Commission (HR/VP), on the EU's security and Strategic Compass. Another debate with the HR/VP focused on the situation in Afghanistan, in particular the women's rights situation. Several debates and votes on legislative files also took place, including on the Schengen evaluation mechanism.

Kort overzicht [EN](#)

Goods vehicles hired without drivers

Publicatietype Briefing

Datum 01-04-2022

Auteur PAPE Marketa

Beleidssterrein Vervoer

Zoekterm documentatie | economische geografie | EU-lidstaat | EUROPESE UNIE | GEOGRAFIE | gewone wetgevingsprocedure | goederenvervoer | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | Recht van de Europese Unie | TRANSPORT | verhuur van voertuigen | verslag | vervoer binnen de EU | vervoer over land | voorstel (EU) | wegvervoer

Samenvatting 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

Publicatietype Kort overzicht

Datum 30-03-2022

Auteur PAPE Marketa

Beleidssterrein Vervoer

Zoekterm EG-richtlijn | EUROPESE UNIE | goederenvervoer | mammoetvoertuig | organisatie van het vervoer | Recht van de Europese Unie | TRANSPORT | transportnetwerk | verhuur van voertuigen | vervoer over land | Vervoerbeleid | vervoersonderneming | vervoersvoorschriften | wegvervoer

Samenvatting 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.

Kort overzicht [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Inland waterway transport in the EU

Publicatietype Briefing

Datum 08-02-2022

Auteur SMIT-JACOBS KARIN

Beleidssterrein Vervoer

Zoekterm duurzame mobiliteit | ENERGIE | energiebeleid | EUROPESE UNIE | Financiën van de EU | gemeenschappelijk vervoersbeleid | goederenvervoer | MILIEU | milieubeleid | Opbouw van Europa | organisatie van het vervoer | trans-Europees netwerk | TRANSPORT | transportinfrastructuur | verdeling van de EU-financiering | vermindering van gasemissie | vervangende brandstof | vervoer over binnenwateren | vervoer over zee en over binnenwateren | Vervoerbeleid

Samenvatting Inland waterway transport (IWT) is one of the most CO2-efficient transport modes per tonne of goods carried, using only 17 % of the energy needed by often-congested road transport and 50 % of rail transport. The sector already plays an important economic role in transporting both goods and passengers in Europe. However, it has an untapped potential for increasing its capacity, which warrants the renewed attention it has recently attracted, in the light of sustainable development. Despite support from the side of the European Union and at national levels, the modal share of inland navigation in the overall EU transport sector has long remained more or less stable at 6 %. During the Covid 19 crisis, the sector lost a little of its share to the benefit of road transport. To reduce CO2 emissions from EU transport, the European Commission is seeking to increase the shift of freight transport to rail and inland shipping. Both recent Commission strategies – the European Green Deal and the Sustainable and Smart Mobility Strategy – reflect this intention, and outline the steps needed to achieve an increased use of IWT, as well as of short sea shipping. To play its role to the full, the sector has to overcome important challenges and become digital, greener and resilient. Next to new or adapted rules, this will require substantial and additional investment into modern infrastructure, digital technologies and greener vessels, as well as a qualified workforce to ensure the sector's future development. This briefing provides an insight into recent EU policy developments related to inland navigation and includes the views of the European Parliament and the main sectoral stakeholders. In addition, it looks at existing financial support from the EU, the new NAIADES III support programme, and offers a short outlook for future reform of and changes to the EU's IWT network.

Briefing [EN](#)

Research for TRAN Committee: Relaunching transport and tourism in the EU after COVID-19 - Part V - Freight transport

Publicatietype Kort overzicht

Datum 28-01-2022

Auteur DEBYSER Ariane | LECARTE Jacques | PERNICE Davide

Beleidssterrein Coronavirus | Toerisme | Vervoer

Zoekterm coronavirusziekte | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economisch gevolg | economische analyse | epidemie | gemeenschappelijk vervoersbeleid | gezondheid | goederenvervoer | internationale handel | organisatie van het vervoer | SOCIALE VRAAGSTUKKEN | TRANSPORT | Vervoerbeleid | vrij verkeer van goederen

Samenvatting This At a glance note summarises the study on Relaunching transport and tourism in the EU after COVID-19: Freight transport

Kort overzicht [EN](#)

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

[Part V: Freight transport](#)

Publicatietype [Studie](#)

Datum [24-12-2021](#)

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Beleidssterrein [Coronavirus](#) | [Vervoer](#)

Zoekterm [arbeidsomstandigheden en -organisatie](#) | [arbeidsveiligheid](#) | [coronavirusziekte](#) | [ECONOMIE](#) | [ECONOMIE, VERKEER EN HANDELSVERKEER](#) | [economisch gevolg](#) | [economische analyse](#) | [epidemie](#) | [gezondheid](#) | [goederenvervoer](#) | [internationale handel](#) | [lucht- en ruimtevervoer](#) | [luchtvervoer](#) | [organisatie van het vervoer](#) | [SOCIALE VRAAGSTUKKEN](#) | [stadsvervoer](#) | [TRANSPORT](#) | [vervoer over land](#) | [vervoer over zee](#) | [vervoer over zee en over binnenwateren](#) | [vervoer per spoor](#) | [vrij verkeer van goederen](#) | [wegvervoer](#) | [WERKGELEGENHEID EN ARBEID](#)

Samenvatting 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.

Studie [EN](#)

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

[Revision of Regulation \(EU\) 913/2010 concerning a European rail network for competitive freight](#)

Publicatietype [Briefing](#)

Datum [19-11-2021](#)

Auteur [BACIAN Izabela Cristina](#)

Beleidssterrein [Vaststelling van wetgeving door het EP en de Raad](#) | [Vervoer](#)

Zoekterm [Aantasting van het milieu](#) | [broeikasgas](#) | [EUROPESE UNIE](#) | [evaluatiemethode](#) | [gemeenschappelijk vervoersbeleid](#) | [goederenvervoer](#) | [koolstofneutraliteit](#) | [MILIEU](#) | [milieubeleid](#) | [organisatie van het vervoer](#) | [Overeenkomst van Parijs inzake klimaatverandering](#) | [PRODUCTIE, TECHNOLOGIE EN ONDERZOEK](#) | [Recht van de Europese Unie](#) | [research en intellectuele eigendom](#) | [spoorwag](#) | [TRANSPORT](#) | [transportinfrastructuur](#) | [transportnetwerk](#) | [verordening \(EU\)](#) | [vervoer over land](#) | [Vervoerbeleid](#)

Samenvatting Boosting rail freight transport is an essential pillar of the European Union's long-term policy to make transport more sustainable by cutting greenhouse gas emissions and decarbonising the sector. However, rail freight transport has faced numerous barriers in its development, and its growth is held back by its lack of competitiveness with other modes of transport such as road transport. Regulation (EU) 913/2010 was designed to facilitate rail freight transport across the EU rail network, through the creation of rail freight corridors, but the potential of those corridors has not been fully exploited. While the regulation was conducive to enhanced cooperation across borders, its implementation did not lead to an increase in rail freight transport along the corridors, with insufficient coordination on traffic management and infrastructure works. Against this backdrop, the Commission has launched a two-step revision process for Regulation (EU) 913/2010. The first step consists of a limited revision, in conjunction with a revision of the Trans-European Transport Network Regulation, focused on aspects of geographical alignment, governance and investment planning. The second step will be a wider revision leading to a recast proposal scheduled for the last quarter of 2022.

Briefing [EN](#)

[Research for TRAN Committee - Alternative fuel infrastructures for heavy-duty vehicles](#)

Publicatietype [Studie](#)

Datum [10-11-2021](#)

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Beleidssterrein [Vervoer](#)

Zoekterm [bedrijfsvoertuig](#) | [ENERGIE](#) | [energiebeleid](#) | [energievoorraad](#) | [EU-strategie](#) | [EUROPESE UNIE](#) | [fossiele brandstof](#) | [goederenvervoer](#) | [mammoetvoertuig](#) | [MILIEU](#) | [natuurlijk milieu](#) | [Opbouw van Europa](#) | [organisatie van het vervoer](#) | [trans-Europees netwerk](#) | [TRANSPORT](#) | [transportinfrastructuur](#) | [vervangende brandstof](#) | [vervoer over land](#) | [Vervoerbeleid](#)

Samenvatting This study presents the opportunities and challenges for the use and deployment of alternative fuels infrastructure in the EU for heavy-duty vehicles, in particular trucks. The current state of play and future needs are presented in the context of the ambitions of the Green Deal, the proposal for an Alternative Fuels Infrastructure Regulation published mid-July 2021 and the upcoming review of the TEN-T Regulation.

Studie [EN](#)

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

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

[Aviation sector](#)

Publicatietype Kort overzicht

Datum 27-09-2021

Auteur DEBYSER Ariane | LECARTE Jacques | PERNICE Davide

Externe auteur ORIGINAL STUDY

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Beleidssterrein Coronavirus | Toerisme | Vervoer

Zoekterm coronavirusziekte | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economisch beleid | economisch gevolg | economische analyse | epidemie | EU-steun | gezondheid | gezondheidscertificaat | goederenvervoer | lucht- en ruimtevervoer | luchtvervoer | organisatie van het vervoer | reizigersvervoer | SOCIALE VRAAGSTUKKEN | tariefbeleid | TRANSPORT | volksgezondheid | voorkoming van ziekten

Samenvatting 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 the aviation sector, as well as policy recommendations to address the challenges emerging from the crisis.

Kort overzicht [EN](#)

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

Publicatietype Kort overzicht

Datum 01-03-2021

Auteur DEBYSER Ariane | LECARTE Jacques | MELLAR Balazs | PERNICE Davide

Externe auteur ORIGINAL STUDY

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Nicole CUTRUFO, Lidia MARONGIU
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Beleidssterrein Coronavirus | Toerisme | Vervoer

Zoekterm coronavirusziekte | duurzame mobiliteit | duurzame ontwikkeling | ECONOMIE | economisch beleid | economisch gevolg | economische analyse | epidemie | EU-steun | gezondheid | goederenvervoer | organisatie van het vervoer | reizigersvervoer | sociaal leven | SOCIALE VRAAGSTUKKEN | toerisme | TRANSPORT | Vervoerbeleid | werkgelegenheid | WERKGELEGENHEID EN ARBEID | zekerheid van arbeidsplaats

Samenvatting This study provides the European Parliament's Committee on Transport and Tourism (TRAN) with an overview of the repercussions of the COVID-19 pandemic on the EU transport and tourism sectors and policy recommendations to address the challenges emerging from the crisis.

Kort overzicht [EN](#)

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

Publicatietype Studie

Datum 01-02-2021

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Beleidssterrein Coronavirus | Toerisme | Vervoer

Zoekterm coronavirusziekte | ECONOMIE | economisch beleid | economisch gevolg | economisch herstel | economische analyse | economische situatie | epidemie | EU-steun | gezondheid | goederenvervoer | organisatie van het vervoer | overheidssteun | reizigersvervoer | sociaal leven | SOCIALE VRAAGSTUKKEN | structurele aanpassing | toerisme | TRANSPORT

Samenvatting This briefing provides the European Parliament's Committee on Transport and Tourism (TRAN) with an overview of the repercussions of the COVID-19 pandemic on the EU transport and tourism sectors and policy recommendations to address the challenges emerging from the crisis.
This overview briefing will be followed by 5 thematic briefings, focusing on specific issues relating to transport/tourism and COVID-19.

Studie [EN](#)

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

[Electronic freight transport information](#)

Publicatietype Briefing

Datum 24-08-2020

Auteur Niestadt Maria

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm documentatie | elektronisch document | EUROPESE UNIE | goederenvervoer | INTERNATIONALE BETREKKINGEN | internationale politiek | interne markt | Opbouw van Europa | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | Recht van de Europese Unie | TRANSPORT | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | VN-conventie | voorstel (EU) | vrij verrichten van diensten | wegvervoer | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting 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](#)

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

Publicatietype Briefing

Datum 07-07-2020

Auteur SCORDAMAGLIA Damiano

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm administratieve samenwerking | arbeidsmarkt | beroepskwalificatie | concurrentie | concurrentie | documentatie | erkenning van diploma's | EUROPESE UNIE | gewone wetgevingsprocedure | goederenvervoer | ONDERNEMING EN CONCURRENTIE | opvoeding | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | POLITIEK | Recht van de Europese Unie | reizigersvervoer | toegang tot het beroepsleven | TRANSPORT | uitvoerende macht en overheidsadministratie | verslag | vervoer over land | voorstel (EU) | wegvervoer | werkgelegenheid | WERKGELEGENHEID EN ARBEID | Werkzaamheden van het parlement | wetsherziening

Samenvatting 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

Publicatietype Briefing

Datum 07-07-2020

Auteur SCORDAMAGLIA Damiano

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer | Werkgelegenheid

Zoekterm arbeidsmarkt | arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bestuurder | EUROPESE UNIE | gedetacheerd werknemer | gewone wetgevingsprocedure | goederenvervoer | nationaal parlement | organisatie van het vervoer | parlement | POLITIEK | Recht van de Europese Unie | reizigersvervoer | rijtijd | rusttijd | TRANSPORT | vervoer over land | Vervoerbeleid | vervoerder | voorstel (EU) | wegvervoer | WERKGELEGENHEID EN ARBEID | Werkzaamheden van het parlement | wetsherziening

Samenvatting 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

Publicatietype Briefing

Datum 07-07-2020

Auteur SCORDAMAGLIA Damiano

Beleidssterrein Sociaal beleid | Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm arbeidsduur | arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bestuurder | digitale technologie | EU-recht | EUROPESE UNIE | gewone wetgevingsprocedure | goederenvervoer | nationaal parlement | organisatie van het vervoer | parlement | POLITIEK | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | Recht van de Europese Unie | reizigersvervoer | rijtijd | rusttijd | technologie en technische voorschriften | TRANSPORT | vervoer over land | Vervoerbeleid | vervoerder | voorstel (EU) | wegvervoer | WERKGELEGENHEID EN ARBEID

Samenvatting 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

Publicatietype Kort overzicht

Datum 06-07-2020

Auteur SCORDAMAGLIA Damiano

Beleidssterrein Sociaal beleid | Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bestuurder | EUROPESE UNIE | goederenvervoer | organisatie van het vervoer | Recht van de Europese Unie | rusttijd | TRANSPORT | verkeersveiligheid | vervoer over land | Vervoerbeleid | voorstel (EU) | wegvervoer | WERKGELEGENHEID EN ARBEID

Samenvatting 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.

Kort overzicht [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Mobility, transport and coronavirus](#)

Publicatietype Briefing

Datum 11-05-2020

Auteur DEBYSER Ariane

Beleidssterrein Coronavirus | Vervoer | Volksgezondheid

Zoekterm coronavirusziekte | ECONOMIE | economisch beleid | epidemie | EU-binnengrens | EU-steun | gezondheid | goederenvervoer | grenscontrole | internationaal recht | organisatie van het vervoer | POLITIEK | politiek en openbare veiligheid | RECHT | reizigersvervoer | SOCIALE VRAAGSTUKKEN | TRANSPORT | vrij verkeer van personen

Samenvatting One of the first, and most visible impacts of the Covid-19 crisis was on transport, travel and mobility. In early March 2020, European Union (EU) Member States had already reintroduced border controls at internal Schengen borders on the grounds of an immediate threat to public policy and on 17 March 2020, the Heads of State or Government agreed to reinforce the external borders by applying a coordinated temporary restriction on non-essential travel to the EU. Travel restrictions and containment measures adopted to limit the spread of the disease, within and at the external border of the EU, have led to drastic reductions in traffic in all transport modes. In a communication on the coordinated economic response to Covid-19 published on 13 March 2020, the European Commission underlined that the pandemic is having a major impact on transport systems and that disruption in the flow of goods leads to severe economic damage. The Commission mentioned that, in addition to the coordination and guidance efforts and the actions to limit the spread of the virus, it would act to tackle and mitigate the socio-economic consequences of the pandemic, which are exceptionally strong in the key areas of transport, travel and tourism. The Commission has already adopted measures on mobility and transport and is working with Member States to stop the spread of the disease; ensure essential goods and services such as food, medicines and protective equipment circulate freely in the internal market; and to guarantee the free movement of workers, especially those that exercise critical occupations such as health professionals and transport workers. To tackle the risk of serious economic downturn, the Commission has adopted a temporary framework for State aid measures that allows EU countries to provide assistance to companies. Some sector specific measures have already been approved, including on transport.

[Briefing EN](#)

[EU shipping and ports facing coronavirus](#)

Publicatietype Kort overzicht

Datum 11-05-2020

Auteur PAPE Marketa

Beleidssterrein Coronavirus | Toerisme | Vervoer | Volksgezondheid | Werkgelegenheid

Zoekterm coronavirusziekte | ECONOMIE | economisch beleid | economisch gevolg | economische analyse | epidemie | gezondheid | goederenvervoer | organisatie van het vervoer | reizigersvervoer | sectoriële steun | SOCIALE VRAAGSTUKKEN | TRANSPORT | vervoer over zee en over binnenwateren | zeevaart

Samenvatting Maritime shipping moves around 75 % of the EU's external trade and 30 % of intra-EU transport of goods. As part of the wider international maritime community, it supports complex supply chains moving food, energy and raw materials, manufactured goods and components as well as medical supplies. To keep functioning during the coronavirus outbreak, maritime shipping, ports and inland navigation face a new set of challenges that require EU support and a coordinated approach from the world's governments.

[Kort overzicht EN](#)

[Detailed technical measures for the definitive VAT system for cross-border goods trade](#)

Publicatietype Briefing

Datum 20-06-2019

Auteur REMEUR Cécile

Beleidssterrein Economische en monetaire zaken | Vaststelling van wetgeving door het EP en de Raad

Zoekterm administratieve formaliteit | bedrijfsbelasting | belastingharmonisatie | belastingwezen | BTW | commercialisering | commissie EP | dienstverrichting | distributie | documentatie | ECONOMIE, VERKEER EN HANDELSVERKEER | EU-instellingen en Europese overheid | Europese fiscale samenwerking | EUROPESE UNIE | FINANCIËN | fiscaliteit | goederenvervoer | handelsbeleid | intra-EU-handel | levering | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | POLITIEK | Recht van de Europese Unie | TRANSPORT | uitvoerende macht en overheidsadministratie | verslag | voorstel (EU)

Samenvatting The common European value added tax (VAT) system was set up in 1967, and reformed in 1993, to adapt it to the entry into force of the European Union (EU) internal market. The existing rules governing intra Community trade were therefore intended to be transitory. While VAT has become an important source of revenue for both national governments and the EU budget, the current system is ill-adapted to the challenges of a modern economy. A substantial review was initiated as from 2016, to update the EU VAT system and make it less vulnerable to fraud, as described in the April 2016 VAT action plan. The proposal, adopted on 25 May 2018, would amend the VAT Directive (Directive 2006/112/EC), to introduce detailed technical measures for the definitive VAT system for intra-EU business to business (B2B) trade in goods. The present proposal follows and complements the adoption of Council Directive (EU) 2018/1910 on 4 December 2018. The Parliament adopted its position on the proposal on 12 February 2019; the Council has yet to finalise its position. Third edition of a briefing originally drafted by Ana Claudia Alfieri, and subsequently updated by Laura Puccio. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

[Briefing EN](#)

[Combined transport directive review: Getting more goods off EU roads](#)

Publicatietype Briefing

Datum 15-04-2019

Auteur PAPE Marketa

Beleidssterrein Industrie | Interne markt en douane-unie | Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm Aantasting van het milieu | bestrijding van de verontreiniging | broeikasgas | duurzame mobiliteit | ECONOMIE | economische analyse | EUROPESE UNIE | gecombineerd vervoer | goederenvervoer | impactonderzoek | luchtkwaliteit | MILIEU | milieubeleid | organisatie van het vervoer | Recht van de Europese Unie | TRANSPORT | vermindering van gasemissie | verontreiniging door auto's | Vervoerbeleid | voorstel (EU)

Samenvatting The European Union's efforts to reduce the negative impacts of transport include promoting a shift from road freight transport to lower-emission transport modes. This also includes combined transport operations, which consist of at least one road leg for initial or final haulage and one non road leg, on rail or water. The 1992 Combined Transport Directive set out measures that were meant to increase the competitiveness of combined transport against road-only transport. In 2017, the Commission proposed to simplify the existing rules and make combined transport more attractive by means of economic incentives. The European Parliament's Committee on Transport and Tourism adopted its report in July 2018, and the Transport Council meeting of 3 December 2018 agreed a general approach. However, as trilogue negotiations had not made progress on reaching a compromise, Parliament adopted a legislative resolution at first reading on 27 March 2019, in advance of the European elections. Negotiations could restart in the new parliamentary term. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure.

[Briefing EN](#)

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

Publicatietype Kort overzicht

Datum 21-03-2019

Auteur SCORDAMAGLIA Damiano

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm arbeidsmarkt | arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | gedetacheerd werknemer | goederenvervoer | organisatie van het vervoer | TRANSPORT | vervoer over land | wegcabotage | WERKGELEGENHEID EN ARBEID

Samenvatting In May 2017, to upgrade social and market rules in the road haulage sector, the European Commission put forward a set of three proposals: on driving times, posting and cabotage. In June 2018, the European Parliament's Committee on Transport and Tourism (TRAN) adopted its reports on these proposals and mandates to launch interinstitutional negotiations. However, the plenary rejected the mandates to start negotiations and subsequently the three reports, referring them back to the TRAN committee in July 2018. In January 2019, the committee adopted a new set of amendments on cabotage but failed to reach an agreement on the two linked files on driving times and posting. The three files are expected to be put to a new vote in plenary in March.

[Kort overzicht EN](#)

[Acceptance of electronic freight transport information](#)

Publicatietype Briefing

Datum 17-01-2019

Auteur TUOMINEN ULLA-MARI

Beleidssterrein Interne markt en douane-unie | Vervoer

Zoekterm digitale eengemaakte markt | documentatie | elektronisch document | EUROPESE UNIE | goederenvervoer | INTERNATIONALE BETREKKINGEN | internationale conventie | internationale politiek | interne markt | Opbouw van Europa | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | Recht van de Europese Unie | TRANSPORT | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | voorstel (EU) | vrij verrichten van diensten | wegvervoer | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting 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](#)

Publicatietype Kort overzicht

Datum 10-01-2019

Auteur PAPE Marketa

Beleidssterrein Interne markt en douane-unie | Vervoer

Zoekterm goederenvervoer | organisatie van het vervoer | TRANSPORT | verhuur van voertuigen | vervoer over land | wegvervoer

Samenvatting 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.

Kort overzicht [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

[Research for TRAN Committee - Modal shift in European transport: a way forward](#)

Publicatietype Studie

Datum 29-11-2018

Externe auteur Enrico Pastori, Marco Brambilla, Silvia Maffii, Raffaele Vergnani, Ettore Gualandì, Eglantina Dani, Ian Skinner

Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Vervoer

Zoekterm ECONOMIE | economische analyse | EUROPESE UNIE | financiering van de EU | Financiën van de EU | gemeenschappelijk vervoersbeleid | goederenvervoer | heffingen op vervoersinfrastructuur | Informatica en gegevensverwerking | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | reizigersvervoer | stadsvervoer | statistiek | TRANSPORT | transportinfrastructuur | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | verzamelen van gegevens

Samenvatting The study provides a comprehensive analysis of the progress and potential of modal shift from road to more sustainable transport modes, with respect to the policy objectives set in the 2011 White Paper on transport. The study focuses both on passenger and freight transport, highlighting main barriers and factors that are hampering a more effective modal shift at EU level, and providing policy recommendations for the way forward.

Studie [EN](#)

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

Publicatietype Briefing

Datum 15-10-2018

Externe auteur Marcin Wołek

Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Toerisme | Vervoer

Zoekterm Azië-Oceanië | China | ECONOMIE | economische analyse | economische geografie | GEOGRAFIE | goederenvervoer | internationaal vervoer | lucht- en ruimtevervoer | luchtvervoer | organisatie van het vervoer | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | reizigersvervoer | schone technologie | sociaal leven | SOCIALE VRAAGSTUKKEN | statistiek | technologie en technische voorschriften | toerisme | TRANSPORT | transportnetwerk | vervoer over binnenwateren | vervoer over land | vervoer over zee | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | vervoerbeleid | wegvervoer

Samenvatting 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](#)

[Cross-border parcel delivery services](#)

Publicatietype Briefing

Datum 05-07-2018

Auteur SAJN Nikolina

Beleidssterrein Consumentenbescherming | Interne markt en douane-unie | Vaststelling van wetgeving door het EP en de Raad

Zoekterm commercialisering | communicatie | consumentenvoorlichting | consumptie | dienstverrichting | digitale eengemaakte markt | distributie | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economische analyse | elektronische handel | EU-binnengrens | EU-statistiek | EUROPESE UNIE | goederenvervoer | impactonderzoek | internationaal recht | interne markt | levering | Opbouw van Europa | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | postdienst | RECHT | Recht van de Europese Unie | TRANSPORT | universele dienst | verordening (EU) | Vervoerbeleid | vracht

Samenvatting High prices and the inconvenience of cross-border parcel delivery have been identified as being among the main obstacles to greater uptake of e-commerce among European consumers and retailers. Research shows that current cross-border parcel delivery prices charged by universal service providers can be almost five times higher than domestic parcel delivery prices. To remedy the situation, the European Commission presented a legislative proposal on cross-border parcel delivery services as part of its May 2016 e-commerce package. The proposal's aim was to contribute to a reduction in delivery prices through increased price transparency and improved regulatory oversight. The final act was signed in April 2018, following a compromise agreement between Parliament and the Council reached in December 2017. The new regulation will enable consumers and businesses to compare parcel delivery prices on a dedicated website, while national regulatory authorities will be provided with greater powers to monitor cross-border tariffs and assess those they consider to be unreasonably high. Fourth edition, based on an original briefing by Jana Valant. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure. Please note this document has been designed for on-line viewing.

Briefing [EN](#)

Electronic documents for freight transport

Publicatietype Briefing

Datum 03-05-2018

Auteur REMAC Milan

Beleidssterrein Vervoer

Zoekterm documentatie | elektronisch document | EUROPESE UNIE | goederenvervoer | INTERNATIONALE BETREKKINGEN | internationale politiek | interne markt | Opbouw van Europa | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | TRANSPORT | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | VN-conventie | vrij verrichten van diensten | wegvervoer | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting 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](#)

Plenary round-up – Strasbourg, March 2018

Publicatietype Kort overzicht

Datum 16-03-2018

Auteur FERGUSON CLARE | SOCHACKA KATARZYNA

Beleidssterrein Begroting | Consumentenbescherming | Energie | EU-democratie, institutioneel en parlementair recht | Genderkwesties, gelijkheid en diversiteit | Interne markt en douane-unie | Vervoer | Visserij

Zoekterm bestuurder | economische geografie | eigen middelen | Europa | Europees Semester | EUROPESE UNIE | FINANCIËN | Financiën van de EU | gelijke behandeling van man en vrouw | GEOGRAFIE | goederenvervoer | huiselijk geweld | INTERNATIONALE BETREKKINGEN | internationale conventie | internationale politiek | meerjarig financieel kader | monetaire economie | Opbouw van Europa | organisatie van het vervoer | politieke geografie | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | RECHT | rechten en vrijheden | reizigersvervoer | schone technologie | seksueel geweld | sociaal leven | SOCIALE VRAAGSTUKKEN | strafrecht | technologie en technische voorschriften | trans-Europees netwerk | TRANSPORT | uitreding uit de EU | Verenigd Koninkrijk | vervoer over land | wegvervoer

Samenvatting 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.

Kort overzicht [EN](#)

Training of professional drivers

Publicatietype Briefing

Datum 08-03-2018

Auteur DEBYSER Ariane

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm arbeidsmarkt | beroepskwalificatie | bestuurder | erkenning van getuigschriften van vakbekwaamheid | gemeenschappelijk vervoersbeleid | goederenvervoer | organisatie van het vervoer | reizigersvervoer | rijbewijs | TRANSPORT | verkeersopleiding | verkeersveiligheid | Vervoerbeleid | vervoersvoorschriften | voortdurende bijscholing | werkgelegenheid | WERKGELEGENHEID EN ARBEID

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

Briefing [EN](#)

Training of professional drivers

Publicatietype Kort overzicht

Datum 06-03-2018

Auteur DEBYSER Ariane

Beleidssterrein Vervoer

Zoekterm arbeidsmarkt | beroepskwalificatie | bestuurder | erkenning van getuigschriften van vakbekwaamheid | EUROPESE UNIE | goederenvervoer | onderwijs op afstand | opvoeding | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | Recht van de Europese Unie | reizigersvervoer | rijbewijs | TRANSPORT | verkeersopleiding | verkeersveiligheid | Vervoerbeleid | vervoersvoorschriften | voorstel (EU) | voortdurende bijscholing | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting On 1 February 2017, the European Commission adopted a proposal to revise existing provisions concerning the training of professional drivers (lorry and bus drivers). The proposal amends Directive 2003/59/EC on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers and Directive 2006/126/EC on driving licences, with the objective of tackling the main shortcomings identified in the implementation of the existing legislation. Parliament is due to vote on the proposal during its March plenary session.

Kort overzicht [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Cross-border parcel delivery

Publicatietype Kort overzicht

Datum 06-03-2018

Auteur SAJN Nikolina

Beleidssterrein Consumentenbescherming | Interne markt en douane-unie

Zoekterm commercialisering | communicatie | consumentenvoorlichting | consumptie | dienstverrichting | distributie | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | elektronische handel | EUROPESE UNIE | goederenvervoer | grensoverschrijdende dimensie | interne markt | levering | Opbouw van Europa | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | postdienst | Recht van de Europese Unie | Regio en regionaal beleid | TRANSPORT | universele dienst | Vervoerbeleid | voorstel (EU) | vracht

Samenvatting As part of efforts to boost e-commerce and to make online shopping easier for consumers, the European Commission has proposed a regulation on cross-border parcel delivery services. It aims to improve transparency and increase regulatory oversight of the cross-border parcel delivery sector, in order to foster competition and reduce delivery prices. Trilogue negotiations led to a provisional agreement on the proposal in December 2017, which needs to be confirmed in a vote during the March plenary session.

Kort overzicht [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Inspections of ro-ro ferries and high-speed passenger craft

Publicatietype Briefing

Datum 15-02-2018

Auteur PAPE Marketa

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm administratieve formaliteit | EU-instellingen en Europese overheid | Europees Agentschap voor maritieme veiligheid | EUROPESE UNIE | financieel beheer | goederenvervoer | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | POLITIEK | prestatiecontrole | RECHT | rechtsbronnen en rechtstakken | reizigersvervoer | snelvervoer | TRANSPORT | uitvoerende macht en overheidsadministratie | veerboot | veiligheid op zee | vereenvoudiging van de wetgeving | vervoer over zee en over binnenwateren | Vervoerbeleid

Samenvatting The European Commission, in line with its regulatory fitness and performance programme (REFIT), has evaluated existing EU legislation on passenger ship safety and presented three proposals for directives, aimed at simplifying rules and cutting administrative costs, while at the same time making sea travel safer. This proposal seeks to rationalise inspections conducted by national administrations while ensuring a high level of passenger ship safety and without unnecessarily limiting the ship's commercial operations, making the inspections system for these ships simpler, more effective and cheaper. This would be achieved by changing focus from initial company-based inspections to ship-based ones and by ensuring that subsequent inspections occur at regular intervals. After interinstitutional negotiations concluded on 14 July 2017, the European Parliament adopted the agreed text on 4 October 2017 and the Council on 23 October 2017. The final act entered into force on 20 December 2017 and the new provisions will apply from 21 December 2019. Fourth edition. The 'EU Legislation in Progress' briefings are updated at key stages throughout the legislative procedure. Please note this document has been designed for on-line viewing.

Briefing [EN](#)

Recognition of professional qualifications in inland navigation

Publicatietype Briefing

Datum 15-02-2018

Auteur PAPE Marketa

Beleidssterrein Interne markt en douane-unie | Vaststelling van wetgeving door het EP en de Raad | Vervoer | Werkgelegenheid

Zoekterm arbeidsmarkt | beroepskwalificatie | binnenvaart | boot | erkenning van getuigschriften van vakbekwaamheid | EU-instellingen en Europese overheid | Europese Rekenkamer | EUROPESE UNIE | goederenvervoer | Opbouw van Europa | organisatie van het vervoer | Recht van de Europese Unie | reizigersvervoer | trans-Europees netwerk | TRANSPORT | varend en vliegend personeel | vervoer over zee en over binnenwateren | voorstel (EU) | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting To enhance labour mobility, the European Commission proposed in 2016 to establish a common system of qualifications for workers on EU inland waterways, based on their competence. While the previous EU legislation applied only to boatmasters, the proposal introduced harmonised rules for all deck crew members and extended the scope of legislation to the previously excluded River Rhine. After interinstitutional negotiations concluded on 27 June 2017, the European Parliament adopted the agreed text on 14 November 2017 and the Council approved the EP position on 4 December 2017. The final act was published in the Official Journal on 27 December 2017. Member States have until 17 January 2022 to transpose the provisions into their national law. Fifth edition. The EU Legislation in Progress Briefings are updated at key stages throughout the legislative procedure. To view earlier editions of this briefing, please see: PE 608.799, November 2017.

Briefing [EN](#)

Policy Departments' Monthly Highlights - February 2018

Publicatietype Kort overzicht

Datum 05-02-2018

Beleidssterrein Begroting | Begrotingscontrole | Buitenlandse zaken | Cultuur | Internationale handel | Ruimte van vrijheid, veiligheid en recht | Vervoer | Volksgezondheid

Zoekterm Amerika | arbeidsrecht en -betrekkingen | Azië-Oceanië | belangenconflict | China | ECONOMIE | economisch beleid | economische geografie | EU-instellingen en Europese overheid | EU-lidstaat | Europa | Europees ambtenaar | EUROPESE UNIE | GEOGRAFIE | gezondheid | globalisering | goederenvervoer | misdaadbestrijding | organisatie van het vervoer | POLITIEK | politiek en openbare veiligheid | politieke geografie | Rusland | Servië | sociaal leven | SOCIALE VRAAGSTUKKEN | statuut voor EU-ambtenaren | terrorisme | TRANSPORT | Verenigde Staten | volksgezondheid | WERKGELEGENHEID EN ARBEID

Samenvatting 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.

Kort overzicht [EN](#)

Retrofitting smart tachographs by 2020: Costs and benefits

Publicatietype Studie

Datum 02-02-2018

Externe auteur 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.

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer | Werkgelegenheid

Zoekterm arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bevoegdheid van de lidstaten | digitale technologie | ECONOMIE, VERKEER EN HANDELSVERKEER | economische geografie | EU-lidstaat | EU-recht | EUROPESE UNIE | GEOGRAFIE | goederenvervoer | handelsbeleid | Informatica en gegevensverwerking | intra-EU-handel | motorvoertuig | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | Recht van de Europese Unie | reizigersvervoer | rusttijd | technische voorschriften | technologie en technische voorschriften | TRANSPORT | verkeersveiligheid | vervoer over land | Vervoerbeleid | vervoerder | verzamelen van gegevens | wegvervoer | WERKGELEGENHEID EN ARBEID

Samenvatting 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.

Studie [EN](#)

Common rules for certain types of combined transport of goods

Publicatietype Briefing

Datum 11-01-2018

Auteur TUOMINEN ULLA-MARI

Beleidssterrein Milieu | Vervoer

Zoekterm Aantasting van het milieu | bestrijding van de verontreiniging | broeikasgas | duurzame mobiliteit | ECONOMIE | economisch gevolg | economische analyse | EG-richtlijn | EUROPESE UNIE | gecombineerd vervoer | goederenvervoer | impactonderzoek | invloed op het milieu | luchtkwaliteit | MILIEU | milieubeleid | organisatie van het vervoer | RECHT | Recht van de Europese Unie | rechtsbronnen en rechtstakken | TRANSPORT | uitwerking van EU-wetgeving | vereenvoudiging van de wetgeving | vermindering van gasemissie | verontreiniging door auto's | Vervoerbeleid

Samenvatting 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 8 November 2017 and referred to Parliament's Committee on Transport and Tourism. The proposal aims to amend Directive 92/106/EEC (Combined Transport Directive, hereafter CTD) in order to improve its effectiveness and further enhance the shift towards intermodal transport, in particular combined transport, as an alternative to road transport, through simpler use of the regulatory regime and greater effectiveness of economic support measures. Intermodal transport largely uses modes of transport – such as rail, inland waterways and maritime transport – that cause less negative externalities (emissions, noise and accidents). While aiming at the specific target for modal shift defined in the European Commission's 2011 White Paper on a Single European Transport Area, the proposal is expected to reduce the negative effects of transport activities (IA, p. 39). The proposal, which is a REFIT initiative and part of the 2017 Commission work programme, aims at more sustainable and efficient freight transport and is in line with the low-emission mobility strategy, the United Nations' 2030 Agenda on Sustainable Development and the Paris Agreement on climate change (IA, p. 39). The European Parliament has supported multimodality and intermodality in transport in a number of resolutions.

Briefing [EN](#)

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

Publicatietype Briefing

Datum 21-11-2017

Auteur TUOMINEN ULLA-MARI

Beleidssterrein Vervoer

Zoekterm arbeidsmarkt | arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bestuurder | ECONOMIE | economische analyse | EUROPESE UNIE | gedetacheerd werknemer | goederenvervoer | impactonderzoek | organisatie van het vervoer | POLITIEK | Recht van de Europese Unie | reizigersvervoer | rijtijd | rusttijd | TRANSPORT | vervoer over land | Vervoerbeleid | vervoerder | voorstel (EU) | wegvervoer | WERKGELEGENHEID EN ARBEID | Werkzaamheden van het parlement | wetsherziening

Samenvatting 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](#)

Recognition of professional qualifications in inland navigation

Publicatietype Briefing

Datum 09-11-2017

Auteur PAPE Marketa

Beleidssterrein Interne markt en douane-unie | Vaststelling van wetgeving door het EP en de Raad | Vervoer | Werkgelegenheid

Zoekterm arbeidsmarkt | beroepskwalificatie | binnenvaart | EG-richtlijn | erkenning van getuigschriften van vakbekwaamheid | EUROPESE UNIE | gewone wetgevingsprocedure | goederenvervoer | mobiliteit van arbeidskrachten | organisatie van het vervoer | Recht van de Europese Unie | reizigersvervoer | TRANSPORT | varende en vliegend personeel | veiligheid van het vervoer | vervoer over zee en over binnenwateren | Vervoerbeleid | voorstel (EU) | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting While inland navigation is a cost-effective and environmentally friendly mode of transport, it is not used to its full capacity. Apart from the need for significant infrastructure improvements, the sector is affected by limited labour mobility and shortage of qualified workers. To enhance labour mobility, the European Commission proposed to establish a common system of qualifications for workers on EU inland waterways, based on their competence. While the EU legislation currently applies only to boatmasters, the proposal introduces harmonised rules for all deck crew members. Moreover, it extends the scope of legislation to the previously excluded River Rhine. Ultimately, the proposal should facilitate entry to professions in inland navigation, improve career prospects and make jobs in the sector more attractive. Fourth edition. The EU Legislation in Progress Briefings are updated at key stages throughout the legislative procedure. To view earlier editions of this briefing, please see: PE 593.548, 23 November 2016.

Briefing [EN](#)

Adapting the road haulage market to developments in the sector: road transport operators and access to the market

Publicatietype Briefing

Datum 16-10-2017

Auteur KONONENKO Vadim

Beleidsterrein Vervoer

Zoekterm administratieve samenwerking | binnenlands vervoer | ECONOMIE | economische analyse | EUROPESE UNIE | goederenvervoer | impactonderzoek | internationaal vervoer | organisatie van het vervoer | POLITIEK | Recht van de Europese Unie | reizigersvervoer | toegang tot het beroepsleven | TRANSPORT | uitvoerende macht en overheidsadministratie | vervoer over land | Vervoerbeleid | vervoerbeleid | vervoerder | vervoersvoorschriften | voorstel (EU) | wegvervoer | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting 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

Publicatietype Briefing

Datum 16-10-2017

Auteur THOMAS Marc

Beleidsterrein Vervoer

Zoekterm Amerika | drone | ECONOMIE | economische analyse | economische analyse | economische geografie | FINANCIËN | gemeenschappelijk vervoer | GEOGRAFIE | goederenvervoer | investering en financiering | lucht- en ruimtevervoer | MILIEU | milieubeleid | organisatie van het vervoer | overheidsinvestering | politieke geografie | reizigersvervoer | statistiek | TRANSPORT | transportinfrastructuur | Verenigde Staten | vermindering van gasemissie | vervoer over land | Vervoerbeleid | wegvervoer

Samenvatting 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

Publicatietype Briefing

Datum 16-10-2017

Auteur EISELE Katharina

Beleidsterrein Vervoer

Zoekterm ECONOMIE | economische analyse | economische geografie | EU-lidstaat | EU-statistieken | GEOGRAFIE | goederenvervoer | impactonderzoek | organisatie van het vervoer | TRANSPORT | verhuur van voertuigen | vervoer binnen de EU | vervoer over land | wegvervoer

Samenvatting 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](#)

Research for TRAN Committee - Road Transport Hauliers in the EU: Social and Working Conditions (Update of the 2013 study)

Publicatietype Studie

Datum 09-10-2017

Externe auteur Enrico PASTORI, Marco BRAMBILLA

Beleidssterrein Vervoer

Zoekterm arbeidscontract | arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bestuurder | EUROPESE UNIE | goederenvervoer | harmonisatie van de wetgevingen | organisatie van het vervoer | Personeelsbeheer en bezoldiging | Recht van de Europese Unie | rijtijd | rusttijd | TRANSPORT | vervoer over land | Vervoerbeleid | wegcabotage | WERKGELEGENHEID EN ARBEID

Samenvatting The study updates the 2013 analysis of the social legislation and working conditions of professional drivers engaged in the road freight transport sector. It concentrates on the fundamental social issues that arise in this transport segment, including driving times and rest periods as well as practical aspects that impact directly on the quality of life of drivers, e.g. employment schemes and income levels. After an overall analysis of the legal framework, which includes the EU legislation relevant for the social dimension of road freight transport, the findings of a renewed stakeholder and driver consultation are reported.

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

Multimodal and Combined Freight Transport: Implementation Appraisal

Publicatietype Briefing

Datum 07-07-2017

Auteur REMAC Milan

Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Omzetting en uitvoering van wetgeving | Vervoer

Zoekterm bedrijfsvoertuig | beroep in de binnenscheepvaart | BusinessEurope | communautaire instelling | ECONOMIE | economische analyse | EG-richtlijn | EU-instellingen en Europese overheid | Europese organisatie | EUROPESE UNIE | gecombineerd vervoer | goederenvervoer | impactonderzoek | INTERNATIONALE ORGANISATIES | niet-gouvernementele organismen | Opbouw van Europa | organisatie van het vervoer | Recht van de Europese Unie | trans-Europees netwerk | TRANSPORT | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | wegvervoer

Samenvatting 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](#)

Initial qualification, periodic training and minimum age of professional drivers of certain road vehicles

Publicatietype Briefing

Datum 11-05-2017

Beleidssterrein Vervoer

Zoekterm arbeidsmarkt | beroepskwalificatie | bestuurder | ECONOMIE | economische analyse | erkenning van getuigschriften van vakbekwaamheid | EUROPESE UNIE | goederenvervoer | harmonisatie van de wetgevingen | impactonderzoek | organisatie van het vervoer | Recht van de Europese Unie | reizigersvervoer | rijbewijs | TRANSPORT | verkeersopleiding | verkeersveiligheid | Vervoerbeleid | vervoersvoorschriften | voortdurende bijscholing | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting Considerable efforts have gone into preparing this IA, with several years of research, evaluation and consultations to address the challenge of missing data and quantitative evidence. The IA admits that these efforts were only partly effective, but does not assess any specific solutions for comprehensive data collection. In general, the clear screening of the retained options to achieve policy objectives is significant for the credibility of any IA – in this case, it is the weakest section of the report, together with the part on monitoring. Notwithstanding, the analysis of the problems, objectives and measures is pertinent and balanced, and supports the case of the Commission to amend the two directives without creating excessive burdens for stakeholders.

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

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

Publicatietype Briefing

Datum 11-04-2017

Auteur SCORDAMAGLIA Damiano

Beleidsterrein Vervoer

Zoekterm duurzame mobiliteit | ECONOMIE, VERKEER EN HANDELSVERKEER | EU-instellingen en Europese overheid | EUROPESE UNIE | financiering van de EU | Financiën van de EU | gemeenschappelijk vervoersbeleid | goederenvervoer | internationale handel | interne markt | Opbouw van Europa | organisatie van het vervoer | Spoorwegbureau van de Europese Unie | spoorweginfrastructuur | technische belemmering | trans-Europees netwerk | TRANSPORT | transportinfrastructuur | vervoer over land | Vervoerbeleid | vervoersvoorschriften

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

Briefing [EN](#)

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

Publicatietype Briefing

Datum 11-04-2017

Auteur DINU Alina Ileana

Beleidsterrein Vervoer

Zoekterm EUROPESE UNIE | gemeenschappelijk vervoersbeleid | goederenvervoer | organisatie van het vervoer | Recht van de Europese Unie | toepassing van het EU-recht | TRANSPORT | verhuur van voertuigen | vervoer over land | Vervoerbeleid | vervoersrecht | wegvervoer

Samenvatting 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

Publicatietype Briefing

Datum 21-03-2017

Auteur PAPE Marketa

Beleidsterrein Vervoer

Zoekterm Aantasting van het milieu | administratief beheer | communautaire certificatie | duurzame mobiliteit | gemeenschappelijk vervoersbeleid | goederenvervoer | intelligent vervoerssysteem | invloed op het milieu | lucht- en ruimtevervoer | luchtvervoer | materiaalbeheer | MILIEU | milieubeleid | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | reizigersvervoer | technologie en technische voorschriften | TRANSPORT | vermindering van gasemissie | verontreiniging door auto's | vervoer over land | vervoer over zee | vervoer over zee en over binnenwateren | Vervoerbeleid | voorkoming van verontreiniging | wegvervoer

Samenvatting 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](#)

Publicatietype Briefing

Datum 15-03-2017

Auteur DINU Alina Ileana | SCHREFLER Lorna

Beleidssterrein Omzetting en uitvoering van wetgeving | Vervoer

Zoekterm administratieve samenwerking | arbeidsmarkt | beroepskwalificatie | concurrentie | concurrentie | ECONOMIE | economische analyse | erkenning van diploma's | EU-recht | EU-statistieken | EUROPESE UNIE | goederenvervoer | ONDERNEMING EN CONCURRENTIE | opvoeding | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | POLITIEK | Recht van de Europese Unie | reizigersvervoer | toegang tot het beroepsleven | TRANSPORT | uitvoerende macht en overheidsadministratie | vervoer over land | wegvervoer | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting 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](#)

[Het internationale wegvervoer en cabotage](#)

Publicatietype Infopagina's over de EU

Datum 01-03-2017

Auteur RATCLIFF Christina

Beleidssterrein Vervoer

Zoekterm ECONOMIE, VERKEER EN HANDELSVERKEER | goederenvervoer | handelsbeleid | internationaal vervoer | INTERNATIONALE BETREKKINGEN | internationale politiek | marktliberalisatie | organisatie van het vervoer | reizigersvervoer | toegang tot de markt | toegang tot het beroepsleven | TRANSPORT | vervoer over land | Vervoerbeleid | vervoerder | vervoersvoorschriften | vrij verrichten van diensten | vrijwaringsclausule | wegcabotage | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting Met de aanneming van een aantal Europese wetgevingsbesluiten zijn zowel het internationale wegvervoer als de cabotage van goederen en personen geleidelijk aan geliberaliseerd.

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

[CETA and public services](#)

Publicatietype Uitgebreide analyse

Datum 10-02-2017

Auteur PUCCIO Laura | SABBATI Giulio | SCHOELLMANN Wilhelm

Beleidssterrein Buitenlandse zaken | Internationale handel

Zoekterm Amerika | Canada | communicatie | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economische analyse | economische geografie | ENERGIE | energiebeleid | energiebeleid | EU-lidstaat | GEOGRAFIE | gezondheid | gezondheidsverzorging | goederenvervoer | handelsovereenkomst | INTERNATIONALE BETREKKINGEN | internationale handel | internationale handel | internationale politiek | MILIEU | milieu-industrie | milieubeleid | onderwijsbeleid | opvoeding | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | POLITIEK | politieke geografie | postdienst | publieke dienst | reizigersvervoer | sociale bescherming | sociale dienst | SOCIALE VRAAGSTUKKEN | statistiek | TRANSPORT | uitvoerende macht en overheidsadministratie | vrijwaringsclausule

Samenvatting EU-Canada negotiations for a Comprehensive Economic and Trade Agreement (CETA) began in May 2009 and concluded in September 2014. Signed in October 2016, the agreement's overall aim is to increase flows of goods, services and investment. This publication analyses the extent to which public services are protected in CETA. The trade agreement takes the public sector into account by means of a (general) public sector carve-out and specific reservations introduced by the EU and the Member States in the annexes to the agreement. These reservations apply specifically to health services, education services, social services, and environmental, energy and transport services. National reservations introduced by the EU Member States to complement EU-wide reservations vary greatly. To a large extent this is the result of the widely varying levels of liberalisation of certain services among Member States, leading some of them to see a greater need to protect particular sectors from foreign competition than others.

Uitgebreide analyse [EN](#)

[Logistics in the EU and multimodal transport in the TEN-T corridors](#)

Publicatietype Kort overzicht

Datum 11-01-2017

Auteur PAPE Marketa

Beleidssterrein Vervoer

Zoekterm EUROPESE UNIE | Financiën van de EU | gemeenschappelijk vervoersbeleid | goederenvervoer | Opbouw van Europa | organisatie van het vervoer | trans-Europees netwerk | TRANSPORT | transportinfrastructuur | verdeling van de EU-financiering | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid

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

Kort overzicht [EN](#)

[Fourth railway package: Market pillar](#)

Publicatietype Kort overzicht

Datum 07-12-2016

Auteur SCORDAMAGLIA Damiano

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm concurrentie | ECONOMIE, VERKEER EN HANDELSVERKEER | EU-mededingingsbeleid | goederenvervoer | INDUSTRIE | internationale handel | liberalisering van het handelsverkeer | mechanische industrie | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | POLITIEK | regelgevingsbeleid | reizigersvervoer | spoorwegindustrie | TRANSPORT | transportinfrastructuur | uitvoerende macht en overheidsadministratie | vervoer over land | vervoer per spoor | Vervoerbeleid

Samenvatting At its December plenary session, the European Parliament is scheduled to vote at second reading to confirm trilogue agreements on a set of proposals to liberalise rail markets further and to improve their governance. These proposals form the 'market pillar' of the fourth railway package, put forward by the European Commission in January 2013. After the adoption on 28 April 2016 of the 'technical pillar', dealing with rail safety and technical compatibility, the market pillar measures would set a new milestone for the EU rail sector.

Kort overzicht [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [PL](#)

Multimedia [Fourth railway package: Market pillar](#)

[Recognition of professional qualifications in inland navigation](#)

Publicatietype Briefing

Datum 23-11-2016

Auteur PAPE Marketa

Beleidssterrein Interne markt en douane-unie | Vaststelling van wetgeving door het EP en de Raad | Vervoer | Werkgelegenheid

Zoekterm arbeidsmarkt | beroepskwalificatie | binnenvaart | EG-richtlijn | erkenning van getuigschriften van vakbekwaamheid | EUROPESE UNIE | gewone wetgevingsprocedure | goederenvervoer | mobiliteit van arbeidskrachten | organisatie van het vervoer | Recht van de Europese Unie | reizigersvervoer | TRANSPORT | varende en vliegend personeel | veiligheid van het vervoer | vervoer over zee en over binnenwateren | Vervoerbeleid | voorstel (EU) | werkgelegenheid | WERKGELEGENHEID EN ARBEID

Samenvatting While inland navigation is a cost-effective and environmentally friendly mode of transport, it is not used to its full capacity. Apart from the need for significant infrastructure improvements, the sector is affected by limited labour mobility and shortage of qualified workers. To enhance labour mobility, the European Commission proposes to establish a common system of qualifications for workers on EU inland waterways. While the EU legislation currently applies only to boatmasters, the proposal introduces harmonised rules for all deck crew members. Moreover, it extends the scope of legislation to the previously excluded River Rhine. Ultimately, the proposal should facilitate entry to professions in inland navigation, improve career prospects and make jobs in the sector more attractive. "A more recent edition of this document is available. Find it by searching by the document title at this address: <http://www.europarl.europa.eu/thinktank/en/home.html>"

Briefing [EN](#)

[Rail transport statistics in the European Union](#)

Publicatietype Kort overzicht

Datum 19-10-2016

Auteur SCORDAMAGLIA Damiano

Beleidssterrein Vaststelling van wetgeving door het EP en de Raad | Vervoer

Zoekterm goederenvervoer | Informatica en gegevensverwerking | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | reizigersvervoer | TRANSPORT | vervoer over land | vervoer per spoor | Vervoerbeleid | vervoersstatistiek | verzamelen van gegevens

Samenvatting EU transport policy has set itself ambitious goals: among other things, to increase the competitiveness and share of rail freight and passenger services and to create a Single European Railway Area. From this perspective, rail statistics shed a clear light on the EU rail sector and thus help in better evaluating developments in it. At its second October 2016 plenary, the European Parliament is expected to vote on a 2013 proposal for a regulation on rail transport statistics.

Kort overzicht [EN](#)

[Statistics on goods transport by inland waterway](#)

Publicatietype Kort overzicht

Datum 19-10-2016

Auteur PAPE Marketa

Beleidssterrein Vervoer

Zoekterm binnenlandse waterweg | goederenvervoer | Informatica en gegevensverwerking | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | TRANSPORT | vervoer over zee en over binnenwateren | Vervoerbeleid | vervoersstatistiek | verzamelen van gegevens

Samenvatting Parliament is due to vote on a legislative proposal to align Regulation (EC) No 1365/2006 with the Treaty on the Functioning of the European Union (TFEU) as regards delegated and implementing powers conferred to the European Commission. The overall objective remains unchanged – to help develop EU inland waterway transport by creating statistical standards for quality data collection.

Kort overzicht [EN](#)

[Completing the Internal Market for Parcel Delivery and e-Commerce - State of Play and Possible Reforms](#)

Publicatietype Uitgebreide analyse

Datum 15-09-2016

Externe auteur Alex Kalevi DIEKE

Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Consumentenbescherming | EU-recht: rechtsstelsel en -handelingen | Interne markt en douane-unie | Toekomstplanning | Vaststelling van wetgeving door het EP en de Raad

Zoekterm commercialisering | communicatie | consumentenvoorlichting | consumptie | dienstverrichting | digitale eengemaakte markt | distributie | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economische analyse | elektronische handel | EU-statistiek | EUROPESE UNIE | goederenvervoer | impactonderzoek | interne markt | levering | Opbouw van Europa | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | postdienst | TRANSPORT | universele dienst | Vervoerbeleid | vracht

Samenvatting Effective and affordable parcel delivery is a pre-condition for cross-border trade in physical goods. At present, consumers and shippers in different Member States face very different prices, service levels, and volumes of e-commerce parcels differ hugely by Member State. These shortcomings represent a major impediment to cross-border e-commerce, and thus the Digital Single Market. This in-depth analysis reviews the performance of EU markets for parcel delivery, and discusses concerns and policy options in light of the Digital Single Market. The paper evaluates the Commission's recent proposal for a Regulation on cross-border parcel delivery services, and presents recommendations for to improving and aligning the proposed regulation. This document was provided by Policy Department A at the request of the Committee on Internal Market and Consumer Protection.

Uitgebreide analyse [EN](#)

[Schengen Border Controls: Challenges and Policy Options](#)

Publicatietype Uitgebreide analyse

Datum 15-06-2016

Externe auteur Matthias LUECKE (Kiel Institute for the World Economy) ; Tim BREEMERSCH and Filip VANHOVE (Transport & Mobility Leuven)

Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Economische en monetaire zaken | EU-democratie, institutioneel en parlementair recht | Interne markt en douane-unie | Vaststelling van wetgeving door het EP en de Raad

Zoekterm Akkoord van Schengen | buitengrens van de EU | ECONOMIE | economisch gevolg | economische analyse | EU-binnengrens | EUROPESE UNIE | goederenvervoer | grenscontrole | impactonderzoek | internationaal recht | interne markt | Opbouw van Europa | organisatie van het vervoer | POLITIEK | politiek en openbare veiligheid | RECHT | reizigersvervoer | sociaal leven | SOCIALE VRAAGSTUKKEN | toerisme | TRANSPORT | Vervoerbeleid | vervoersstatistiek

Samenvatting This compilation paper revisits the Schengen set up including recent developments triggered by both the migration crisis and terrorism, and subsequently presents and qualifies expert estimates of the potential economic impact stemming from the introduction of ID-checks, including a case study on the very key transport sector. Estimates by the Kiel Institute for the World Economy point at a burden on EU citizens and firms of between €7 and €14 billion for the entire EU. TML-Leuven assessed the cost for transport users of reinstating border controls in the entire Schengen area to amount between €2.5 billion and €5 billion annually (waiting times 10-20 minutes for passenger cars and 30-60 minutes for lorries). Effects, however, could prove much more costly if e.g. fullfledged border controls are permanently re-introduced. This paper has been prepared by the Policy Department A at the request of the European Parliament's Committee on Internal Market and Consumer Protection (IMCO).

Uitgebreide analyse [EN](#)

Recognition of professional qualifications in inland navigation

Publicatietype	Briefing
Datum	14-06-2016
Auteur	PAPE Marketa
Beleidssterrein	Interne markt en douane-unie Vaststelling van wetgeving door het EP en de Raad Vervoer Werkgelegenheid
Zoekterm	erkenning van diploma's EUROPESE UNIE gemeenschappelijk vervoersbeleid goederenvervoer harmonisatie van de wetgevingen opvoeding OPVOEDING, ONDERWIJS EN COMMUNICATIE organisatie van het vervoer Recht van de Europese Unie reizigersvervoer TRANSPORT vaarbewijs vervoer binnen de EU vervoer over binnenwateren vervoer over zee en over binnenwateren Vervoerbeleid
Samenvatting	While inland navigation is a cost-effective and environmentally friendly mode of transport, it is not used to its full capacity. Apart from the need for significant infrastructure improvements, the sector is affected by limited labour mobility and shortage of qualified workers. To enhance labour mobility, the European Commission proposes to establish a common system of qualifications for workers on EU inland waterways. While the EU legislation currently applies only to boatmasters, the proposal introduces harmonised rules for all deck crew members. Moreover, it extends the scope of legislation to the previously excluded River Rhine. Ultimately, the proposal should facilitate entry to professions in inland navigation, improve career prospects and make jobs in the sector more attractive. A more recent edition of this document is available. Find it by searching by the document title at this address: http://www.europarl.europa.eu/thinktank/en/home.html
Briefing	EN

Airports in the EU: Challenges ahead

Publicatietype	Uitgebreide analyse
Datum	09-06-2016
Auteur	DEBYSER Ariane
Beleidssterrein	Vervoer
Zoekterm	bedrijfsorganisatie burgerluchtvaart concurrentievermogen ECONOMIE economisch beleid EUROPESE UNIE Financiën van de EU gemeenschappelijk vervoersbeleid goederenvervoer lucht- en ruimtevervoer luchthaven luchtvaartlijn luchtverkeer ONDERNEMING EN CONCURRENTIE organisatie van het vervoer overheidssteun reizigersvervoer TRANSPORT verdeling van de EU-financiering Vervoerbeleid vervoerscapaciteit vervoersmarkt vervoersstatistiek
Samenvatting	With soaring passenger traffic and an increasing number of destinations and connections, air transport in the EU has been undergoing profound change in recent decades, impacting on airports as key players in the aviation value chain and civil aviation infrastructure. EU airports, which differ significantly in size and role, had to adapt following the liberalisation of the internal market for aviation; they now have commercial objectives and compete to attract and retain traffic. This analysis provides a comprehensive overview of the challenges confronting EU airports, beginning with an overview of historical developments up to today, and focusing in particular on connectivity issues, the economics of airports, and future trends. The second part looks at the measures taken by the EU to tackle the challenges facing airports, including the Commission's recent Aviation Strategy for Europe.
Uitgebreide analyse	DE , EN , FR

Research for TRAN Committee - Transport in Canada

Publicatietype	Briefing
Datum	16-05-2016
Auteur	TUSZYNSKA Beata
Beleidssterrein	Toekomstplanning Toerisme
Zoekterm	Amerika Canada economische geografie EUROPESE UNIE GEOGRAFIE goederenvervoer handelsovereenkomst (EU) Internationale Burgerluchtvaartorganisatie INTERNATIONALE ORGANISATIES lucht- en ruimtevervoer luchtvervoer Opbouw van Europa organisatie van het vervoer politieke geografie reizigersvervoer stadsvervoer TRANSPORT Verenigde Naties vervoer over land vervoer over zee vervoer over zee en over binnenwateren vervoer per spoor Vervoerbeleid vervoerbeleid wegvervoer
Samenvatting	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

Research for TRAN Committee - Transport and Tourism in Romania

Publicatietype	Briefing
Datum	15-03-2016
Auteur	TUSZYNSKA Beata
Beleidssterrein	Beoordeling van wetgeving en beleid in de praktijk Toerisme Vervoer
Zoekterm	ECONOMIE economische geografie economische situatie economische situatie Europa Europese regio Europese territoriale samenwerking EUROPESE UNIE GEOGRAFIE goederenvervoer lucht- en ruimtevervoer luchtvervoer Opbouw van Europa organisatie van het vervoer politieke geografie Regio en regionaal beleid reizigersvervoer Roemenië sociaal leven SOCIALE VRAAGSTUKKEN stadsvervoer toerisme trans-Europees netwerk TRANSPORT transportinfrastructuur vervoer over binnenwateren vervoer over land vervoer over zee vervoer over zee en over binnenwateren vervoer per spoor Vervoerbeleid vervoersstatistiek wegvervoer
Samenvatting	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 - Logistics in the TEN-T Corridors](#)

Publicatietype Studie
Datum 14-03-2016
Externe auteur Wolfgang Schade, Werner Rothengatter and Simon Mader
Beleidssterrein Toerisme | Vervoer
Zoekterm administratief beheer | EUROPESE UNIE | gecombineerd vervoer | gemeenschappelijk vervoersbeleid | goederenvervoer | intelligent vervoerssysteem | materiaalbeheer | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | reizigersvervoer | trans-Europees netwerk | TRANSPORT | transportinfrastructuur | transportnetwerk | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | wegvervoer
Samenvatting 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.
Studie [EN](#)

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

Publicatietype Briefing
Datum 15-01-2016
Auteur RATCLIFF Christina
Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Toerisme | Vervoer
Zoekterm economische geografie | ENERGIE | energiebeleid | energiemarkt | Europa | EUROPESE UNIE | Finland | GEOGRAFIE | goederenvervoer | Lapland | lucht- en ruimtevervoer | luchtvervoer | MILIEU | milieubeleid | Opbouw van Europa | organisatie van het vervoer | politieke geografie | regenererebare energie | regio's van de EU-lidstaten | reizigersvervoer | sociaal leven | SOCIALE VRAAGSTUKKEN | toerisme | trans-Europees netwerk | TRANSPORT | transportinfrastructuur | vermindering van gasemissie | vervangende brandstof | vervoer over binnenwateren | vervoer over land | vervoer over zee | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | vervoersstatistiek | wegvervoer | zachte energie
Samenvatting 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](#)

[The Cost of Non-Europe in Transport](#)

Publicatietype Briefing
Datum 19-03-2015
Auteur CLAROS GIMENO Eulalia | NOGAJ Monika
Beleidssterrein Europese meerwaarde | Vervoer
Zoekterm EUROPESE UNIE | financieel beheer | gemeenschappelijk vervoersbeleid | goederenvervoer | interne markt | kosten-batenanalyse | lucht- en ruimtevervoer | luchtvervoer | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | reizigersvervoer | trans-Europees netwerk | TRANSPORT | transportinfrastructuur | vervoer over land | vervoer over zee | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | vervoersmarkt | wegvervoer
Samenvatting 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](#)

[Het aandeel van het goederenvervoer van en naar havens in de EU](#)

Publicatietype Studie
Datum 16-03-2015
Externe auteur Enrico Pastori
Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Vervoer
Zoekterm gecombineerd vervoer | gemeenschappelijk vervoersbeleid | goederenvervoer | havenverkeer | kustvaart | organisatie van het vervoer | TRANSPORT | transportnetwerk | vervoer binnen de EU | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | vervoersstatistiek | wegvervoer
Samenvatting In deze studie wordt het vervoersaandeel van het havenverkeer in de EU belicht. Er worden gegevens samengebracht over havenverkeer en de kenmerken ervan, en de verschillende vervoerswijzen die worden gebruikt om de havens met de eindbestemmingen van de goederen te verbinden worden geanalyseerd, met inbegrip van overlading, de korte vaart en binnenhavens. Deze studie helpt om te beoordelen in hoeverre er voortuitgang is geboekt ten aanzien van de beleidsdoelstellingen inzake de overschakeling van vervoer over de weg naar alternatieve vervoerswijzen.
Studie [EN](#)
Samenvatting [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Goederenvervoer over de weg: waarom bevrachters uit de EU vrachtwagens boven treinen verkiezen

Publicatietype Studie
Datum 16-03-2015
Externe auteur Francesco Dionori, Lorenzo Casullo, Simon Ellis, Davide Ranghetti, Konrad Bablinski, Christoph Vollath and Carl Soutra
Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Vervoer
Zoekterm Duitsland | economische geografie | Europa | Frankrijk | gecombineerd vervoer | gemeenschappelijk vervoersbeleid | GEOGRAFIE | goederenvervoer | Italië | organisatie van het vervoer | Polen | politieke geografie | Spanje | TRANSPORT | transportnetwerk | vervoer over land | vervoer per spoor | Vervoerbeleid | vervoersstatistiek | wegvervoer
Samenvatting Dit is een studie van de factoren die invloed hebben op de keuze van bevrachters uit de EU voor een bepaalde vervoerswijze, waarbij wordt toegelicht waarom dikwijls de weg boven het spoor wordt verkozen. Aan de hand van de analyse van de langetermijnontwikkeling van goederenvervoer, een aantal nationale casestudies (uit Duitsland, Polen, Frankrijk, Italië en Spanje) en interviews met marktspelers worden in deze studie de voornaamste factoren onderzocht die aan de keuze voor een bepaalde vervoerswijze ten grondslag liggen. Op basis van uit eerdere beleidservaring getrokken lering worden in het slothoofdstuk aanbevelingen gedaan over de voornaamste elementen van een doeltreffende strategie om het gebruik van het spoor te stimuleren.
Studie [EN](#)
Samenvatting [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

The Cost of Non-Europe in Transport

Publicatietype Briefing
Datum 20-01-2015
Auteur CLAROS GIMENO Eulalia | NOGAJ Monika
Beleidssterrein Europese meerwaarde | Vervoer
Zoekterm EUROPESE UNIE | financieel beheer | gemeenschappelijk vervoersbeleid | goederenvervoer | harmonisatie van de normen | harmonisatie van de wetgevingen | interne markt | kosten-batenanalyse | lucht- en ruimtevervoer | luchtvervoer | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | Recht van de Europese Unie | reizigersvervoer | technologie en technische voorschriften | TRANSPORT | transportinfrastructuur | vervoer over land | vervoer over zee | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | vervoersmarkt | wegvervoer
Samenvatting 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](#)

Het concept "snelwegen op zee" verbeteren

Publicatietype Studie
Datum 15-12-2014
Externe auteur Karel Vanroye, Bas van Bree and Frank de Bruin (Buck Consultants International)
Beleidssterrein Beoordeling van wetgeving en beleid in de praktijk | Vervoer
Zoekterm administratief beheer | concurrentie | concurrentiebeperking | duurzame mobiliteit | EU-programma | EUROPESE UNIE | financiering van de EU | Financiën van de EU | gecombineerd vervoer | gemeenschappelijk vervoersbeleid | goederenvervoer | haveninstallatie | maritiem beleid | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | projectevaluatie | trans-Europees netwerk | TRANSPORT | transportnetwerk | vervoer over zee en over binnenwateren | Vervoerbeleid | vervoersmarkt | zeevaart
Samenvatting Deze studie biedt een overzicht van het programma "Snelwegen op zee", vanaf de totstandkoming. Op basis van het uitgevoerde onderzoek zijn drie belangrijke knelpunten vastgesteld. Het betreft de volgende knelpunten: 1) belanghebbenden zijn onvoldoende bekend met het programma; 2) een gebrek aan continuïteit wanneer de financiering van het project beëindigd is; 3) de samenwerking tussen belanghebbenden is niet altijd optimaal. Deze drie factoren in combinatie met andere knelpunten zorgen ervoor dat de impact van het programma minder groot is dan men zou verwachten. Hiertoe zijn aanbevelingen en mogelijke scenario's voor de verbetering van het concept van snelwegen op zee geformuleerd.
Studie [EN](#)
Samenvatting [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [HR](#), [MT](#), [PL](#), [SK](#), [SL](#)

Fourth railway package still divides Member States

Publicatietype Briefing

Datum 02-12-2014

Auteur KATSAROVA Ivana

Beleidsterrein Vervoer

Zoekterm arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bedrijfsorganisatie | consumptie | dienst van algemeen belang | ECONOMIE, VERKEER EN HANDELSVERKEER | gemeenschappelijk vervoersbeleid | goederenvervoer | handelsbeleid | leiding van een onderneming | marktliberalisatie | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | reizigersvervoer | TRANSPORT | vervoer over land | vervoer per spoor | Vervoerbeleid | vervoersmarkt | vervoerspersoneel | WERKGELEGENHEID EN ARBEID

Samenvatting 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](#)

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

Publicatietype Studie

Datum 28-10-2014

Externe auteur 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.

Beleidsterrein Europese meerwaarde | Vervoer

Zoekterm duurzame mobiliteit | ECONOMIE | economische analyse | EU-instellingen en Europese overheid | EU-statistieken | EUROPESE UNIE | financieel beheer | gemeenschappelijk vervoersbeleid | goederenvervoer | harmonisatie van de normen | heffingen op vervoersinfrastructuur | interne markt | kostenanalyse | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | reizigersvervoer | Spoorwegbureau van de Europese Unie | technologie en technische voorschriften | trans-Europees netwerk | TRANSPORT | veiligheid van het vervoer | vervoer binnen de EU | vervoer over land | vervoer per spoor | Vervoerbeleid | vervoersmarkt | vervoersstatistiek | wegvervoer

Samenvatting 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 stakeholders 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.

Studie [EN](#)

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

Publicatietype	Studie
Datum	28-10-2014
Externe auteur	This study has been written by Andreu Ulied, Oriol Biosca and Efraín Larrea (MCRIT) with relevant contributions from Julia Rzepecka (VVA) and Stephanie Kirchmayr-Novak (OIR), coordination and review by Giovanni Familiari (T33), at the request of the European Added Value Unit, within the Directorate-General for Parliamentary Research Services of the European Parliament.
Beleidssterrein	Europese meerwaarde Vervoer
Zoekterm	EUROPESE UNIE financieel beheer gemeenschappelijk havenbeleid gemeenschappelijk vervoersbeleid goederenvervoer intercontinentaal vervoer internationaal recht interne markt kostenanalyse lucht- en ruimtevervoer luchtrecht luchtverkeersleiding luchtvervoer MILIEU milieubeleid ONDERNEMING EN CONCURRENTIE Opbouw van Europa organisatie van het vervoer RECHT reizigersvervoer trans-Europees netwerk TRANSPORT veiligheid op zee veiligheid van het luchtverkeer vermindering van gasemissie vervoer over binnenwateren vervoer over zee vervoer over zee en over binnenwateren Vervoerbeleid vervoersmarkt
Samenvatting	Cost of Non-Europe Reports identify the possibilities for economic or other gains and/or the realisation of a 'public good' through common action at EU level in specific policy areas and sectors. This Cost of Non-Europe Report seeks to analyse the costs for citizens, businesses and relevant stake-holders of remaining gaps and barriers in the Single Market in transports, as well as to examine the benefits from further action in the tourism sector. This particular study - the second in a series - reviews European air and water transport policy and regulation, and identifies areas, where further legislative action is necessary to complete the Single Market in these sectors. In addition, the paper looks at the impact of the completion of the Single market in relation to intercontinental transport. Based on that, it quantifies the "Cost of non-Europe" by giving an estimate of the net benefits that rebalancing European intercontinental gateways, which would stem from the completion of the Single Market in these air and maritime transport areas, would produce for the whole European economy.
Studie	EN

Inland waterways in the EU

Publicatietype	Briefing
Datum	28-01-2014
Auteur	DEBYSER Ariane
Beleidssterrein	Vervoer
Zoekterm	beroep in de binnenscheepvaart binnenvaartvloot duurzame mobiliteit EU-programma EUROPESE UNIE gecombineerd vervoer gemeenschappelijk vervoersbeleid goederenvervoer interne markt Opbouw van Europa organisatie van het vervoer trans-Europees netwerk TRANSPORT transportinfrastructuur vervoer over zee en over binnenwateren Vervoerbeleid waterwegennet
Samenvatting	The EU has one of the longest networks of inland waterways in the world, which play a significant role in the transport of freight between major seaports and hinterland areas. The sector nonetheless faces many specific structural difficulties (infrastructure insufficiently interconnected and integrated with other transport modes, overcapacity, skills shortages, etc.) which prevent it from tapping its full potential, i.e. increasing its modal share. Further EU-level initiatives to boost this transport mode in the framework of the NAIADES action programme are now under consideration.
Briefing	EN

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

Publicatietype	Studie
Datum	26-09-2013
Externe auteur	Kay MITUSCH (Institute for Economic Policy Research - IWW, Karlsruhe , Institute of Technology - KIT, Karlsruhe, Germany) , Brian KOGAN (Railway Markets and Economics, Office of Rail Regulation, London, UK) , Hubert DE BROCA (Directorate-General for Competition, European Commission, Brussels, Belgium) , Jean-Eric PAQUET (Directorate-General for Mobility and Transport, European Commission, Brussels, Belgium)
Beleidssterrein	Vervoer
Zoekterm	EUROPESE UNIE gemeenschappelijk vervoersbeleid goederenvervoer heffingen op vervoersinfrastructuur interne markt lucht- en ruimtevervoer luchtvervoer Opbouw van Europa organisatie van het vervoer reizigersvervoer TRANSPORT vervoer over land vervoer per spoor Vervoerbeleid vervoersmarkt vervoersonderneming vervoerstarief
Samenvatting	Liberalisation in the railway and aviation sector takes place at a different pace and the number of competitors to former state owned monopolists in particular in the railway sector is relatively low. The participants to this workshop discuss practical experiences and specific problems in both sectors. The views exchanged during the workshop discussion shall provide support the ECON Members in determining their position in regard to the current discussion of the Report on the 'Annual Report on EU Competition Policy 2012'.
Studie	EN

Sociale en arbeidsomstandigheden van wegvervoerders

Publicatietype Studie
Datum 15-04-2013
Externe auteur TRT Trasporti e Territorio Srl - Alessio Sitran, Enrico Pastori
Beleidssterrein EU-recht: rechtsstelsel en -handelingen | Vervoer | Werkgelegenheid
Zoekterm arbeidscontract | arbeidsduur | arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bestuurder | goederenvervoer | internationaal vervoer over de weg | loon | organisatie van het vervoer | Personeelsbeheer en bezoldiging | rijtijd | sociaal leven | sociaal-economische omstandigheden | sociale dumping | sociale omstandigheden | SOCIALE VRAAGSTUKKEN | TRANSPORT | vervoer over land | Vervoerbeleid | vervoersonderneming | WERKGELEGENHEID EN ARBEID
Samenvatting Deze studie bevat een analyse van de sociale en arbeidsomstandigheden van beroepschauffeurs die actief zijn in de sector goederenvervoer over de weg. Deze richt zich op de belangrijkste sociale vraagstukken die zich in dit vervoerssegment voordoen, waaronder rij- en rusttijden alsook praktische aspecten die direct van invloed zijn op de levenskwaliteit van chauffeurs, bv. werkgelegenheidsregelingen en inkomensniveaus. Na een algemene analyse van het wetgevingskader, inclusief de relevante EU-wetgeving over de sociale dimensie van goederenvervoer over de weg, volgt een rapportage van de bevindingen van een raadpleging van belanghebbenden en chauffeurs.
Studie [DE](#), [EN](#), [FR](#)
Samenvatting [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [MT](#), [PL](#), [SK](#), [SL](#)

Liberalisation of EU port services: issues and consequences for dock workers

Publicatietype Briefing
Datum 20-03-2013
Auteur KATSAROVA Ivana
Beleidssterrein Vervoer
Zoekterm arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | concurrentie | concurrentiebeleid | ECONOMIE, VERKEER EN HANDELSVERKEER | gemeenschappelijk havenbeleid | goederenvervoer | handelsbeleid | haveninstallatie | marktliberalisatie | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | toegang tot de markt | TRANSPORT | vervoer over zee en over binnenwateren | vrij verrichten van diensten | werkgelegenheid | WERKGELEGENHEID EN ARBEID | zeevaart
Samenvatting EU ports play an important role in facilitating the EU's external trade and internal market exchanges and are a direct and indirect source of more than half a million jobs. The Commission has been trying for many years to develop a specific EU policy framework for ports.
Briefing [EN](#)

Ontwikkeling en tenuitvoerlegging van cabotage over de weg in de EU

Publicatietype Studie
Datum 15-03-2013
Externe auteur Roberta Frisoni (Steer Davies Gleave), Francesco Dionori (Steer Davies Gleave), Christoph Vollath (Steer Davies Gleave), Karol Tyszka, Lorenzo Casullo, Clemence Routaboul, Andrius Jarzemskis and Katalin Tanczos
Beleidssterrein Interne markt en douane-unie | Vervoer
Zoekterm bestuurder | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economisch gevolg | economische analyse | EG-verordening | EUROPESE UNIE | goederenvervoer | handelsbeleid | internationaal vervoer over de weg | marktliberalisatie | organisatie van het vervoer | Recht van de Europese Unie | sociaal effect | sociale omstandigheden | SOCIALE VRAAGSTUKKEN | TRANSPORT | vervoer over land | Vervoerbeleid | vervoersmarkt | vervoersvoorschriften | wegcabotage
Samenvatting In de studie wordt een analyse gegeven van cabotagediensten in het goederenvervoer in de EU en worden de belangrijkste veranderingen besproken die zich de afgelopen jaren bij de regulering van deze markt hebben voorgedaan. De inwerkingtreding van Verordening (EG) nr. 1072/2009 en de geleidelijke openstelling van de markt voor de lidstaten waren de belangrijkste aanjagers van verandering in de afgelopen tien jaar. De studie bevat een analyse van de in de verordening aangebrachte wijzigingen. Tevens wordt gekeken naar de uitvoeringsbepalingen in de lidstaten. Indien beschikbaar bevat de studie tevens geactualiseerde statistische gegevens over cabotage. Ook is er sprake van een beoordeling van de sociaal-economische effecten die zich tijdens de toepassing van de huidige en vorige verordening in de lidstaten hebben voorgedaan en wordt commentaar geleverd op de vraag in hoeverre deze veranderingen het gevolg waren van Verordening (EG) nr. 1072/2009 of van andere factoren.
Studie [DE](#), [EN](#), [FR](#)
Samenvatting [BG](#), [CS](#), [DA](#), [DE](#), [EL](#), [EN](#), [ES](#), [FI](#), [FR](#), [HU](#), [IT](#), [LT](#), [LV](#), [NL](#), [PT](#), [RO](#), [SV](#), [ET](#), [MT](#), [PL](#), [SK](#), [SL](#)
Bijlage 1 [EN](#)

[EU transport in numbers](#)

Publicatietype Briefing

Datum 13-12-2011

Auteur SABBATI Giulio

Beleidssterrein Vervoer

Zoekterm Aantasting van het milieu | biobrandstof | broeikasgas | ECONOMIE | economische analyse | ENERGIE | energiebeleid | EU-statistieken | EUROPESE UNIE | goederenvervoer | luchtkwaliteit | MILIEU | ongeval bij het vervoer | Opbouw van Europa | organisatie van het vervoer | reizigersvervoer | trans-Europees netwerk | TRANSPORT | transportnetwerk | verontreiniging door auto's | Vervoerbeleid | vervoersstatistiek

Samenvatting The definition of the transport sector varies between different statistical sources. According to one definition (NACE) the transport industry directly employs more than 10 million people - accounting for 4.5% of total employment (source: DG MOVE). It also accounts for 4.6% of the Union's GDP.
Data on transport covers the following six modes: road, rail, pipeline, inland waterway, sea and air.
According to the International Transport Forum, the industry's contribution to GDP is around 8%.
Congestion costs Europe about 1% of GDP every year. For example in London 20% of workers spend more than 2 hours per day commuting.
At EU level, in 2009, greenhouse gas emissions from transport accounted for 20% of total emissions (Eurostat data).

Briefing [EN](#)

[Het effect van de scheiding tussen infrastructuurbeheer en vervoersbeheer op de spoorvervoerssector in de EU](#)

Publicatietype Studie

Datum 16-05-2011

Externe auteur Francesco Dionori (Steer Davies Gleave, Dick Dunmore (Steer Davies Gleave), Simon Ellis (Steer Davies Gleave) and Pietro Crovato (Steer Davies Gleave)

Beleidssterrein Vervoer

Zoekterm concurrentie | concurrentie | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economische analyse | economische analyse | gemeenschappelijk vervoersbeleid | goederenvervoer | handelsbeleid | marktliberalisatie | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | reizigersvervoer | spoorwegwet | TRANSPORT | transportinfrastructuur | veiligheid van het vervoer | verticale overeenkomst | vervoer over land | vervoer per spoor | Vervoerbeleid | vervoersmarkt | vervoersrecht | vervoersvoorschriften

Samenvatting Deze nota onderzoekt de ervaring van verticale scheiding binnen de Europese spoorvervoerssector. De voor- en nadelen van verticale scheiding worden behandeld evenals de economische, operationele, veiligheidseffecten en het effect op de gebruiker. Verschillende benaderingen ten aanzien van verticale scheiding hebben tot verschillende resultaten geleid, waarbij sommige een aanzienlijk positief effect hebben gehad op de concurrentieontwikkeling van de spoorwegen, maar andere in mindere mate. Deze nota presenteert de resultaten van een vergelijkende analyse op basis van een brede verzameling bronmateriaal.

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

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

[EU transport](#)

Publicatietype Briefing

Datum 16-12-2010

Auteur NEEDHAM Christopher

Beleidssterrein Vervoer

Zoekterm concurrentie | concurrentie | ECONOMIE, VERKEER EN HANDELSVERKEER | EUROPESE UNIE | gemeenschappelijk vervoersbeleid | goederenvervoer | handelsbeleid | marktliberalisatie | ONDERNEMING EN CONCURRENTIE | Opbouw van Europa | organisatie van het vervoer | reizigersvervoer | trans-Europees netwerk | TRANSPORT | transportinfrastructuur | veiligheid van het vervoer | vervoer binnen de EU | Vervoerbeleid

Samenvatting The briefing details the main transport facts and figures and policy objectives as the EU seeks to have an open multi-modal transport market across the EU. The achievements in the last 10 years are also detailed in this important economic backbone sector for the EU.

Briefing [EN](#)

[De logistiek als beleidsinstrument voor de aanpak van de klimaatverandering](#)

Publicatietype Studie

Datum 15-01-2010

Externe auteur Silvia Maffii, Enrico Pastori, Giuseppe Galli and Alessandra Moizo (TRT - Trasporti e Territorio)

Beleidssterrein Industrie | Milieu | Vervoer

Zoekterm Aantasting van het milieu | administratief beheer | bestrijding van de verontreiniging | duurzame mobiliteit | goederenvervoer | klimaatverandering | materiaalbeheer | MILIEU | milieubeleid | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | TRANSPORT | vermindering van gasemissie | Vervoerbeleid

Samenvatting In deze studie wordt onderzocht hoe de logistiek kan bijdragen aan de aanpak van de klimaatverandering. Uit een analyse van de meest relevante maatregelen om een 'groene logistiek' tot stand te brengen, waarbij ook aandacht is besteed aan de belangrijkste beste praktijken op logistiek gebied, kan worden afgeleid wat de meest veelbelovende acties zijn die door de Europese instellingen en de particuliere sector kunnen worden ontwikkeld om bij te dragen aan een vermindering van de uitstoot van broeikasgassen.

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

Transport and Globalisation

Publicatietype Uitgebreide analyse

Datum 15-01-2010

Externe auteur József Pálfalvi (Közlekedéstudományi Intézet Nonprofit Kft. - KTI, Budapest, Hungary)

Beleidssterrein Economische en monetaire zaken | Internationale handel | Vervoer

Zoekterm concurrentie | concurrentie | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economisch beleid | economische structuur | ENERGIE | energie-efficiëntie | energiebeleid | globalisering | goederenvervoer | internationale economie | internationale handel | internationale handel | MILIEU | milieubeleid | milieubescherming | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | reizigersvervoer | TRANSPORT | vermindering van gasemissie | vervoer over land | vervoer per spoor

Samenvatting In this note we give information about the globalisation processes that have taken place in the world economy and world trade, and examine their effects on goods transport. We propose the wider-scope application of ex-transport solutions, in order to moderate the level of environmental load. In the field of passenger transport, the long-term expected decrease and ageing of the population may play a role. It is worth examining in what ways the above factors modify the volumes and habits of passenger transport and the traditional structure of towns, and to what extent the tools of mobility management can be applied.
The issues covered by this note were presented and discussed in the framework of a workshop on 'The Future of Transport' held in the European Parliament on 2 December 2009.

Uitgebreide analyse [EN](#)

De toekomst van duurzaam goederenvervoer en logistiek

Publicatietype Uitgebreide analyse

Datum 15-01-2010

Externe auteur Anthony Whiteing (Institute for Transport Studies, University of Leeds, UK)

Beleidssterrein Milieu | Vervoer

Zoekterm administratief beheer | duurzame mobiliteit | ECONOMIE | economische groei | economische situatie | gecombineerd vervoer | goederenvervoer | intelligent vervoerssysteem | materiaalbeheer | MILIEU | milieubeleid | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | TRANSPORT | vermindering van gasemissie | Vervoerbeleid | vracht

Samenvatting In deze nota worden recente trends in het goederenvervoer in de EU beschouwd en wordt de huidige aanpak op EU-niveau voor de ontwikkeling van een duurzaam stelsel voor goederenvervoer geëvalueerd. Vervolgens worden de mogelijke gevolgen van bestaande en potentiële initiatieven ter bevordering van duurzaamheid onder de loep genomen. Om diverse redenen zal het moeilijker zijn om duurzaamheid te realiseren voor goederenvervoer dan voor personenvervoer. Bestaande technologieën en beleidsmaatregelen kunnen maar een deel van de oplossing bieden en in de toekomst zijn nieuwe, radicalere initiatieven vereist.
De in deze nota behandelde vraagstukken waren reeds het onderwerp van een workshop over "Vervoer in de toekomst", gehouden in het Europees Parlement op 2 december 2009.

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

De veranderende rol van Europese zeehavens in de mondiale maritieme logistiek - mogelijkheden, uitdagingen en strategieën

Publicatietype Studie

Datum 15-10-2009

Externe auteur Karel Vanroye and Bart van Mol (Buck Consultants International) with the support of Catram Consultants and Institute of Shipping Economics and Logistics (ISL)

Beleidssterrein Milieu | Vervoer

Zoekterm Aantasting van het milieu | goederenvervoer | havenbeleid | MILIEU | navigatievoorschriften | organisatie van het vervoer | TRANSPORT | transportnetwerk | veiligheid op zee | vervoer over zee en over binnenwateren | Vervoerbeleid | vervuiling van de zee | zeevaart

Samenvatting De markt voor het handelsverkeer over zee is de afgelopen vijftien jaar aanzienlijk veranderd. Door ontwikkeling als globalisering, offshoring en een ongekende groei van het containervervoer zijn het maritieme vervoer en de logistieke ketens ingrijpend gewijzigd. De wereldwijde economische malaise van 2008-2009 is ook van invloed geweest op de havens en de maritieme sectoren. De meeste havens en reders hebben te kampen met lagere vrachtvolumes of met minder verwerkingscapaciteit. Deze studie is bedoeld om de gevolgen van deze ontwikkelingen toe te lichten en om aanbevelingen voor het Europees Parlement te formuleren.

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

Samenvatting [XL](#)

De verkeersveiligheid van bedrijfsbestelwagens

Publicatietype Studie
Datum 15-10-2009
Externe auteur Iain Knight, Tanja Robinson, Mike Neale and Wesley Hulshof (TRL Limited)
Beleidssterrein Vervoer
Zoekterm arbeidsomstandigheden en -organisatie | arbeidsveiligheid | bedrijfsvoertuig | goederenvervoer | Informatica en gegevensverwerking | ongeval bij het vervoer | OPVOEDING, ONDERWIJS EN COMMUNICATIE | organisatie van het vervoer | PRODUCTIE, TECHNOLOGIE EN ONDERZOEK | registratie van een voertuig | technologie en technische voorschriften | TRANSPORT | veiligheidsinrichting | veiligheidsnorm | verkeersveiligheid | vervoer over land | Vervoerbeleid | verzamelen van gegevens | wegverkeer | WERKGELEGENHEID EN ARBEID
Samenvatting In dit verslag worden tal van Europese gegevens over de veiligheid van bestelwagens of LGV's (vrachtoertuigen met een maximumgewicht van 3,5 ton) verzameld en geanalyseerd: onder meer gegevens en cijfers over de geldende regelgeving, nieuwe registraties, het bestaande voertuigenpark, verkeersbewegingen, vervoersprestaties, bedrijfssectoren, ongevallen en verkeersslachtoffers. Het verslag besteedt aandacht aan ontwikkelingen op de markt voor bestelwagens en op het gebied van veiligheid en wijst mogelijke prioritaire gebieden aan voor te nemen veiligheidsmaatregelen.
Studie [DE](#), [EN](#), [FR](#), [NL](#)
Samenvatting [XL](#)

Tekort aan gekwalificeerd personeel in het goederenvervoer over de weg

Publicatietype Studie
Datum 15-05-2009
Externe auteur Manuela Samek Lodovici, Enrico Pastori, Caterina Corrias, Alessio Sitran, Cristina Tajani, Nicoletta Torchio and Andrea Appetecchia
Beleidssterrein Economische en monetaire zaken | EU-recht: rechtsstelsel en -handelingen | Vervoer | Werkgelegenheid
Zoekterm arbeidskrachten | arbeidsmarkt | arbeidsomstandigheden en -organisatie | arbeidsvoorwaarden | bestuurder | EUROPESE UNIE | goederenvervoer | Opbouw van Europa | organisatie van het vervoer | tekort aan arbeidskrachten | TRANSPORT | uitbreiding van de Europese Unie | vervoer over land | wegvervoer | WERKGELEGENHEID EN ARBEID
Samenvatting In deze studie wordt een beknopt overzicht gegeven van het goederenvervoer over de weg tegen de achtergrond van het structurele tekort aan gekwalificeerde chauffeurs in deze sector. In de studie wordt met name aandacht besteed aan het scala van factoren dat van invloed is op de vraag naar en het aanbod aan arbeidskrachten, waarbij ook rekening wordt gehouden met de gevolgen van de geldende wetgeving in de EU en met de effecten van de huidige economische crisis.
Studie [DE](#), [EN](#), [FR](#), [NL](#)
Samenvatting [XL](#)

Eurovignet III recente ontwikkelingen en beleidsopties op middellange termijn

Publicatietype Uitgebreide analyse
Datum 15-12-2008
Externe auteur Markus Mailbach (INFRAS)
Beleidssterrein Vervoer
Zoekterm duurzame mobiliteit | goederenvervoer | mammoetvoertuig | organisatie van het vervoer | TRANSPORT | verkeerscontrole | verkeersveiligheid | vervoer over land | Vervoerbeleid | vervoersplanning | wegennet
Samenvatting Deze informatienota heeft betrekking op de voorgestelde EU-richtlijn tot wijziging van richtlijn 1999/62 betreffende het in rekening brengen van externe kosten aan zware vrachtoertuigen. In het eerste deel wordt het voorstel van de Commissie vergeleken met de conclusies van het Handboek voor de raming van externe kosten in de vervoersector. In het tweede deel worden de meest controversiële kwesties besproken, zoals de keuze van de externe kostenelementen, de behandeling van congestiekosten, de vaststelling van grenswaarden, de toepassing op het volledige wegennet en de benutting van ontvangsten. Tot slot komt een aantal vooruitzichten en beleidsopties op middellange termijn aan bod.
Uitgebreide analyse [DE](#), [EN](#), [ES](#), [FR](#), [IT](#), [NL](#), [PT](#), [PL](#)

Enforcement of the EU Legislation on Road Freight Transport : Controls and Sanctions Related to Compliance with Road Safety Provisions

Publicatietype Studie
Datum 15-10-2008
Externe auteur Claudio Ricciolo, Giorgia Aresu (gestionnaire de projet) and Carolina Furguele (PricewaterhouseCoopers Advisory Srl - Italie)
Beleidssterrein EU-recht: rechtsstelsel en -handelingen | Vervoer
Zoekterm EUROPESE UNIE | goederenvervoer | organisatie van het vervoer | politiecontrole | POLITIEK | politiek en openbare veiligheid | Recht van de Europese Unie | rijtijd | snelheidsvoorschriften | technische keuring | toepassing van het EU-recht | TRANSPORT | verkeersveiligheid | vervoer over land | Vervoerbeleid | wegvervoer
Samenvatting 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.
Studie [DE](#), [EN](#), [FR](#)

The evolving role of EU seaports in global maritime logistics – capacities, challenges and strategies

Publicatietype Studie
Datum 15-05-2008
Externe auteur Karel Vanroye and Bart Van Mol (Buck Consultants International)
Beleidssterrein Industrie | Internationale handel | Vervoer
Zoekterm administratief beheer | bedrijfsorganisatie | delokalisatie | ECONOMIE | economische groei | economische situatie | gecombineerd vervoer | gemeenschappelijk havenbeleid | goederenvervoer | haveninstallatie | koopvaardijvloot | maritiem beleid | materiaalbeheer | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | TRANSPORT | vervoer over zee en over binnenwateren | zeevaart
Samenvatting The market environment for seaborne trade has changed considerably within the last 15 years. Globalisation, off-shoring and the unprecedented growth of containerisation have led to changes in maritime transport and logistics chains.
This study aims at explaining the impact of these developments on seaports and at formulating recommendations for the European Parliament.
Studie [DE](#), [EN](#), [FR](#), [IT](#)

The Impact of e-Commerce on Transport in Europe and Possible Actions to be Taken to Meet Increased Demand

Publicatietype Studie
Datum 01-03-2002
Externe auteur TNO Inro (Delft, Netherlands)
Beleidssterrein Vervoer
Zoekterm commercialisering | distributie | distributiekosten | duurzame mobiliteit | ECONOMIE | ECONOMIE, VERKEER EN HANDELSVERKEER | economisch gevolg | economische analyse | elektronische handel | financieel beheer | goederenvervoer | levering | ONDERNEMING EN CONCURRENTIE | organisatie van het vervoer | TRANSPORT | transportnetwerk | Vervoerbeleid
Samenvatting The purpose of this study is to formulate a basis for transport policy for the European Parliament's Committee on Regional Policy, Transport and Tourism. The input is formulated on the basis of the most reliable forecasts possible on the growth of e-commerce induced freight traffic in the medium term. In addition, the study should generate suggestions to cope with the anticipated increase in the volume of traffic.
Studie [EN](#)

Social Dumping in the Road Haulage Business by Operators From Third Countries

Publicatietype Uitgebreide analyse
Datum 01-04-2001
Auteur PABST Reinhart
Beleidssterrein Industrie | Vervoer | Werkgelegenheid
Zoekterm buitenlandse onderneming | concurrentie | concurrentiebeperking | derde land | goederenvervoer | INTERNATIONALE BETREKKINGEN | kleine en middelgrote onderneming | ONDERNEMING EN CONCURRENTIE | ondernemingen | organisatie van het vervoer | samenwerkingsbeleid | sociaal leven | sociale dumping | SOCIALE VRAAGSTUKKEN | TRANSPORT | vervoer over land | wegvervoer | werkgelegenheid | WERKGELEGENHEID EN ARBEID | zwartwerk
Samenvatting 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
Uitgebreide analyse [DE](#), [EN](#)

The Internal Market and the Common Transport Policy

Publicatietype Studie
Datum 01-12-1994
Externe auteur Ugo Bargagli Stofi
Beleidssterrein Interne markt en douane-unie | Vervoer
Zoekterm ECONOMIE, VERKEER EN HANDELSVERKEER | EUROPESE UNIE | gemeenschappelijk vervoersbeleid | goederenvervoer | handelsbeleid | interne markt | lucht- en ruimtevervoer | luchtvervoer | Opbouw van Europa | organisatie van het vervoer | overheidscontract | reizigersvervoer | TRANSPORT | vervoer over binnenwateren | vervoer over land | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | wegvervoer | zeevaart
Samenvatting 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.
Studie [DE](#), [EN](#), [FR](#), [IT](#)

De toekomst van de binnenscheepvaart in Europa

Publicatietype Studie

Datum 01-12-1993

Beleidsterrein EU-recht: rechtsstelsel en -handelingen | Vervoer

Zoekterm binnenlandse waterweg | binnenvaart | binnenvaartvloot | EU-recht | EUROPESE UNIE | goederenvervoer | internationaal vervoer | organisatie van het vervoer | Recht van de Europese Unie | TRANSPORT | transportinfrastructuur | veiligheid van het vervoer | vervoer over zee en over binnenwateren | Vervoerbeleid

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

The Community's External Relations in the Field of Transport

Publicatietype Uitgebreide analyse

Datum 01-01-1992

Auteur SANT'ANNA Joao

Beleidsterrein Vervoer

Zoekterm betrekking van de Europese Unie | derde land | EUROPESE UNIE | gemeenschappelijk vervoersbeleid | goederenvervoer | internationaal vervoer | INTERNATIONALE BETREKKINGEN | lucht- en ruimtevervoer | luchtvervoer | Opbouw van Europa | organisatie van het vervoer | reizigersvervoer | samenwerkingsbeleid | TRANSPORT | vervoer over land | vervoer over zee | vervoer over zee en over binnenwateren | vervoer per spoor | Vervoerbeleid | wegvervoer

Uitgebreide analyse [DE](#), [EN](#), [FR](#)